

1931

~~Penal~~

No. 17403.

SUBJECT

enclosure

C0533/417

Penal Code,

Amendments.

Previous

16191/30.

Subsequent

18305/32.

97
ED

spent his life in England or Wales, he would receive an income of £423 p.a.

It is possible that an Insurance Company specialising in "tropical" lives might consider the "expectation" of a person of 53 who had spent 27 years in the tropics, to be less than 18.22 years. Assuming that such expectation was placed as low as 10 years, the annuity would be £666 p.a.

It is pointed out that a person of less age than the example, would be worse off since the expectation of life would be longer and the Provident Fund Deposit of retirement would be less.

(signed) H. E. GOODSHIP
DEPUTY GENERAL MANAGER.

(signed) J. M. JENKINS
MARINE SUPERINTENDENT.

(signed) G. V. O. BULKELEY
PORT MANAGER.

the service on a salary of £300 p.a. and retired at the date on which he would qualify for his maximum pension (i.e. after ~~20 7/8~~^{26 7/8} years) at the age of 53, on a salary of £1500 p.a. with a personal allowance of £100 p.a.

Pension Scheme.

The annual pension (without any commutation) would be £ 1217 p.a.

Provident Fund Scheme.

(Contributions 1/12th of salary,
 bonus 100% of contributions,
 interest 4% - No gratuity)
 Total amount paid to contributor
 on retirement £ 5404
 No. of years for which this amount
 would suffice if spent at the rate
 of £ 1217 p.a. ; balance lying at
 4% p.a. 4½
 Amount which could be spent annually
 assuming expectation of life to be
 18.22 years (Registrar General's
 Annual Return for England and Wales)
 Unspent balances lying at 4% interest £ 423

It will be seen that if a Provident Fund contributor desired on retirement, to live on the same income that he would have received under the Pension Scheme, he would exhaust the total sum received from the Provident Fund in 4½ years.

If he purchased an annuity on the basis of the average expectation of life of a person of his age, who had

KENYA AND UGANDA RAILWAYS & HARBOURS,
CHIEF ACCOUNTANT'S OFFICE,
NAIROBI.

16th December, 1931.

The Hon. the General Manager,
NAIROBI.

PETITION FROM SECOND ENGINEERS.

Your S.P. 6237 B. dated the 18th November, 1930.

In accordance with your instructions, as contained in the above letter, we duly considered this case. We are of opinion that Second Officers and Second Engineers should be placed on the pensionable establishment, subject to the usual conditions that prevail at present as regards other appointments.

We are also of opinion that there are no other grades in the Administration which would be affected whose case is in any way on so strong a footing as the grades which we now recommend should be made pensionable.

In making this recommendation, we have gone into the question of the advantages of Provident Fund as compared to pension, at some little length.

Our conclusions on this point are as follows :-

The benefits provided by the Provident Fund would be greater than these provided under the Pension Scheme only in the case of the following :-

- a. A servant invalided before the completion of 10 years' service.
- b. A servant retiring voluntarily or being dismissed before the attaining of the age of 50.
- c. A pensioner dying within a very short time of retirement.

The following is a comparison of the benefits which would be received under either scheme by a servant who joined

After further consideration, and with the concurrence of Railway Council, it is proposed to appoint Commander Buckler as Senior Marine Officer, under the Superintendent of the Line, at a salary of £1,000 per annum. This proposal, I trust, will receive your approval.

27. Abstract E. MISCELLANEOUS EXPENDITURE.

Item XIII. Subscription to Research Societies £1,000

Item XIII Investigations in connection with standardisation of Railways in Africa 1,100

Railway Council recommended :-

"That Item XIII - Subscriptions to Research Societies and Committees - £1,000 be deleted from the Estimates on the lines suggested by the Secretary of State in his cablegram of the 23rd July, circulated for the information of Council in the Memorandum accompanying the Draft Estimates. Council AGREED to recommend :-

"That Item XIII - Investigations in connection with Standardisation of Railways in Africa - £1,100 be reduced to £500 and that the Crown Agents be asked to reduce expenditure during the coming year to the minimum possible."

I decided that these Items should stand as printed in the Estimates pending reference of the matter to you.

If, without jeopardising the work which already has been accomplished and the expenditure already incurred, it is possible to curtail commitments during the ensuing year, I recommend that representations accordingly be made with a view to meeting the views of Council.

I have the honour to be,

Sir,

Your most obedient, humble servant.

HIGH COMMISSIONER.

"The Hon. General Manager explained that he had not considered that this involved a matter of principle, but merely that it was fighting an anomaly and had submitted his recommendations direct to the High Commissioner accordingly, but, if Council considered this procedure to be ultra vires, he tendered his apology."

17065/31

25. The creation of these posts as pensionable offices was approved by me and reported to you in my despatch Transport No.4 of the 7th January, 1931. I gave this approval on the recommendation of the General Manager who had before him the Report of a Sub-Committee appointed to review the whole matter. A copy of that Report is attached. On the merits of the case, I have no doubt as to the justification for including these posts in the list of pensionable offices. To adopt Council's proposal would, in my opinion, have created an injustice and I advised Council accordingly, informing them that I would report the matter to you.

Legal advice subsequently received indicates that the matter should have been submitted to Railway Council in accordance with the provisions of the Order-in-Council, and I have taken steps to ensure that, in future, all such matters are submitted to Council and/or the Harbour Advisory Board as required by these Orders.

The question of retaining the pensionable status of these posts after the present holders have been retired will be considered by Council at a subsequent meeting, in the light of the Report of the Terms of Service Committee appointed by the Kenya Government.

26. MARINE SERVICES - REORGANISATION.

In the reorganisation contemplated in my despatch Transport No.126 of the 28th July, the replacement of the Marine Superintendent by a Marine Assistant at a salary of £950 per annum was visualized.

After.....

No 3
17143/31
Rete...
Director
Responsible

22. I caused Railway Council to be advised that I am most anxious to reduce the expenditure under Items 1 - 3 but did not feel I could do anything until a decision has been come to in regard to the Report of the Inter-Parliamentary Committee recently published. This view also applied to the provision included in the Estimates for the Railway Secretariat.

23. Item VII (b) PUBLICITY.

(1) Contribution to the London Office	£ 2,500
(2) Contribution towards the salary of Railway Representative	693

Railway Council recommended :-

"That the contribution to London office of £2,500 should be deleted from the 1932 estimates and that a sum of £500 should be substituted for the £2,500 thus deleted."

Council has been informed that I am examining this proposal in consultation with the other Governments concerned; and that, pending a decision which would require your approval, I had decided to retain this provision in the Estimates.

I am not, at the moment, in a position to submit a definite recommendation but I do not think that the issue should be prejudiced at this stage by any action on the lines recommended by Council.

24. Abstract F. STEAMER SERVICES.

III (a) Running Expenses.

Item 3 - Second Officers
" 5 - Second Officers. *Enyuan*

The following extract from the Railway Council's minutes is subjoined for your information :-

"With regard to Item III (a) 3 and 5, Council considered the creation of pensionable posts by the Administration without the recommendation of Council to be a violation of Clause 14 (1) of the Kenya and Uganda (Transport) Order-in-Council and desired to place on record its protest against this action, and in so far as the 1932 Estimates are concerned, recommends the abolition of the pensionable posts thus created."

The.....

Commissioners of the Treasury.

On this understanding, and with the assurance of the General Manager that no channel will be left unexplored for reducing by every possible means all expenditure ^{under his} control, I have authorized the Estimates as prepared being submitted to the Legislatures of Kenya and Uganda, the result of which action will be advised to you by cable in due course.

21. It will be convenient now if I refer to the recommendations of Railway Council which I have not accepted, but which I have undertaken to submit for your decision :-

Abstract E - ADMINISTRATION.

Item 1 (a).

- | | |
|--|-------|
| | 2 |
| 1. H.E. the High Commissioner for Transport | 1,000 |
| 2. Contribution towards the house of High Commissioner for Transport | 1,000 |
| 3. Personal staff of H.E. the High Commissioner for Transport | 250 |
| 4. Expenses of Railway Secretariat | 1,170 |

The following extract from the Minutes of Railway Council relate to these items :-

"With regard to Items (a) 1 to 3, Council AGREED to recommend

That the High Commissioner for Transport be asked to cause particular examination to be made into the details of his vote under Abstract E - Administration - with a view to every possible economy in this direction being effected.

With regard to Item 4 - Expenses of Railway Secretariat - a resolution was proposed by the late Rt.HON. Lord Delamere and seconded by the Hon. Dr. Hunter:

That in view of the fact that the Hon. General Manager informs Council that during the absence of the Secretary on leave the work is being done through the Railway Headquarters Office without extra expense, this Council considers that it is no longer necessary to subscribe to a special Railway Secretariat (Item 1 (a), 4 Abstract E - General Charges) and recommends that this vote be deleted from the Estimates for 1932."

balance of all funds at the 31st December, 1932, is 2,884,338.

17. The entire disappearance of the "Reserve Account" and the necessity for creating a "Deficit Account" to provide for the loss this year and that which must be anticipated in 1932, causes me grave concern.

Were the position in these territories unique, I should hesitate to submit estimates which legislate for so large a drain upon the Administration's cash resources. I feel, however, that the universal depression which exists justifies the measures which these estimates contemplate; that it is reasonable to assume that any development in future will gradually be in the direction of a return to a more normal period.

18. As the Estimates of Working Expenditure of both the Railways and Harbours show, drastic reductions of expenditure have been effected under every head. In fact, only the unparalleled depression which exists in Kenya and Uganda, in common with all other countries, can justify the measures which have been forced upon the Administration.

I have seen, and I still see, no alternative which the Administration would have been justified in taking.

19. I desire to place on record my appreciation of the time and thought which the two Advisory Bodies of the Administration have devoted to the whole question of the financial position of the Railways and Harbours and the measures necessary to cope with that position.

20. Any improvement in the world's economic conditions will, I feel sure, be responded to by these Territories. It will be the aim of the Services to conserve its resources by every means possible and gradually to create the reserves regarded as essential by the Lords

Commissioners

- (ii) that the Ordinary Railway Working Expenditure of £1,143,824 is equal to a decrease of 28.44% compared with the 1931 estimate;
- (iii) that the provision made for Depreciation is at the rates laid down by your predecessor;
- (iv) that the Estimated Loss in working the Railways is £124,958;
- (v) In the case of the Port:
the estimated Revenue is 17.69% below the corresponding figure for 1931;
- (vi) the estimated Ordinary Working Expenditure is 37.96% below the 1931 estimate;
- (vii) that the estimated loss for 1932 is £37,305.

14. The net result of all services, as reflected in the Combined Net Revenue Account, which has been prepared on the lines laid down in your telegram No.32 of the 24th October, 1931, is :-

Railway Estimated Loss		£124,958
Harbours	"	37,305
TOTAL DEFICIT		£ 162,263

which approximates closely to the estimate furnished when seeking your approval to the financing of both the 1931 and 1932 losses in the manner suggested in my Transport despatch No.151 of the 7th September, 1931.

15. I feel, in the light of the information before me and with the advice at my disposal, that these Estimates may be regarded as intelligent forecasts of the probable results of working these Services during the forthcoming year. They have been framed with due consideration of all likely developments, but it must be understood they make allowances for no abnormal developments which cannot be foreseen at the moment.

16. Reference to Appendix I, page 79 of the Estimates, shows the position of the Administration's funds.

It will be seen that, after meeting from the available balances a loss of £350,000 in 1931 and a loss of £162,263 in 1932 - a total of £512,263 - the estimated balance.....

10. So far as the Port is concerned, developments between the period the original draft estimates were prepared - about the middle of the year - and the time when the estimates as a whole came up for consideration necessitated these being referred back to the Harbour Advisory Board.

11. As in the case of the Railway, it was deemed opportune, in the light of the later information, to revise these estimates.

The original draft estimates provided for :-

Estimated Revenue of		2398,300
Estimated Working Expenditure		
of (i) Departmental	116,527	
(ii) Contractors	<u>89,157</u>	2205,684
Estimated Port Loss after providing for Depreciation and Loan Fund Charges		245,336

The result of the further consideration of these draft estimates by the Harbour Advisory Board, which was assisted by a Sub-Committee of the Board, was that the estimates were re-submitted to reflect :-

Estimated Revenue		2355,645
Estimated Working Expenditure		
(i) Departmental	289,343	
(ii) Contractors	<u>68,866</u>	158,209
Estimated Port Loss after providing for Depreciation and Loan Fund Charges	... ..	37,305

12. These draft estimates, after discussion with the General Manager, I also authorised for submission to the Legislative Councils and are embodied in the copies of those documents which I am forwarding to you.

13. If reference is made to the memorandum of the General Manager which accompanies these Estimates, it will be seen :-

- (i) that the Railway Revenue Estimate of £1,930,642 represents a decrease of 25.44% on the 1931 Estimate;

(ii).....

4.
£22,314, to £1,143,824, a reduction as compared with the 1931 Estimates of £454,588.

I then reviewed, in consultation with the General Manager, Railway Council's Railway Revenue Estimate of £1,850,000. With the figures before me of the actual earnings to the end of September, and the outlook at the moment, I could see no justification for budgetting for a revenue, on the basis of the existing rates, below £1,850,000.

8. In accordance with Council's recommendation that proposals for increasing the revenue should be formulated, I authorized the preparation for submission to Council of suggested rates revisions, estimated to yield an additional £100,000.

9. Having carefully examined these proposals, I summoned Railway Council to consider :-

- (a) the proposed reduction of Working Expenditure;
- (b) the suggested revision of the Estimate of Railway Revenue on the basis of (a) current year's earnings, and (b) the additional revenue likely to accrue as a result of the suggested Tariff revisions; and
- (c) the proposed levy on salaries, draft legislation for which had been prepared in consultation with the Government of Tanganyika.

As a result of this further meeting, Railway Council recommended :-

- (a) the adoption of a revised estimate of Railway Working Expenditure of £1,143,824;
- (b) the adoption of a basic Revenue estimate of £1,850,000;
- (c) the introduction of certain revised rates, estimated to yield in 1932 a revenue additional to the £1,850,000 of £200,643, which proposals involve a slight increase in the lowest Class rates and a partial withdrawal of certain rate reductions introduced during recent years.

Subject to the reservations mentioned in the first paragraph hereof, which I have undertaken to refer to you for final decision, I have approved the draft Railway Estimates as now recommended by Railway Council.

62 1/2

59 1/2 X

crop - owing largely to the depredations of locusts; the loss of soda traffic; and other diverse factors must reduce the probable earnings considerably below that figure. When, therefore, Council met, proposals were submitted revising all figures as below :-

RAILWAYS.

Estimated Railway Revenue		£2,000,000
Estimated working Expenditure	£1,206,138	
Contribution to Renewals Fund	524,522	
		<u>1,530,660</u>
Balance		469,340
Miscellaneous Receipts		
Net Revenue Account		<u>25,000</u>
		494,340
Loan Fund Charges		<u>654,078</u>
		2 159,738
Less Branch Line recoveries from Government		<u>23,032</u>
		136,706
which with an estimated Port loss of		<u>45,336</u>
made a Total Estimated Loss for the Transport Services of		<u>282,042</u>

6. Railway Council, after exhaustive consideration of the facts then available, thought that a higher Railway revenue than £1,800,000 could not reasonably be anticipated in 1932, and on this basis recommended, in addition to certain minor reductions, which I will deal with later, that the Working Expenditure should be reduced by a further £50,000. They also recommended that the question of effecting still further economies by means of re-organisation and by the adjustment of certain railway rates, so as to reduce the total estimated loss in the aggregate by £200,000 reduction in the Revenue estimate should be investigated.

7. The Administration thereupon again reviewed the draft estimates, with the result that it reduced the provision for Ordinary Working Expenditure by a further

£43,214.....

a more accurate forecast of the year's working :-

Railway Revenue	£1,867,735
Working Expenditure.....	<u>1,272,179</u>
	595,556
Contribution to Renewals Fund	<u>497,681</u>
	2227,875
Loan Fund Charges after deducting Miscellaneous Receipts, Net Revenue Account..	<u>584,665</u>
Railway Loss	296,790
to which must be added the revised estimated Port Loss of....	<u>70,000</u>
TOTAL LOSS.....	<u>£366,790</u>

3. In considering these figures, it will be appreciated that the full effect of the measures of economy which already have been taken will not be reflected in the 1931 Accounts. Considerable payments in respect of leave, passages, gratuities ~~had~~ had to be made during the current year, which will not recur in 1932.

4. The actual loss which is revealed on the closing of the accounts for the year will be dealt with in accordance with the instructions contained in your telegram No.32 of the 24th October, 1931, viz., £16,790 to Reserve Account and £350,000 to "Deficit Account".

5. ESTIMATES FOR 1932.

In paragraph 7 of my despatch of the 7th September, I indicated that, on the basis of a Railway revenue of £2,150,000, it was then estimated there would be the following losses during 1932 :-

Railways.....	£118,174
Harbours	<u>45,336</u>
TOTAL	<u>£163,510</u>

Before, however, the original draft estimates, then in course of preparation, could be considered and dealt with by Railway Council, it became apparent that the general trade depression; the failure of the maize

*Nov
22/1/31*

HIGH COMMISSIONER
FOR TRANSPORT.

No. 205

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

RECEIVED
14 DEC 1931
CPL OFFICE

2nd December 1931.

84

Sir,

I have the honour to refer to my despatch No. 201 of the 27th November 1931 which forwarded twelve copies of the Estimates of Revenue and Expenditure for the Transport Services as recommended to me (with certain exceptions to which I will subsequently refer) by the Railway Advisory Council and by the Harbour Advisory Board. I have approved of these Estimates being submitted to the Legislative Councils of both territories, and the result of that action will be communicated to you in due course.

2. In the meantime, in order to facilitate your consideration of these Estimates, I may say that, so far as the Railway Estimates are concerned, they have been the subject of two special meetings of Railway Council, extending in the aggregate over six days. In the case of the Port, in addition to being under consideration at two special meetings, the Estimates were examined by a special Sub-Committee of the Board.

REVISED ESTIMATE OF RESULTS OF WORKING, 1931.

It will be recalled that in my despatch TRANSPORT No.151 of the 7th September, I foreshadowed a loss for the current year's working of £162,029 in respect of the Railways, and £60,000 at the Port, these Estimates being based on an estimated Railway revenue of £2,000,000.

In the light of the actual results of working to the end of September, the following would now appear to be

a more....

THE RIGHT HONOURABLE

MAJOR SIR PHILIP CUNLIFFE-LISTER, G.B.E., M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

102

*For Award on 28008/32 (H)
Award (S)
copy to DCA (S)*

*Expt. 10
No. 4
17221/31*

APPENDIX VII—Statement of Wasting Assets
(LAKE MARINE)

Details of Assets	Capital Expenditure as at 31st December, 1930	Estimated Life
	£	years
Steamers, Tugs, Lighters, Plant etc.	502,720	33½

APPENDIX VIII Statement of Wasting Assets
(MOTOR SERVICES)

Details of Assets	Capital Expenditure as at 31st December, 1930	Estimated Life
	£	years
Motor Vans, Lorries and Trailers	34,320	5

APPENDIX IX Statement of Wasting Assets
(HARBOURS)

Details of Assets	Capital Expenditure as at 31st Dec. 1930	Estimated Life
	£	Years
Kilindini Old Pier	70,490	66½
Wharf and Jetties	25,020	33½
Fenders	1,879	10
Railways and Sidings	72,149	33½
Electrical Installation, Cranes and Equipment	158,475	20
Crane Roads	15,368	33½
Macadamised Roadways	34,409	10
Tugs, Launches and Pontoons	65,524	20
Lights, Buoys and Beacons	20,253	13½
Water Supply	4,823	33½
Brick Transit Sheds	214,009	100
Transit Sheds and Goods Sheds, etc	95,747	50
Fencing	2,221	33½
Stations and Offices	11,633	25
Godowns	6,489	50
Staff Quarters	39,501	100
TOTAL	838,011	63½

1636 2
4190
2920

APPENDIX V—Summary of "Miscellaneous Expenses"

Page	ABSTRACT HEAD	Office Expenses	Travelling Allowances	House Allowances	Relieving and Acting Allowances	Motor Allowances	Mechanical Accounting	Contingencies	Total	
		£	£	£	£	£	£	£	£	
	RAILWAYS									
	A I A (a) 5		40			10		18	68	
	A I A (b) 18	25	50	100		5		30	210	
	A I A (c) 17	50	30	230				25	335	
	A I B (a) 5		60			70		100	230	
	A I B (b) 16	100	50	130		50		50	370	
	A I B (c) 21		100	50		120		20	290	
	A I B (d) 14		450	100	150			50	750	
	B I (a) 7	120	300			32		100	552	
	B I (b) 14	100	50	250				150	550	
	B II (a) 3		90	50				20	170	
	B III (a) 3		50	500					550	
	C I (a) 8	15	50	185					250	
	C I (b) 6		250	150	600				1,000	
	C I (c) 1	150	26	50			200		426	
	D I (a) 3	150	100	250		250		350	1,100	
	D II (a) 3	300	40	910			2,000	50	3,300	
	D III (a) 3		300	2,500	500			100	3,400	
	D IV (a) 3		100	500					600	
	E I (a) 5		300						300	
	E II (a) 16	100	60	663		90		50	963	
	E II (b) 14	100	400	50		220		120	890	
	E III (a) 20	200	550	1,000	600	15	1,417	120	3,902	
	E III (b) 8	150	170						320	
	E VII (a) 5			50					50	
	F I (a) 9	15	145		50	50		15	275	
	F II (a) 3		45	155	100			15	315	
	F IX (a) 2		50					50	100	
	G I (a) 7	15	10						25	
	G II (a) 4		25	15					65	
	G III (a) 30	1,400	75	775		30		370	2,650	
		£	3,025	3,956	8,638	2,000	892	3,617	1,828	24,006
	PORT AND HARBOURS									
	B I (7)			75					75	
	C VII			138		92			230	
	E I (10)			112	394	15			521	
	E II (5)			10					10	
	E III (5)			20					20	
	E IV (5)			42					42	
	F I (14)			30		27		32	89	
	F II (a) (1)			80					80	
	G I (4)					12		105	117	
	G II (2)	130							130	
	G VII (3)								112	
	H III (a) 5		25		130	86			241	
	H V	900		12	250	6	39	80	1,287	
	H VI (b) (11)	15	1			20		124	160	
		£	1,045	26	469	774	258	39	453	3,064

APPENDIX VI—Statement of Wasting Assets
(RAIL SERVICES)

DETAILS OF ASSETS	Capital Expenditure as at 31st Dec. 1939	Estimated Life
	£	Years
BRIDGE WORK.—		
Major Bridges	838,573	75
Minor Bridges	561,444	100
FENCING	19,500	12½
TELEGRAPH.—		
Telegraph	59,801	15½
Tyler Tablet, Instruments, etc.	45,767	15½
Permanent Way	4,115,107	33½
STATIONS AND BUILDINGS.—		
Stations and Offices.		
Temporary	120,530	25
Permanent	468,338	100
Workshops and Stores	312,484	66½
Staff Quarters.		
Temporary	255,863	25
Permanent	1,063,625	100
Station Machinery	524,486	22½
ROLLING STOCK.—		
Locomotives	1,384,683	20
Carriages and Wagons	2,440,479	30
PLANT.—		
Engineering	48,896	6½
Locomotive	195,938	15
Stores	20,135	25
Transportation	10,000	20
JETTIES AND FERRIES	220,666	25
TOTAL	12,706,320	

5,121
6,121
1,966
3,155

APPENDIX II—Interest and Sinking Fund Charges, 1932
(RAILWAY, MARINE AND MOTOR SERVICES)

YEAR OF LOAN, ETC.	UGANDA PROTECTORATE	£
(1) 1910-11	Construction of Busoga Railway	170,000
	Interest 3½% Sinking Fund 1%	5,950 1,700
(2) 1912-13	Construction of Port Bell-Kampala Railway	32,900
	Interest 3½% Sinking Fund 1½%	1,151 494
(3) 1912-13	Improvements in communications Busoga Railway and Marine	29,160
	Interest 3½% Sinking Fund 1½%	1,021 437
(4) 1914-15	Loan of £329,000	136,791
	Annuity of Interest and Sinking Fund	9,350
(5)	Interest on Advances pending raising of Loan	2,587,641
	KENYA COLONY AND PROTECTORATE	
(6) 1921	Loan of £5,000,000	170,259 36,890
	Interest 6% Sinking Fund 1.3%	4,431,236
(7) 1927	Loan of £5,000,000	22,552 4,312
	Interest 5% Sinking Fund 1%	2,135,978
(8) 1928	Loan of £3,500,000	8,119 2,340
	Interest 4½% Sinking Fund 1%	567,508
(9) 1930	Loan of £3,400,000	15,666
	Interest 4½%	2,250 23,866
(10)	Less Interest on Unspent Balances £3,500,000 Loan (1924)	
(11)	„ „ Reimbursements from Kenya Government in respect of Branch Line Guarantees	
	GRAND TOTAL	621,774

APPENDIX III—Interest and Sinking Fund Charges, 1932
(HARBOURS.)

YEAR OF LOAN, ETC.	KENYA COLONY AND PROTECTORATE.	£
(1) 1921	Loan of £5,000,000	1,407,745
	Interest 6% Sinking Fund 1.3%	84,468 18,300
(2) 1927	Loan of £5,000,000	568,764
	Interest 5% Sinking Fund 1%	26,438 5,698
(3) 1928	Loan of £3,500,000	704,363
	Interest 4½% Sinking Fund 1%	31,694 7,044
(4) 1930	Loan of £3,400,000	818,183
	Interest 4½%	36,818
(5)	Less Interest on Unspent Balances £3,400,000 Loan (1930)	
	GRAND TOTAL	216,159

ABSTRACT M—ESTIMATE OF EXPENDITURE FROM RENEWALS, BETTERMENT AND INSURANCE FUNDS. (LAKE MARINE SECTION.)

PARTICULARS	ESTIMATED ALLOCATION		
	Renewals	Betterment	Insurance Total
1. Lake Surveys	£	£	£
2. Sundry Renewals and Betterments as required	23,000
3. Dry Dock—Butiaba	23,000
TOTAL	£	..	23,000

ABSTRACT N—ESTIMATE OF EXPENDITURE FROM RENEWALS AND BETTERMENT FUNDS (HARBOURS SECTION)

PARTICULARS	ESTIMATED ALLOCATION		
	Renewals	Betterment	Total
1. Piers and Wharves	£	£	£
2. Shore Plant and Equipment
3. Floating Plant and Equipment
4. Marine Lights and Buoys
5. Staff Quarters
TOTAL	£

APPENDIX I—STATEMENT SHOWING THE APPROXIMATE POSITION OF RENEWALS, BETTERMENT AND INSURANCE FUNDS

	Railways (including Motor Services) and Marine		Harbours		Total of all Funds	Deficit Account	Balance
	Renewals	Insurance	Renewals	Betterment			
	Betterment	Total	Total	Total			
Estimated Balance, 31-12-1931	£ 713,215	£ 43,153	£ 75,735	£	£ 878,462	£ 350,000	£ 528,462
Contributions, 1932	394,522	43,359	26,042	..	360,564	..	350,564
Withdrawals, 1932	£ 1,037,737	43,153	101,777	..	1,229,026	350,000	879,026
Estimated Balance, 31-12-1932	7,528	2,000	..	..	32,528	(102,353)	144,791
	1,080,209	41,359	101,777	..	1,196,498	519,353	684,295

The RENEWALS FUND covers provision for the replacement of all assets exceeding £250 up to the extent of the original capital cost of such asset.

The BETTERMENT FUND provides for necessary expenditure for effecting improvements in CAPITAL ASSETS or, when justified, acquiring additional assets without increasing interest bearing Loan Funds.

The MARINE INSURANCE FUND covers the liability of total loss or damage to craft due to all marine risks.

ABSTRACT J—DEPRECIATION

CONTRIBUTION TO RENEWALS FUNDS	
Railways	317,858
Motor Services	6,884
Marine	
Harbours	26,042
TOTAL	350,564

ABSTRACT K—BETTERMENT

CONTRIBUTION TO BETTERMENT FUNDS	
Railways	£
Marine	..
Harbours	..
Balance available on Combined Net Revenue Account estimated to amount to	
	£

ABSTRACT L—ESTIMATE OF EXPENDITURE FROM RENEWALS AND BETTERMENT FUNDS (RAILWAYS AND MOTOR SERVICE)

PARTICULARS	ESTIMATED ALLOCATION	
	Renewals	Betterment
1. Renewals and Improvements to Permanent Way, Formation, Bridges, etc.	£	£
2. New Running Sheds and Re-arrangement of Yards and Running Sheds		
3. Increased Station Accommodation, Replacement of Temporary Buildings at Wayside Stations and Station Equipment	4,000	2,000
4. Alterations and Additions to Piers and Ports		
5. Quarters for Staff		
6. Stores Buildings at Nairobi		
7. Nairobi Workshops Extensions and Improvements		
8. Plant and Machinery		
9. Locomotives and Rolling Stock	3,528	
10. Motor Services		
11. Surveys of Projected Lines		
12. Sundry Renewals and Betterments as required		
TOTAL	£ 7,528	£ 2,000
		£ 9,528

*Provision only for works not completed in 1931.

Subject to re-apportionment as between "Renewals" and "Betterment" in accordance with regulations governing allocations of actual expenditure between Capital Account and Renewals and Betterment Accounts.

Harbours

ABSTRACT H—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE 1932		ESTIMATE, 1931	Increase	Decrease	EXPLANATION
		No.	£				
(b) Office.							
1. Senior Clerk	500 by 20 to 540	1	250	1	348	348	
2. Clerks, Class I	420 by 20 to 480	1	226	1	290	20	
3. Clerk, Class II	315 by 18 to 405 Sh. 440 upwards	3	519	5	248	248	Due to change in holders of post, and in staff. Two-thirds charged to third charged to Railway.
4. Asian Clerk (Special Class)	360 by 20 to 400	1	160	1	160	280	
5. Asian Clerks, Class I	310 by 20 to 350	5	538	8	836	298	
6. Asian Clerks, Class II	250 by 15 to 295	4	498	4	328	80	
7. Asian Clerks, Class III	150 by 15 to 240	2	25	4	50	25	Normal increments. One-third charged to Railway, the balance to Port. One-third charged to Railway.
8. Asian Clerks, Class IV	10 to 30	17	2,166	27	3,332	1,166	
9. Messengers		17	160	900	740	740	Anticipated requirements
10. Miscellaneous Expenses (See Appendix V)		17	2,326	27	4,232	1,906	Transferred to Abstract H.V.
11. Less contribution from Port		17	135	..	..	135	
Total VI		17	2,191	27	4,232	2,041	
VII.—WATCH AND WARD—		18	2,971	28	5,232	2,261	
(a) Port Police			2,145	..	..	1,115	
(b) Port Watchmen			33	300	300	267	Reduced organization.
Total VII			2,178	..	..	1,382	
VIII.—UNCLASSIFIED EXPENDITURE			1,000	..	..	850	Anticipated requirements.
TOTAL ABSTRACT H		35	12,300	57	27,747	8,358	

Harbours

ABSTRACT I—MISCELLANEOUS EXPENDITURE

DETAILS	Scale	ESTIMATE 1931		ESTIMATE, 1931	Increase	Decrease	EXPLANATION
		No.	£				
I. Provident Fund and Gratuities from Revenue Account		1,750	900	1,760	848	248	
II. Medical Services		2,495	570	2,250	400	75	Anticipated requirements.
III. Expenses of Office		53	50	50	50	50	
IV. Pensions and Gratuities		5,742	175	5,743	122	122	
V. Educational Grants		10,869	618	10,935	75	75	
VI. Local Expenses		183,200	255,096	255,096	76,897	76,897	
VII. Municipal Rates							
TOTAL ABSTRACT I		253	183,200	618	255,096	76,897	
TOTAL ABSTRACTS A TO I							

Harbours

ABSTRACT G—SHORE WORKING AND LIGHTERAGE—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII.—MISCELLANEOUS								
(a) Clerk Class IV (Timekeeper) Asian	Sh. per mensum	1	150	1	75	75		Increase due to salary fully debited to Port. Anticipated requirements.
(b) Overtime	250 by 15 to 295		25	400			375	
(c) Clothing (Shore Staff)			75	250			175	
(d) Bungalow Furniture			50	350			300	
Total VIII		1	300	1	1,075		775	
IX.—PAYMENTS TO CARGO HANDLING CONTRACTORS			68,866		119,640		50,774	Anticipated less tonnage and decrease lightered cargo.
X.—TELEPHONES TO SHIPS AT DEEP WATER QUAY			100		200		100	Anticipated requirements.
TOTAL ABSTRACT G		84	83,884	142	145,449		61,565	

72

Harbours

ABSTRACT H—GENERAL CHARGES.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—EXPENSES OF ADMINISTRATION AND MANAGEMENT			4,586		5,514		918	
II.—HARBOUR ADVISORY BOARD			390		440		50	Less meetings. One-third Salary of Secretary included.
III.—(a) SUPERINTENDENCE								
1. Port Manager	1,150 by 50 to 1,350	1	1,350	1	1,350			
2. Shore Assistant to Port Manager	720 by 30 to 849	1	830	1	800	30		Normal increment.
3. Port Captain	840 by 40 to 920	1	920	1	920			Post temporarily abolished.
4. Assistant Port Captain	600 by 30 to 720		241	1	720		720	Anticipated requirements.
5. Miscellaneous Expenses (See Appendix V)					350		109	
Total III (a)		3	3,341	4	4,140		799	

Harbours

ABSTRACT H—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
(b) Office								
1. Office Superintendent	500 by 20 to 600	1	572	1	553	19		Normal increment. One-third salary included in Abstract H.II normal increment.
2. Clerk, Class I	420 by 20 to 480	1	288	1	280	8		
3. Clerk, Class II	315 by 18 to 405			1	333		333	Post abolished.
4. Clerk Special Class (Asian)	Sh. per mensum				296		296	Ditto.
5. Clerk, Class I (Asian)	440 upwards			1	258			Normal increment.
6. Clerk, Class III (Asian)	310 by 20 to 350	2	420	2	396	24		3 Posts abolished.
7. Clerk, Class IV (Asian)	250 by 15 to 295	5	852	8	1,275		423	1 Post abolished.
8. Clerks, Class V (Asian)	150 by 15 to 240	5	648	7	850		202	1 Post transferred to Abstract F.(9).
9. Clerks, Class III (African)	20 to 60	1	39				39	Transferred from Abstract F.III(5).
10. Telephone Operators (African)	50 to 90	2	97	3	130		43	1 Post abolished.
11. Messengers	10 to 30		112		200		88	Staff reduced.
Total III (b)		18	3,276	25	4,571		1,295	
Total III		21	6,617	29	8,711		2,094	
IV.—TELEPHONES AND TELEGRAMS			350		440		90	
V.—MISCELLANEOUS EXPENSES (See Appendix V)			1,287		2,000		713	Part transferred from Abstract H.VI. Anticipated requirements.
VI.—ACCOUNTS—			300		500		200	Due to economies in Headquarter office.
(a) 1. Headquarter Supervision	720 by 30 to 840	1	460	1	500		20	Due to change in holder of post.
2. Port Accountant (One-third provided under E.III (a))					1,000		220	
Total VI (a)		1	780	1	1,000		220	

76

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—YARD-WORKING SUPERVISION—								
1. Yard Master	360 by 18 to 480 480 by 20 to 540	1	540	1	528	12	£	Normal increment.
2. Yard Foreman	300 by 18 to 420	3	1,255	4	1,452	197	100	ditto. 1 Post abolished, work reorganised.
3. Overtime			117		130	13	13	Anticipated requirements.
4. Miscellaneous Expenses (See Appendix V)		4	2,012	5	2,310	298		
Total I								
II.—OFFICE EXPENSES—								
1. Clerk, Class III (Asian)	Sh. per mensem 310 by 20 to 350	1	180	1	180			
2. Miscellaneous Expenses (See Appendix V)			130		150	20	20	
Total II		1	310	1	330	20		
III.—YARD STAFF—								
1. Clerks, Class V (Asian)	Sh. per mensem 180 by 15 to 240	4	820	5	476	156	156	1 Post abolished, 3 half charged to Railway.
2. Peonies (African)	20 to 60	7	229	8	245	16	16	One post abolished.
3. Peonies	20 to 40	22	449	25	436	13	13	3 Posts abolished. Normal increments.
4. Watchmen	20 to 50	3	50	3	50			
5. Overtime			56		75	25	25	
6. Miscellaneous Expenses					60	60	60	
Total III		36	1,098	41	1,342	244		
IV.—PORT TARAULINGS—								
(a) Additions			400		1,000	600	600	Anticipated requirements.
(b) Renewing and Stores			150		200	50	50	ditto.
Total IV			550		1,200	650	650	
V.—LOCOMOTIVE CHARGES, FUEL, ETC.								
			5,400		9,000	3,600	3,600	Anticipated less engines.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VI.—MAINTENANCE OF LOCOMOTIVE POWER AND PORT TRUCKS—								
(a) Maintenance of Locomotive Power	£		1,886		1,886			
(b) Maintenance of Port Trucks			666		666			
Total VI			2,552		2,552			
VII.—LANDING AND SHIPPING CARGO—								
1. Cargo Inspectors	300 by 18 to 420	1	420	7	2,581	2,161	2,111	6 posts abolished, work reorganised.
2. Overtime			50		200	150	150	To provide for leave pay for retrenched staff.
3. Miscellaneous Expenses (See Appendix V)			112		70	42	42	
Total VII (a)		1	582	7	2,801	2,219	2,219	
(b) Wages.								
1. Clerk, Class III (Asian) (Import Rent Clerk)	Sh. per mensem 310 by 20 to 350	1	210	1	200	10	113	Normal increment.
2. Clerk, Class V (Asian)	150 by 15 to 240			1	113		157	Transferred to Abst. G.VII (b). 5.
3. Clerks Class V (Asian)	ditto			28	1,577		481	Railway tallying discontinued.
4. Clerks Class V (Asian)	ditto			4	481			1 post abolished, 3 transferred to Abst. G.VIII (b).
5. Clerks Class V (Asian)								
Export Rent Clerk								
Crates Record Clerk								
High Level Godown Clerk	Ditto	5	663	1	117	546		Transferred from Abst. G.VII (b) 2, 4.
Measurement Certificate Clerk								
Railier Clerk								
Tally Clerks (African) (i/c Water Gangs, Conservancy, etc.)	20 to 60; 65 to 90 95 to 150	1	69	1	63	6	300	Normal increment.
Tally Clerks (African)	ditto			11	300			Railway tallying discontinued.
Messengers	10 to 30	15	143	15	143		101	Half paid by Railway.
Porters	ditto	19	394	25	495		275	6 posts abolished.
Overtime			75		350		400	Anticipated requirements.
Miscellaneous Expenses								Staff housed.
Total VII (b)		41	1,554	87	4,289	2,735	2,685	
(c) Railway Truck Hire								
			400		400			
(d) Claims								
			150		350		200	Anticipated requirements.
Total VII		42	2,886	94	7,790	4,904	5,104	

ABSTRACT F—MECHANICAL, ELECTRICAL AND FLOATING EQUIPMENT—Contd.

DETAILS	Scale	ESTIMATE, 1952		ESTIMATE, 1953		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—WORKING—								
<i>(a) Steam-Cranes.</i>								
1. Crane Drivers (Asian)	Sh. per mensum 100 by 10 to 200	2	202	14	1,488	..	1,488	Saving due to concentration over Deep Water Quay ditto.
2. Fireman (African)	25 to 45	2	60	14	290	..	290	5 Transferred to Abst. F. I. 9 (a).
3. Cleaners (African)	20 to 40	..	..	10	150	..	150	5 Posts abolished.
4. Running Stores	..	..	100	..	1,000	..	900	Saving due to concentration over Deep Water Quay
5. Matrigals	..	..	15	..	250	..	235	Transferred to Abst. F. I. 9 (b).
6. Overtime	..	..	30	..	240	..	210	Less staff.
7. Miscellaneous Expenses (See Appendix V)	..	..	..	..	..	..	..	ditto
Total II(a)	..	4	407	38	3,930	..	3,523	..
<i>(b) Electric Cranes and Transporters.</i>								
1. Crane Drivers (Asian)	Sh. per mensum 100 by 10 to 200	53	2,208	12	1,373	..	1,373	Replaced by Africans.
2. Crane Drivers (African)	50 to 100	..	..	68	2,471	..	263	Saving due to closing top floors of Nos. 1, 2 and 5 Sheds.
3. Cable Boys (African)	25 to 45	9	112	18	324	..	212	Anticipated requirements.
4. Electrical Energy	..	..	3,000	..	3,500	..	500	Saving due to closing top floors of Nos. 4, 2 and 5 Sheds.
5. Running Stores	..	..	300	..	450	..	150	Less Cranes in use.
6. Materials	..	..	200	..	1,600	..	1,600	Transferred to Abst. F. I. 9 (b).
7. Overtime	..	..	..	..	350	..	150	Anticipated requirements.
8. Miscellaneous Expenses	..	..	..	..	120	..	120	Staff all housed.
Total II(b)	..	62	5,820	98	10,188	..	4,368	..
<i>(c) Electric Sub-station Cables and Lighting.</i>								
1. Electrical Energy	..	..	2,000	..	2,300	..	300	Less current for lighting due to concentration on Deep Water Quay
2. Running Stores	..	..	50	..	250	..	200	Anticipated requirements
3. Materials	..	..	..	..	700	..	700	Transferred to Abst. F. I. 9 (b).
Total II(c)	..	..	2,050	..	3,250	..	1,200	..

ABSTRACT F—MECHANICAL, ELECTRICAL AND FLOATING EQUIPMENT—Contd.

DETAILS	Scale	ESTIMATE, 1952		ESTIMATE, 1953		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—PORT WORKSHOPS—								
<i>1. Mechanic</i>								
1. Artisan "B" Grade (Asian)	Sh. per mensum { 230 by 15 to 340 } { 350 by 25 to 440 }	..	..	1	138	..	138	Post abolished.
2. Running Stores	..	..	..	..	15	..	15	Not required.
3. Materials	..	..	..	..	120	..	120	Transferred to Abstract F.I.9(c).
4. Miscellaneous Expenses	..	..	..	..	30	..	30	No housing paid.
Total II(d)	..	..	..	1	303	..	303	..
<i>Total II</i>								
1. Mechanic	..	66	8,277	137	17,871	..	9,314	..
2. Artisan "B" Grade (Asian)	380 by 18 to 480	..	..	1	396	..	396	One-third transferred to Abstract F.I.3, two-thirds transferred to Abstract E.I.1.
3. Artisan "C" Grade (Asian)	Sh. per mensum { 250 by 15 to 340 } { 350 by 25 to 440 }	..	..	3	432	..	432	2 Posts abolished, 1 transferred to Abstract F.I.9(a)
4. Artisan, African	100 by 10 to 200	..	..	7	800	..	800	6 Posts abolished, 1 transferred to Abstract F.I.10(a)
5. Clerk, Class III (African) (Storekeeper)	20 to 40; 45 to 60	..	..	7	270	..	270	6 Posts abolished, 1 transferred to Abstract F.I.10(a)
6. Running Stores	70 to 120	..	..	1	30	..	30	Transferred to Abstract H.III(29).
7. Maintenance of Shop Machinery, Tools and Plant	20 to 60	..	..	..	50	..	50	Transferred to Abstract F.I.11(b).
8. Electrical Energy	..	..	..	..	50	..	50	Transferred to Abstract F.I.11(c)
9. Overtime	..	..	..	..	100	..	100	Transferred to Abstract F.I.12.
10. Miscellaneous Expenses	..	..	..	..	200	..	200	Transferred to Abstract F.I.13.
Total III	..	..	..	19	2,778	..	2,778	Transferred to Abstract F.I.14.
TOTAL ABSTRACT F	..	71	14,922	229	27,777	..	12,855	..

ABSTRACT E—TUGS, LAUNCHES AND ROWBOATS—Contd.

Harbor	DETAILS	Scale	ESTIMATE 1952	ESTIMATE 1951	Increase	Decrease	EXPLANATION
VII—MARINE SLIDWAY	1. Artisans (Asian)	SL per mensum 200 by 45 to 340 350 by 25 to 440	1,236	7	1,236	1,236	6 Posts abolished. 1 transferred to Abstract E.I. 10(a)
	2. Artisans (African)	20 to 40; 45 to 60 70 to 120	82	2	82	82	1 Post abolished. 1 transferred to Abstract E.I. 10(a)
	3. Boat Boys (African)	20 to 40	144	6	144	144	3 Posts abolished. 3 transferred to Abstract E.I. 10(a)
	4. Third Engineer (Asian) (Eight and Buoy)	150 by 16 to 300 320 by 25 to 450	108	1	108	108	Posts abolished.
	5. Running Stores		50	1	50	50	Transferred to Abstract E.I. 11. (a) (b) and F.I. 14
	6. Tools and Plant		150	1	150	150	
	7. Miscellaneous Expenses		150	1	150	150	
	Total VII		1,820	18	1,820	1,820	
	TOTAL ABSTRACT E		15,883	10	15,883	1,072	

ABSTRACT F—MECHANICAL, ELECTRICAL AND FLOATING EQUIPMENT

Harbor	DETAILS	Scale	ESTIMATE 1952	ESTIMATE 1951	Increase	Decrease	EXPLANATION
I—MARINE	1. Electrician	480 by 20 to 600	599	1	600	10	2 posts abolished. 8 transferred to Abstract E.I. (b) (4)
	2. Electrician	360 by 18 to 480	360	1	360	360	Post temporarily abolished.
	3. Electrician	360 by 18 to 480	945	2	775	170	One-third salary of 1 Mechanic transferred from Abstract E. III. 5
	4. Artisan (Asian)	SL per mensum 230 by 15 to 340 350 by 25 to 440	10	10	1,580	1,560	2 posts abolished. 8 transferred to Abstract E.I. (b) (4)
	5. Artisan (Asian)	100 by 10 to 200	18	18	2,078	2,078	16 posts abolished. 2 transferred to Abstract E.I. (b) (4)
	6. Artisan (Asian)	20 to 40; 45 to 60; 70 to 120	35	35	865	865	14 posts abolished. 2 transferred to Abstract E.I. (b) (4)
	7. Laborer (Asian)	10 to 20	6	6	90	90	Abolished.
	8. Steamfitter (Clerk, Class V)	150 by 15 to 240	1	1	144	144	Transferred from Abstract H. III. (b) (2)
	9. Electrician		1,521	10	1,521	1,521	Transferred from Abstract E.I. (b) (6). F.I. (c)
	10. Electrician		1,000	10	1,000	1,000	Transferred from Abstract E.I. (b) (6). F.I. (c) (2)
II—WORKING AND SLIPWAY MACHINERY	1. Workman		753	10	753	753	Transferred from Abstract E.I. (b) (6). F.I. (c) (2)
	2. Workman		1,200	10	1,200	1,200	Transferred from Abstract E.I. (b) (6). F.I. (c) (2)
	3. Workman		100	10	100	100	Transferred from Abstract E.I. (b) (6). F.I. (c) (2)
	4. Workman		50	10	50	50	Transferred from Abstract E.I. (b) (6). F.I. (c) (2)
	5. Workman		50	10	50	50	Transferred from Abstract E.I. (b) (6). F.I. (c) (2)
	6. Workman		100	10	100	100	Transferred from Abstract E.I. (b) (6). F.I. (c) (2)
	7. Workman		100	10	450	350	Part transferred from Abstract F. III. 5
	8. Workman		100	10	550	450	Part transferred from Abstract F. III. 5
	9. Miscellaneous Expenses (See Appendix V)		89	10	89	461	Part transferred from Abstract F. III. 5 and leave pay for retired staff
	Total I		5,645	73	7,328	683	

Harbours

ABSTRACT D—WATER TO SHIPS

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
Water	£		4,000		4,000			

Harbours

ABSTRACT E—TUGS, LAUNCHES AND ROWBOATS.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—STEAM TUGS, MOMBASA—	£							
1. Tug Master (Port)	480 by 20 to 540	1	439	1	510		510	Post not filled due to laying up 1 Tug.
2. Asst. Tug Master (Port)	390 by 18 to 480	1	540	1	492	17		Normal increment.
3. Tug Engineer (Port)	480 by 20 to 540	1	540	1	540			Normal increment.
4. Asst. Tug Engineer (Port)	380 by 18 to 480	1	445	1	431	18		
5. Mates (Asian)	Sh. per mensum 150 by 15 to 250	2	227	2	216	11		Ditto.
6. Third Engineers (Port)	{ 320 by 15 to 300 320 by 25 to 450	2	264	5	687		393	3 Posts not filled, due to laying up 1 Tug.
7. Crews			560		989		429	Saving due to laying up 1 Tug and reorganization
8. Running Stores			2,400		2,500		100	Anticipated requirements.
9. Materials			521		900		300	Transferred to Abstract F. I. 10(b).
10. Miscellaneous Expenses (See Appendix V)					980		429	Includes two-thirds salary of 1 Mechanic to relieve Assistant Tug Engineer, transferred from Abstract F. III. 1.
Total I		7	5,400	11	8,115		2,715	
II.—STEAM LAUNCH "MVITA," MOMBASA—								
1. Nahother	Sh. per mensum 250 by 15 to 350	1	196	1	195	1		Normal increment.
2. Third Engineer	{ 150 by 15 to 300 320 by 25 to 450	1	104	1	100	4		" "
3. Crew			251		304		13	Anticipated requirements.
4. Running Stores			230		400		150	" "
5. Materials			10		250		250	Transferred to Abstract F. III. 10(b).
6. Miscellaneous Expenses (See Appendix V)					180		110	Savings due to more staff housing available.
Total II		2	551	2	1,369		518	

Harbours

ABSTRACT E—TUGS, LAUNCHES AND ROWBOATS—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—PILOT AND HARBOUR LAUNCHES AND Row Boats (including Launch Service for Port Medical Officer)—								
1. Motor Boat Drivers (African)	Sh. per mensum 50 to 80; 90 to 150	4	205	8	321		116	Saving due to laying up 3 launches.
2. Crew			364		458		94	ditto.
3. Running Stores			600		800		200	ditto.
4. Materials			20		750		750	ditto.
5. Miscellaneous Expenses (See Appendix V)					40		20	Transferred to Abstract F. I. 10(a).
Total III		4	1,189	8	2,369		1,180	
IV.—PILOTS AND BOAT AT LAMU—								
1. Tug Engineer	Sh. per mensum 180 by 15 to 300	1	136	1	135	3		Normal increment.
2. Running Stores	{ 320 by 25 to 450		191		200		9	Anticipated requirements
3. Materials			75		300		75	" "
4. Miscellaneous Expenses (See Appendix V)			42		50		8	" "
Total IV		1	671	1	760		89	
V.—MOMBASA ROW BOATS—								
Stores and Materials					150		150	Transferred to Abstract F. I. 10(b).
VI.—OVERSEER, MOMBASA TUGS, LAUNCHES AND ROW BOATS					300		500	Saving due to laying up craft.

Harbours

ABSTRACT C—MARINE WORKING

DETAILS	Scale	ESTIMATE 1932		ESTIMATE 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—SALARIES AND WAGES—								
(a) 1. Pilots	£							
2. Pilots Overtime	480 by 20 to 600	4	2,316	4	2,254	62	£	Normal increments. Saving due to suspension of night working.
3. Shore Boatswain	380 by 18 to 480	1	400	1	410	10	100	Normal increment.
4. Asst. Shore Boatswain	300 by 18 to 360	1	160	1	300	140	140	One-third transferred to Abstract C.I.(1) and post filled by temporary man at £30 per annum.
.. Total I.(a)		6	3,304	6	3,464		160	
(b) 1. Dhow Inspector (Asian), Mombasa	Sh. per mensem							
2. Dhow Inspector (African), Mombasa	150 by 15 to 300	1	168	2	252	84	84	Decrease in one post.
3. Mooring Foreman (Asian), Lamu	50 to 80	1	48	1	48			Transferred to Abstract C.I.(b)5.
4. Signalmen (Asian)	150 by 15 to 260	1	150	1	150			Transferred from Abstract C.I.(b)4 and reorganized.
5. Signalmen (African)	75 by 5 to 150	3	330	3	330		330	Post abolished.
6. Signal Staff (Mombasa)	50 to 80; 80 to 120; 120 to 150	5	250	1	250	250	250	Decrease in 5 posts.
7. Signaller (African), Lamu	30 to 80; 80 to 120; 120 to 150			1	57	57	57	Transferred from Abstract C.II.(1).
8. Mooring Gangs (Africans) (Boat and Mooring Boys)	25 to 45	25	570	30	612		42	Transferred from Abstract C.II.(2).
9. Clerks, Class I (Asian), (Dhow Registrar, Lamu)	410 by 20 to 430	1	254		254		180	One transferred, from Abstract C.II.(2). Transferred to Abstract C.VII.
10. Clerks, Class IV (Asian), (Dhow Registrar, Mombasa)	250 by 15 to 295 10 to 30	1	168		168		168	
11. Messengers		1	18		18		180	
.. Miscellaneous Expenses								
(c) Overtime		36	1,626	39	1,629		3	Saving due to suspension of night working
Total I		42	5,030	45	5,493		463	

Harbours

ABSTRACT C—MARINE WORKING—Contd.

DETAILS	Scale	ESTIMATE 1932		ESTIMATE 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—OFFICE EXPENSES—								
<i>Clerks and Messengers.</i>								
1. Clerks, Class I (Asian)	Sh. per mensem							
2. Clerks, Class IV (Asian)	410 by 20 to 430	1	252	1	159	93	252	Transferred to Abstract C.I.(b)8.
3. Messengers	250 by 15 to 295 10 to 30	2	36	2	36		36	Transferred to Abstract C.I.(b)9. 1 Transferred to Abstract C.I.(b)10 and 1 post abolished.
4. Miscellaneous Expenses							60	Transferred to Abstract C.VII.
.. Total II				4	507		507	
III.—SHIPS SURVEYING FEES								
IV.—CLOTHING								
V.—SIGNAL STAFFS, FLAGS AND CHARTS								
VI.—LIFE SAVING APPARATUS								
VII.—MISCELLANEOUS EXPENSES (See Appendix V)								
.. Total Abstract C		42	5,550	49	7,135		1,585	Part transferred from Abstract C.I.(b)11 and C.II(4).

Harbours. ABSTRACT A—MAINTENANCE OF JETTIES, WHARVES, QUAYS, TRACKS, ROADS AND BUILDINGS—Contd.

DETAILS	Scale.	ESTIMATE, 1932		ESTIMATE, 1931		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
V.—MAINTENANCE AND MINOR RENEWALS OF TELEGRAPHS, TELEPHONES AND INSTRUMENTS	£						
VI.—MISCELLANEOUS SERVICES—							
1. Bush Clearing			80	100		20	
2. Roads and Plant			50	30	20		
3. Fire Fighting Appliances			15	20		5	
4. Conservancy			1,200	1,320		120	
5. Supply of Water			1,130	84	1,046		
Total VI			2,475	1,554	921		
VII.—NEW MINOR WORKS				540		540	
VIII.—CONTINGENCIES DUE TO FLOODS AND ACCIDENTS							
IX.—MAINTENANCE OF COASTAL DOCKS, HARBOURS, JETTIES, WHARVES AND QUAYS—							
1. Dredging			25		25		
2. Jetties, Wharves and Quays			300	210	90		
3. Slipway and Ferry Ramps			150		150		
Total IX			475	210	265		
X.—MAINTENANCE OF GODOWN AREAS (PORT)			200	240		40	
XI.—PASSAGES OF OFFICIALS			100	100			
XII.—PRINTING AND STATIONERY			30	30			
Total Abstract A			8,890	10,688		1,798	

Due to increase of assets to be maintained.

Harbours

ABSTRACT B—FERRIES, NAVIGATION LIGHTS AND MOORINGS

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
I.—FERRIES	£						
1. Asst. Shore Boatswain			80		80		One-third transferred from Abst. C.I.(e) 4. Saving due to closing of Kisauni Ferry.
2. Ferry Mechanics	300 by 18 to 360 Sh. per mensem	1	168	2	303	135	Ditto.
3. Ferry Staff	230 by 15 to 340	1	675		964	289	Ditto.
4. Overline			75		150	75	Ditto.
5. Running Stores			700		1,500	800	Ditto.
6. Materials					1,000	1,000	Transferred to Abst. F. I. 10(f).
7. Miscellaneous Expenses (See Appendix V)			75		75		
Total I.		2	1,773	2	3,982	2,219	
II.—HARBOUR LIGHTING AND BUOYING—							
1. Materials and Running Stores			180		300	120	Saving due to suspension of night working.
III.—COAST LIGHTING AND SIGNALLING							
IV.—MOORING—			220		500	280	Anticipated requirements.
(e) Unkeep of Mooring Buoys etc.					400	400	Transferred to Abstract F. I. 10 (g).
(f) Fenders, Floats etc.					500	500	
Total IV					900	900	
Total Abstract B		2	2,173	2	5,692	3,519	

DETAILS	Scale	ESTIMATE, 1962		ESTIMATE, 1961		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I. (a) CHIEF ENGINEER'S HEADQUARTERS STAFF	£							
(b) DISTRICT STAFF	450	..	575	£	£	
	3,018	..	3,316	..	298	
Total I	3,468	..	3,891	..	423	
II.—MAINTENANCE AND MINOR RENEWALS OF PERMANENT WAY—								
1. (a) Maintenance Gangs	1,000	..	1,890	..	890	
(b) Timekeepers (African)	30	..	73	..	43	
(c) Trolley-men	92	..	80	..	12	
(d) Establishment	200	..	50	..	150	
2. Materials (including Track Tools)	1,322	..	2,068	..	771	
3. Ballasting	90	..	90	..	..
4. Repairs to Formation	45	..	45	
Total II	1,412	..	2,273	..	861	
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS	
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—								
1. Station Buildings and Workshops	200	..	240	..	40	
2. Station Machinery	90	..	90	..	..
3. Staff Quarters	200	..	660	..	460	
4. Water Supply Installations	60	..	60	..	..
5. Roads and Platforms	150	..	500	..	350	
6. Inland Piers and Docks	
7. Sewerage and Sewage Disposal Works	30	..	300	..	270	
Total IV	730	..	1,850	..	1,120	

Due to lower standard of maintenance in 1962 of need for economy.

ABSTRACT I—STORES (INDIRECT EXPENDITURE)—Contd.

DETAILS	Scale	ESTIMATE, 1952		ESTIMATE, 1951		EXPLANATION
		No.	£	No.	£	
<i>Brought forward</i>						
(b) OFFICES AND STORES—Contd.						
13. Sub-Storekeepers	420 by 20 to 480	3	1,474	3	1,466	22
14. Storemen, Class I	480 by 20 to 540	3	3,740	3	3,740	1,440
15. " " II	420 by 20 to 480	6	2,413	9	1,750	1,012
16. " " IV	315 by 18 to 405	1	110	3	228	183
17. Apprentices	180 by 15 to 245	1	110	3	228	118
	48 to 120					
	See postmen					
18. Storemen, (Asian) Special Class	440 upwards	1	318	2	500	282
19. " " Class I	410 by 20 to 430	5	1,327	5	1,320	223
20. " " II	360 by 20 to 380					
21. " " III	310 by 20 to 350	9	1,611	6	1,416	495
22. " " IV	250 by 15 to 295	5	635	7	1,038	1,398
23. " " V	150 by 15 to 240	3	190	6	738	73
24. Motor and Crane Drivers and Firemen		8	160	9	230	70
25. Headmen	20 to 60	8	160	11	290	40
26. Messengers	10 to 30	12	170	14	200	30
27. Carpenters (African)		3	65	3	165	
28. Store Passes and Labourers	10 to 20	160	2,000	200	3,220	1,220
29. Casual Labour						
30. Miscellaneous Expenses (See Appendix V)			106		500	490
31. Printing and Stationery			2,650		3,500	900
32. Passages of Officials			700		800	200
			1,500		2,100	600
Total (b)		253	33,434	374	55,598	12,166
TOTAL ABSTRACT I		263	36,824	379	63,873	13,248

Decrease in staff due to retrenchment.

Includes "A" Grade Construction Storeman replacing one Special Class.

Decrease in staff due to retrenchment.

Includes "B" Grade Storemen formerly shown as Class IV.

Decrease in staff due to retrenchment. See also above.

Decreased requirements.

Estimated requirements.

Railways

ABSTRACT H—MISCELLANEOUS EXPENDITURE

DETAILS	Scale	ESTIMATE, 1932	ESTIMATE, 1931	Increase	Decrease	EXPLANATION
	£	No.	£	£	£	
I. Provident Fund and Gratuities from Revenue Account		38,000	40,000	2,000		Anticipated requirements.
II. Expense of Indian Agency		1,000	1,300	300		Previously overestimated,
III. Legal Expenses		150	500	350		Estimated requirements.
IV. Exchange		4,000	6,000	2,000		
V. Medical Services		20,560	13,000	13,000		Transferred to Abstract E IX (6).
VI. Pensions and Gratuities			11,475	9,185		For details, see Appendix IV.
VII. Grants to Railway Clubs and Institutes		50	400	400		
VIII. Suggestions Scheme			150	100		Anticipated requirements.
IX. Educational Grants			200	200		
X. Municipal Rates		5,800	5,624	176		Estimated requirements.
XI. Management Expenses of Loans		1,450	1,500	50		
XII. Subscriptions to Research Societies and Committees		1,000	1,000			"
XIII. Investigations in connection with Standardization of Railways in Africa		1,100	1,100			"
TOTAL ABSTRACT H		73,210	82,249		9,039	

Railways

ABSTRACT I—STORES INDIRECT EXPENDITURE

DETAILS	Scale	ESTIMATE, 1932	ESTIMATE, 1931	Increase	Decrease	EXPLANATION
	£	No.	£	£	£	
I.—(a) STORES DEPARTMENT—						
*1. Stores Superintendent	1,000	1	1,350	350		Reorganisation.
*2. Deputy Stores Superintendent	720 by 30 to 840	1	970	130		Reorganisation.
*3. Senior District Stores Superintendent	720 by 30 to 840	1	810	810		Post abolished.
*4. District Stores Superintendent	480 by 20 to 600 { 600 by 30 to 720 }	2	1,293	57		Normal increments.
Total (a)		4	4,423	1,233	1,233	
(b) OFFICES AND STORES—						
1. Stores Accountant	500 by 20 to 600	1	536	20		Normal increments.
2. Senior Clerk	500 by 20 to 540	1	516	20		"
3. Clerk, Class I	400 by 20 to 480	3	1,296	836		
4. " " " IV	315 by 18 to 405	3	1,129	369		
5. " " " IV	180 by 15 to 225	1	219	219		
6. " " (Asian) Special Class	Sh. per month 440 upwards	3	918	600		Decrease in staff due to retrenchment.
7. " " " II	410 by 20 to 430	7	1,806	516		
8. " " " II	360 by 20 to 480	4	882	882		
9. " " " III	310 by 20 to 350	3	570	1,651		Includes "B" Grade Clerks formerly shown as Class IV.
10. " " " IV	250 by 15 to 295	12	1,959	1,959		See above.
11. " " " V	150 by 15 to 240	21	2,754	1,024		Decrease in staff due to retrenchment.
12. " " (African) Class I	96 to 180	6	230			
" " " II	65 to 90					
" " " III	20 to 60					
Carried forward		43	8,101	12,815	4,714	

ABSTRACT G—MOTOR SERVICES

DETAILS	Scale	ESTIMATE, 1952	ESTIMATE, 1951	Increase	Decrease	EXPLANATION
		No. £	No. £	£	£	
I.—SUPERINTENDENCE—						
1. Motor Transport Officer		1	720	1	720	
2. Miscellaneous Expenses (See Appendix V)	600 by 30 to 720	25	25			
Total I		1	745	1	745	
II.—OFFICE—						
1. Clerk, (Asian) Class I	Sh. per mensum 410 by 20 to 430	1	245	1	247	
2. Clerk, (Asian) Class III	310 by 20 to 350	1	184	1	180	Normal increment
3. Clerks (African) Class I	95 to 150	1	65	1	66	"
4. " " " Class II	65 to 90	1	54	1	54	"
5. " " " Class III	20 to 60	1	41	1	41	"
6. Office Boy	10 to 30	1	18	1	18	"
Total II		6	609	6	595	13 Reduction in staff
III.—STATION STAFF—						
1. Clerk (African) Class II	65 to 90	1	65	2	76	
2. Labour	20 to 60	120	120		120	
3. Miscellaneous Expenses (See Appendix V)		65	65		80	
Total III		1	250	2	278	

* Retainable post.

ABSTRACT G—MOTOR SERVICES—Contd.

DETAILS	Scale	ESTIMATE, 1952	ESTIMATE, 1951	Increase	Decrease	EXPLANATION
		No. £	No. £	£	£	
IV.—RUNNING EXPENSES—						
1. Drivers and Van Boys	Sh. per mensum 90 to 150 : 50 to 80 : 35 to 45 : 20 to 30	56	1,700	66	1,990	Reduction in staff.
2. Stores		7,200	7,200		200	Anticipated requirements insufficient.
3. Licenses for Motor Vehicles		200	200	100		Previous year
4. Clothing		200	200			
Total IV		56	2,700	66	10,090	
V.—MAINTENANCE OF CARS—						
(a) 1. Mechanics	£ 300 by 18 to 480	3	1,440	4	2,065	Reduction in staff.
2. Mechanics (Asian)	Sh. per mensum 230 by 15 to 340	3	540	3	550	Ditto.
3. Mechanics (African)	350 by 25 to 440	6	500	4	300	Increase in African Staff due to reduction in European and Asian Staff.
4. Labour (African)	90 to 150	40	40	20	60	Reduction in staff.
5. Overtime		40	40	20		Overtime not previously provided for.
Total V(a)		9	2,520	11	3,535	
(b) Stores and Material						
Total V		9	3,920	11	5,235	Owing to old vans being written off.
VI.—PASSAGES OF OFFICIALS						
Total ABSTRACT G		73	15,494	86	17,399	Anticipated requirements.

Railways

ABSTRACT F—STEAMER SERVICES—Contd.—

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931	ESTIMATE, 1931		EXPLANATION
		No.	£		Increase	Decrease	
<i>Brought forward</i>							
III (b) RUNNING EXPENSES—Contd.							
17. Clerks (African), Class I		1	54	3	120		Reduction of staff due to reduced services
18. Deck, Engine Room Crews, etc.	95 to 150 65 to 80 20 to 60						
Total III(b)		71	16,450	94	23,406	6,956	
(c) Miscellaneous Expenses (See Appendix V)							
Total III		92	29,418	127	43,386	13,968	
IV.—MAINTENANCE—							
(a) Vessels			17,900		15,000	7,100	Reduction due to reduced services
(b) Machinery in Shops			700		900	200	
(c) Tools and Plant			200		400	200	
(d) Training of African Apprentices			200		400	200	
Total IV			9,000		16,700	7,700	
V.—GENERAL STORES—							
Ropes, Tarpaulins, etc.			1,000		2,000	1,000	
VI.—FUEL—							
(a) Fuel			15,222		21,000	5,778	
(b) Labour							
VII.—OIL, TALLOW, ETC.			950		1,500	550	

Railways

ABSTRACT F—STEAMER SERVICES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931	ESTIMATE, 1931		EXPLANATION
		No.	£		Increase	Decrease	
VIII.—NEW MINOR WORKS							
IX.—MAINTENANCE OF CHANNELS—							
(a) Maintenance			150		150		
(b) Uplink of Lights, Lakes Victoria and Albert			100		400	300	
(c) Survey							
(d) Marine Hydrographic Officer			690	1	660	30	
Total IX (c)	600 by 30 to 720 720 by 30 to 840	1	100		250	150	
Total IX		1	790	1	910	120	
X.—CATERING—							
(a) Salaries and Wages, etc.			6,000		10,000	4,000	Reduction of services
(b) Equipment			6,000		10,000	4,000	
(c) Stores, Liquors and Licences			300		350	50	
Total X			12,300		20,350	8,050	
XI.—PAINTING AND STATIONERY							
XII.—PASSAGES OF OFFICIALS AND REPATRIATION OF ASIAN LABOUR			2,059		3,000	941	Reduction of staff
TOTAL ABSTRACT F		106	70,480	160	108,113	37,633	

*Pensionable post.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		EXPLANATION
		No.	£	No.	£	
I.—(a) GENERAL SUPERINTENDENCE—						
1. Marine Superintendent	1,200*	1	1,000	1	1,200	Post abolished. New post.
2. Senior Marine Officer	1,000	1	840	1	920	Post abolished.
3. Assistant Marine Superintendent	840 by 40 to 920	1	840	1	920	Reorganisation.
4. Chief Marine Engineer and Works Manager	840 by 40 to 920	2	1,580	1	840	Reorganisation.
5. Engineers-in-Charge	720 by 30 to 840	2	322	2	322	
6. Salary and Leave Allowance for Officers to be retired.		3	2,912	4	3,880	
Total I(a)					968	
(b) HEAD OFFICE STAFF—						
1. Clerks, (Asian) Special Class	Sh. per mensem	1	350	2	600	
2. " " Class I	440 upwards	1	228	2	504	250
3. " " Class II	410 by 20 to 430	1	203	1	237	276
4. " " Class III	360 by 20 to 400	1	203	1	237	237
5. " " Class IV	310 by 20 to 350	2	325	4	196	110
6. " " Class V	250 by 15 to 295	2	244	4	548	348
7. (African) Class I	150 by 15 to 240	4	244	8	480	236
8. " " Class II	95 to 150	2	42	4	72	30
9. " " Class III	20 to 60	2	275	4	400	125
10. Boys and Messengers	10 to 30	11	2,507	26	3,672	1,005
11. Miscellaneous Expenses (See Appendix V).		14	4,579	30	7,552	2,978
Total I(b)						
Total I						
II.—SUBORDINATE SUPERINTENDENCE—						
1. Foreman	£	1	471	2	915	444
Total II						
Total						
						Reduction of staff

* Pensionable Post.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		EXPLANATION
		No.	£	No.	£	
III.—RUNNING EXPENSES—						
(a) Superintendence:						
*1. Commanders	720 by 30 to 840	2	1,568	4	3,180	1,612
*2. Chief Officers	600 by 30 to 720	2	1,410	3	2,060	650
*3. Second Officers	390 by 18 to 480	5	2,526	8	3,720	1,194
*4. Chief Engineers	480 by 20 to 600	2	1,260	4	2,880	1,620
*5. Second Engineers	600 by 30 to 720	11	5,720	14	7,240	1,520
6. Allowances to Engineers-in-Charge of Vessels	390 by 18 to 480		300		400	100
7. Salary and Leave Allowance for Officers to be retired	480 by 20 to 600		310		310	
Total III(a)		22	13,094	33	19,480	6,386
(b) 7. Lug Masters (Asian)	40 to 50	4	808	4	960	152
8. Lug Masters and Pilots. (African)	Sh. per mensem	17	857	20	1,125	268
9. Third Engineers (Asian)	250 by 15 to 350	12	2,575	15	2,850	275
10. Third Engineers (African)	95 to 150	15	950	20	1,175	225
11. Mates (Asian)	150 by 15 to 250	5	600	5	625	25
12. " (African)	45 to 60	1	36	3	100	64
13. Steamer Clerks (Asian) Class I	410 by 20 to 430	1	258	2	516	258
14. " " Class III	310 by 20 to 350	3	590	3	570	20
15. " " Class IV	250 by 15 to 295	12	1,922	9	1,465	457
16. " " Class V	150 by 15 to 240		8,596	10	1,400	1,400
Carried forward		70	8,596	91	10,786	2,190

* Pensionable Post.

Railways

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1952		ESTIMATE, 1951		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—ACCOUNTS.—Contd.	£							
(a) PRINTING AND STATIONERY			500	1,000		100		
(c) PASSAGES OF OFFICIALS			2,000	700		700		Anticipated requirements.
Total III.		206	47,666	304	71,646		23,980	
IV.—COLONIAL AUDIT— Fixed contribution			4,634	4,928		289		Estimated requirements.
V.—WATCH AND WARD— (a) Railway Police (b) Railway Watchmen			5,000 4,000	10,521 4,900		5,521 900		Ditto.
Total V			9,000	15,421		6,421		Ditto.
VI.—POSTAL, TELEPHONE AND TELEGRAPH SERVICES			3,400	3,750		350		
VII.—PUBLICITY— (a) 1. Publicity Officer 2. Clerk, Class II 3. " " IV 4. Local Advertising 5. Miscellaneous Expenses (See Appendix V)	600 by 30 to 720 315 by 18 to 405 180 by 15 to 225	1	305	2	1,677		1,372	
Total VII(a)			2,500	2,500				
(b) London Office and Overseas Advertising: 1. Contribution to London Office 2. Contribution towards Salary of Railway Representative 3. Advertising		1	693 500	1 807	693 807	205	624 333	Post abolished. Replaced by Clerk-Class IV.
Total VII(b)		1	3,693	1	4,000		807	Anticipated requirements. Restricted advertising in view of necessity for economy.

Railways

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1952		ESTIMATE, 1951		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII.—FURNITURE AND EQUIPMENT FOR STAFF QUARTERS, ETC.	£							
(c) Passages of Officials		2	4,093	3	5,852		1,754	
Total VIII			1,000	3,390		2,390		
IX.—MEDICAL SERVICES— *1. Medical Officer, including Allowances and Payment in respect of Leave, Passages, Pension, etc. 2. Sanitary Inspectors 3. Sub-assistant Surgeons 4. Railway Hospital and Dispensaries 5. Dressers and Mental Staff, Travelling and House Allowances 6. Per Capita Payments to Governments of Kenya and Uganda	920* by 40 to 1,000 372 by 18 to 480							
Deduct			11,500	11,500				Post abolished. Transferred to A (page 18). Services abolished.
Total IX		278	97,517	408	130,874		33,357	Transferred from Abstract H. Hence ✓
TOTAL ABSTRACT E								

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>								
III.—(a) ACCOUNTS.—Contd.								
7. Deduct Contributions from Lines under Construction								
Total III(a)								
(b) OFFICE—								
1. Senior Clerks	500 by 20 to 540	4	4,040	7	6,135	100	2,095	
2. Travelling Inspectors of Accounts	360 by 18 to 480	3	1,426	4	2,252	74	486	Normal increments.
3. Stock Verifiers	480 by 20 to 540	2	1,178	4	1,928	750	750	Reduction of staff.
4. Clerks, Class I	420 by 20 to 480	5	2,453	7	3,080	627	627	
5. " " " II	315 by 18 to 405	3	976	10	3,956	2,980	2,980	Reduction of staff.
6. " " " III	240 by 15 to 300	1	300	2	450	150	150	
7. " " " IV	180 by 12 to 240	3	526	3	492	34	34	
8. Shorthand-Typists	144 by 12 to 240	1	248	1	240	8	8	
9. Typist, Class I	195 by 15 to 250	2	240	4	610	370	370	Reduction in staff
10. " " " II	120 by 12 to 180	2	240	4	610	370	370	
11. Junior Clerks	Up to 180	4	450	3	495	45	45	
Sh. per mensum								
12. Clerks, (Asian) Special Class	440 upwards	7	2,570	9	3,270	700	700	
13. " " " Class I	410 by 20 to 430	24	6,810	29	7,904	1,094	1,094	
14. " " " II	360 by 20 to 400	7	1,590	7	1,700	110	110	
15. " " " III	310 by 20 to 350	30	6,035	50	9,500	3,465	3,465	Reduction of staff.
16. " " " IV	250 by 15 to 295	20	3,360	41	6,450	3,090	3,090	
17. " " " V	150 by 15 to 240	43	5,700	60	6,900	1,200	1,200	
<i>Carried forward</i>								
		159	36,188	239	51,439	15,251	15,251	

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>								
III.—ACCOUNTS.—(Contd.)—								
(b) OFFICE.—Contd.								
18. Clerks and Learners (African) Class I	Sh. per mensum	5	320	12	720	400	400	Reduction of Staff
19. Messengers	95 to 150	16	300	18	340	40	40	
20. Miscellaneous Expenses (See Appendix V)	65 to 90	180	40,710	269	59,859	19,189	19,189	Estimated requirements.
21. Deduct Amount Debited to Provident Fund								
22. Deduct Contribution from Lines under Construction								
23. Deduct Contribution from other Departments for Mechanical Accounting								
Total III(b)								
(c) CASH OFFICE—								
1. Clerks, (Asian) Special Class	Sh. per mensum	4	1,535	6	2,140	605	605	Reduction of staff.
2. " " " Class I	440 upwards	3	774	3	774	720	720	Changes in holders of posts.
3. " " " II	360 by 20 to 400	2	396	2	396	124	124	Reduction of staff.
4. " " " III	310 by 20 to 350	1	168	5	822	654	654	Changes in holders of posts.
5. " " " IV	250 by 15 to 295	4	530	9	370	160	160	
6. " " " V	150 by 15 to 240	8	320	9	490	170	170	Anticipated requirements.
7. Messengers	10 to 30	22	4,053	28	5,712	1,659	1,659	
Total III(c)								
		180	36,573	269	56,199	19,526	19,526	No new construction anticipated.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
(c) PASSAGES OF OFFICIALS ..	£							
Total ..		39	14,330	48	18,369		4,039	Estimated requirements
Deduct Contribution by Port and Harbours ..			3,596		4,514		918	
Total II (a), (b) and (c) ..		39	10,674	48	13,855		3,181	
II.—(d) ESTATES OFFICE—								
1. Estates Officer ..	840 by 40 to 920 500 by 20 to 600 +600 by 30 to 720	1	920	1	920			
2. Office Assistant to Estates Officer ..	480 by 20 to 600 600 by 30 to 720	1	630	1	630			+ Personal to present holder.
3. Land Surveyor ..	480 by 20 to 600	1	678	1	648	30		Normal increment.
4. Assistant Land Surveyor ..	480 by 20 to 600	1	498	1	480	18		Change in holders of posts.
5. Survey Assistants ..	390 by 18 to 480 480 by 20 to 540	2	672	2	816		144	Normal increment.
6. Junior Draughtsman, Class I ..	390 by 18 to 480	1	424	1	416	8		
7. Junior Draughtsman, Class II ..	300 by 18 to 372	1	372	1	367	5		
8. Shorthand-Typist, Special-Grade ..	950 by 18 to 340	1	250	1	250			
9. Shorthand-Typist ..	144 by 12 to 240	1	213	1	213		213	Reduction in staff.
10. Junior Clerk ..	Up to 180	1	150	1	150		150	Reduction in staff.
11. Headmen ..	Sh. per mensem 20 to 60	4	90	4	90			
12. Porters and Office Boys ..	20 to 40 10 to 30	18	270	24	360		90	Reduction in staff.
13. Administration and Accounts Office Charges ..			240		120	120		Administration charges not previously provided for.
Carried forward ..		31	5,044	39	5,460		416	

* Pensionsable Post.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
Brought forward ..	£	31	5,044	39	5,460		416	
II.—(e) ESTATES OFFICE.—Contd.								
14. Miscellaneous Expenses (See Appendix V) ..			840		1,500		610	Anticipated requirements.
15. Survey Equipment and Instruments ..			50		200		150	" "
16. Passages of Officials ..			380		300	80		" "
17. Rent and Office Services ..			208		208			Not previously provided for.
18. Deduct Contribution by Port Department ..		31	5,572	39	7,460		888	
19. Deduct Contribution from Land Account and New Lines ..			1,000		1,000			Estimated contributions.
Total II (d) ..		31	375	39	1,060		685	
Total II ..		70	11,049	87	14,915		3,866	
III.—(6) ACCOUNTS—								
* 1. Chief Accountant ..	1,350	1	1,350	1	1,500		150	New appointment and reduction in scale due to reorganisation.
* 2. Deputy Chief Accountant ..	950 by 50 to 1,100	1	950	1	987		37	New appointment due to reorganisation.
* 3. Revenue Accountant ..	720 by 30 to 840 840 by 40 to 920			1	880		880	Post abolished on reorganisation.
* 4. Senior Assistant Accountant ..	720 by 30 to 840	2	1,500	1	840	660		One additional appointment due to reorganisation.
* 5. Assistant Accountants ..	480 by 20 to 600 600 by 30 to 720			3	1,678		1,678	Posts abolished due to reorganisation.
* 6. Proportion of Salary of Port Accountant ..			240		250		10	See Abstract H.6(a) (2). (Harbours.)
Carried forward ..		4	4,040	7	6,135		2,095	

* Pensionsable Post.

ABSTRACT E—GENERAL CHARGES

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—ADMINISTRATION—								
(a) *1. His Excellency the High Commissioner for Transport			1,000	1,000		£	£	Payable to H. E. the Governor, Kenya—see paras. 3 & 4 of Secretary of State's Kenya Despatch No. 651 of 16-7-1924 and Transport Despatch No. 153 of 24-12-1930.
2. Contribution towards housing of His Excellency the High Commissioner for Transport			1,000	1,000				
3. Personal Staff of His Excellency the High Commissioner for Transport			250	400		150		
4. Expenses of Railway Secretariat			1,170	1,500		330		
5. Miscellaneous Expenses—His Excellency the High Commissioner and Staff (See Appendix V)			300	300				
Total I(a)			3,720	4,200		480		
(b) Expenses of Railway Advisory Council			450	550		100		Estimated requirements
(c) Consulting Engineers' Fees and Crown Agents' Commission			1,000	1,500		500		
Total I			5,170	6,250		1,080		
II.—(a) MANAGEMENT—								
*1. General Manager	2,500	1	2,500	2,500				
*2. Pensionable Allowance to Deputy General Manager		1	1,250	100		100		Position abolished
*3. Chief Assistant to General Manager	1,250	1	1,250	1,250				
*4. Legal Adviser	950 by 60 to 1,150	1	1,120	1,120		30		Normal increment.
*5. Administrative Assistant	720 by 30 to 840	1	840	840				
Total II(a)		4	5,740	5,810			70	

* Pensionable Post.

ABSTRACT E—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
(b) OFFICE—								
1. Senior Clerks	500 by 20 to 540	3	1,620	3	1,580	40		Normal increments.
2. Clerks, Class I	420 by 20 to 480	2	924	3	1,393	469		Reduction of one post.
3. " " " II	315 by 18 to 405	1	381	4	1,483	1,102		Reduction of three posts.
4. " " " III	240 by 15 to 300			1	300	300		Post abolished. Holder transferred to Shorthand Typist.
5. Junior Clerks	Up to 180	3	413	3	402	11		Normal increments and changes in holders of posts. Proportion chargeable to Abstracts A and D.
6. Shorthand Typists, Special Grade	250 by 18 to 340	2	582	3	780	198		One post abolished.
7. Shorthand Typists	144 by 12 to 240	5	1,177	3	685	492		See Items 9 and 14.
8. Typists, Class II	120 by 12 to 180			2	276	276		Transferred to Abstract D.
9. Librarian, (Clerk, Class II)	315 by 18 to 405			1	390	390		Post abolished, holder transferred to Shorthand Typist.
10. Proportion of Telephonists' Salaries and Allowances	Sh. per mensem 440 upwards	1	300	1	282	18		See Abstract D.
11. Clerk (Asian), Special Class	410 by 20 to 430	1	305	1	260	18		Normal increment.
12. Clerks, (Asian) Class I	250 by 15 to 300	2	305	4	548	305		Regrading from Class V.
13. Clerks, (Asian) Class IV	150 by 15 to 240	2	137	4	548	411		Reduction of staff.
14. Clerks, (Asian) Class V	10 to 30	15	240	15	225	15		Normal increments. Proportion chargeable to Abstracts A and D.
15. Office Boys and Messengers			963	1,500		537		Estimated requirements.
16. Miscellaneous Expenses (See Appendix V)			150	500		350		
17. Expenses incurred on account of Distinguished Visitors			900	1,200		300		
18. Printing and Stationery			35	11,804		3,618		Proportion of salaries of Telephonists, Despatchers and Messengers chargeable to Abstracts A and D.
19. Deduct			406	545		139		
Total II(b)		35	7,780	44	11,259		3,479	

DETAILS	Scale	ESTIMATE 1952	ESTIMATE 1951	Increase	Decrease	EXPLANATION
	£	N/o	£	N/o	£	
(f) Bedding Account:						
1. Wages		28	360	25	286	Anticipated requirements
2. Equipment and Uniforms			150	450	300	Ditto
3. Cleaning and Making-up Bedding			1,200	1,200		Not possibly provided for
Total VIII(f)		28	1,709	25	1,900	
(h) Printing and Stationery			250	980	710	Anticipated requirements
Total VIII		225	28,704	299	44,368	15,684
IX—(g) CLAIMS INVESTIGATION AND COMPEN- SATION			1,000	2,450	1,450	Ditto
(h) COMMISSION ON SALE OF PASSENGER TICKETS			400	400		
Total IX			1,400	2,850	1,450	
X—PRINTING AND STATIONERY			7,780	8,059	279	Ditto
XI—PASSAGES OF OFFICIALS AND REPAIRING OF ASIAN LABOUR			7,000	7,727	727	Ditto
XII—ADVERTISING			1,000	1,927	927	Ditto
Total Abstract D		1,065	29,191	2,242	36,676	75,792

Railways

MILEAGE	ESTIMATE 1952	ESTIMATE 1951	Increase	Decrease	Increase %	Decrease %
	£	£	£	£		
Traffic Train Mileage	2,362,000	3,765,000	1,403,000			39.46
Engineering, Fuel & Water Trains, &c.	800,000	7,800,000	300,000	300,000		37.27
Total Train Mileage	3,162,000	11,565,000	1,703,000			54.06
Miscellaneous Mileage	600,000	1,500,000	300,000	300,000		50.00
Total Engine Mileage	3,762,000	13,065,000	1,003,000			37.90
Freight Ton Miles	250,000,000	260,000,000	100,000,000			27.76

Railways

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII.—CATERING—								
1. Catering Manager	£	1	600	1	840	240	840	Post abolished. New Post.
2. Assistant Superintendent (Catering)	£	1	270	2	1,060	790	790	Provision for six months only.
3. Catering Assistant	£	1	370	1	358	12	..	Normal Increment.
4. Clerk, Class II	£	1	246	..	..	..	..	Regrading and normal increment.
5. Clerk, (Asian) Class I	£	1	246	..	..	..	..	Regrading and normal increment.
6. " " " II	£	1	181	1	235	54	235	..
7. " " " III	£	1	181	1	186	5	..	..
8. " " " V	£	1	895	8	895	..	193	Reduction in staff.
9. Inspecting Steward (Asian)	£	6	702	8	702	..	10	Normal increment.
10. Chief Steward and Cooks, Class I	£	1	1,407	12	1,836	429	162	Reduction in staff.
11. Chief Steward and Cooks, Class II	£	1	440	17	1,834	1,394	429	Normal increment.
12. Chief Steward and Cooks, Class III	£	4	336	5	428	92	92	Ditto.
13. Asst. Stewards and Cooks, Class I	£	8	643	22	1,618	975	92	Ditto.
14. Asst. Stewards and Cooks, Class II	£	20	1,126	12	680	448	1,015	See decrease in Class II.
15. Asst. Stewards and Cooks, Class III	£	3	144	3	135	9	..	Normal increments.
16. Cooks and Stewards (African), Class I	£	8	287	8	249	38	..	Ditto.
17. Cooks and Stewards (African), Class II	£	43	574	60	750	176	176	Reduction in staff.
18. Table Boys and Train Boys, Class I	£	48	578	65	600	22	..	Ditto.
19. Table Boys and Train Boys, Class II	£	5	70	5	48	22	..	Anticipated requirements, insufficient.
20. Catering Assistants " B " (African)	£	..	880	..	880	..	880	Not previously provided for.
21. Travelling and Running Allowances	£	..	111	..	111	..	..	..
22. Subsidiary Leave Allowance for Officer to be retired	£
Total VIII(a)		179	9,621	225	12,178	2,557	2,557	..

* Permissible Post.

Railways

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII.—CATERING—Contd.								
(b) Equipment and Uniforms	£	..	930	..	1,500	570	570	Anticipated requirements
(c) Stores, Liquors, Licences	£	..	15,783	..	26,000	10,217	10,217	Ditto.
(d) Laundry and Disinfectant	£	16	548	30	650	102	100	Ditto.
1. Wages	£	..	48	..	120	72	80	..
2. Equipment	£	..	350	..	400	50	50	..
3. Stores, Power, etc.	£
Total VIII(b)		16	948	30	1,170	222	210	..
(e) Mixed Water Factory	£	9	310	10	330	20	20	Ditto.
1. Wages	£	..	108	..	200	92	30	..
2. Equipment	£	..	570	..	570	..	..	..
3. Stores, Power, etc.	£
Total VIII(c)		9	1,000	10	1,100	100	40	..
(f) Ice Plant	£	2	90	2	90	..	..	..
1. Wages	£	..	30	..	40	10	..	..
2. Equipment	£	..	300	..	300	..	..	..
3. Stores, Power, etc.	£
Total VIII(d)		2	480	2	480	..	10	Anticipated requirements.

Railways

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932 A		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—(b) LOADING AND UNLOADING OF VESSELS AND TRUCKS—								
1. Kilindini Harbour	£		9,255		15,533	6,278		Anticipated requirements.
2. Other Ports			6,500		14,222	7,722		Anticipated requirements.
Total III(b)			15,755		29,755	14,000		
III.—(c) MISCELLANEOUS EXPENSES (See Appendix V)								
Total III			3,400		4,300	900		Ditto.
IV.—(a) RUNNING STAFF—								
1. Guards	240 by 18 to 300	6	1,800	13	3,600	1,800		Reduction in staff.
2. Ticket Examiners	240 by 18 to 300	13	3,900	13	3,900			
3. Guards (Asian)	Sh. per mensern 150 by 15 to 340	97	13,289	112	15,049	1,760		Ditto.
4. Guards (African)	50 to 110 } 120 to 150 }	3	208	3	150	18		Normal increments.
5. Ticket Examiners (Asian)	150 by 15 to 340	2	392	2	388	4		Ditto.
6. Running Room Cooks, Boys and Equipment			600		567	33		Anticipated requirements.
Total IV(a)		121	20,189	143	23,694	3,505		
IV.—(b) MISCELLANEOUS EXPENSES (See Appendix V)								
Total IV	£		600		700	100		Anticipated requirements.
IV.—(c) OVERTIME AND TRIP ALLOWANCES								
Total IV			7,740		12,371	4,631		Ditto.
V.—CLEANING OF CARRIAGES AND WAGONS—								
(a) Wages		121	29,529	143	36,765	8,236		
(b) Materials			2,100		3,000	900		Ditto.
Total V			390		1,125	735		
VI.—STATION STORES (FUEL, LIGHTING, WATER ETC.)—								
(a) Fires, Lights, Water and General Stores for Carriages, Stations, Ports, Offices, etc.			4,370		6,440	2,070		Anticipated requirements.
(b) Wagon Covers, Ropes, etc.			2,520		7,379	4,859		Ditto.
(c) Office and Station Fittings and Equipment			954		3,314	2,360		Ditto.
(d) Watch and Clock Repairs			394		394			
Total VI			8,238		17,527	9,289		
VII.—CLOTHING								
Total VII			2,838		3,600	762		

RAILWAYS

ABSTRACT D.—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—(a) STATION AND PIER STAFFS—								
1. Station Masters, Class II	420 by 20 to 480	5	2,296	6	2,664	368		One post abolished and normal increments.
2. Station Masters, Class III	360 by 20 to 400	1	403	1	386	17		Normal increment.
3. Goods Agent, Class I	480 by 20 to 540	1	540	1	540		468	Post abolished.
4. Pier Master, Class I	420 by 20 to 500							Posts abolished.
5. Pier Master, Class II	420 by 20 to 460			3	1,168	15	1,168	Normal increment.
6. Pier Masters, Class III	360 by 20 to 400	1	210	1	195			Posts abolished.
7. Asst. Station Master, Class II	180 by 15 to 240	2	840	3	840		1,086	Normal increment.
8. Assistant Goods Agents	300 by 18 to 420	1	225	1	210	15		Post withdrawn.
9. Yard Foremen	118 by 15 to 240	1	315	1	352	18	195	One promotion from Traffic Apprentice.
10. Goods Clerk, Class III	118 by 15 to 240	1	140	2	195	54		Normal increment.
11. Clerk, Class II	315 by 18 to 405	1	417	1	390	27	16	One promotion to Junior Clerk and normal increments.
12. Clerk, Class IV	180 by 15 to 225	1	180					
13. Junior Clerks	Up to 180	5	420	6	436			
14. Weighing Machine Inspector	380 by 18 to 480							
15. Traffic Apprentices								
16. Station Masters, (Asian)	Sh. per mensem	5	1,545	3	1,039	506		Regrading of stations and normal increments.
Special Class	470 upwards	17	4,578	23	6,138		1,560	Net decrease due to reduction in staff, changes in holders of posts, regrading, promotions and normal increments.
Class I	410 by 20 to 450	4	864	12	2,592		1,728	
Class II	360 by 20 to 400	72	14,640	70	12,787	1,853	1,263	
Class III	310 by 20 to 350	24	4,069	32	5,392		594	Due to regrading. See reduction in Item 36.
Class IV	250 by 15 to 296	97	3,050	24	2,456	3,761	8,398	Regrading of stations. See reductions in Asian Station Masters.
Class V	210 by 15 to 240	22	12,154	72	8,398	500	1,083	Reduction in staff.
21. Assistant Station Masters, (Asian)	150 by 15 to 240	17	1,583	5	500		402	
22. Station Masters, (African) Class II	190 by 10 to 180	14	2,430	18	2,832			
23. Station Masters, (African) Class I	350 by 25 to 450							
24. Yard Foremen and Assistants (Asian)	250 by 15 to 330							
	150 by 15 to 240							
25. Crane Drivers, Fitters, Firemen, etc.		285	51,474	289	51,835	361		Anticipated requirements.
<i>Carried forward</i>								

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—(a) STATION AND PIER STAFFS—Contd.								
36. Clerks, (Asian) Special Class	Sh. per mensem	19	6,041	19	5,790	251		Normal increments.
37. " " " Class I	440 upwards	11	2,827	11	2,516	311		Normal increments and changes in holders of posts.
28. " " " II	410 by 20 to 430							Promotions from Class III.
29. " " " III	360 by 20 to 400	2	4,536	2	472	4,064	5,804	Promotions from Class II and normal increments.
30. " " " IV	310 by 20 to 350	24	4,948	49	10,147	439		Promotions from Class V and normal increments.
31. " " " V	250 by 15 to 295	20	3,224	18	2,785	439	3,263	Reduction in establishment and normal increments. Full salaries of Tally Clerks at Kilindini Harbour now borne under this Abstract.
32. Clerks, (African) Special Class	150 by 15 to 240	164	21,577	191	24,840			
33. " " " Class I	150 upwards	19	1,348	20	1,200	148		Normal increments.
34. " " " II	95 to 150	32	1,576	45	2,025		349	Reduction in staff and normal increments.
35. " " " III	65 to 90	84	2,540	105	3,150		650	Ditto.
36. Signallers (Asian) Class I	20 to 60	69	7,417	90	9,780		2,363	Due to regrading. (See increase in Item 22.)
37. " " " (African) Class I	150 by 15 to 195	89	959	13	1,197		238	Reduction in staff.
38. " " " II	130 to 180	44	3,011	58	3,925		914	Ditto.
39. " " " III	90 to 120	20	736	12	541	195		See reduction in Class II.
40. Telegraph Learners	50 to 80	45	45	680	65	1,476	796	Reduction in number of learners.
41. Telephone Operators (African)	20 to 40	3	159	6	270		111	Reduction in staff.
42. Ticket Collectors (Asian)	50 to 90	3	3	159	2	300	300	Posts abolished.
43. Ticket Collectors (African)	150 by 15 to 340	3	150	5	242		92	Reduction in staff.
44. Weighing Machine Fitters (Asian)	50 to 90	4	619	4	600	19		Normal increments.
45. Railway Agent at Kasenyi Port	(250 by 15 to 350)	1	180	1	180			
46. Headmen	(150 by 15 to 230)	43	1,030	50	1,250		220	Reduction in staff.
47. Pointsmen	20 to 60	345	5,500	360	5,500		3,825	Previous provision insufficient.
48. Porters and Lampmen	20 to 40	11,400	14,725				460	Reduction in staff.
49. Sweepers	10 to 30	135	2,350	140	1,890		30	Previous provision insufficient.
50. Watchmen	10 to 30	30	600	30	570	30		Ditto.
51. Office Boys and Messengers	20 to 50	60	800	70	1,040		240	Reduction in staff.
52. Overtime	10 to 30				2,000		1,400	Anticipated requirements.
Total III(a)		1492	136,337	1655	150,216		13,879	

Railways

ABSTRACT D—TRAFFIC EXPENSES

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		£	No.	£	No.			
I.—(a) SUPERINTENDENCE—								
1. Superintendent of the Line.	£	1,500	1	1,200	1	300	1,200	Post abolished.
2. Divisional Superintendent (Uganda)	£	1,000	1	1,000	1	—	—	Post abolished
3. Assistant Superintendent of the Line	£	1,200	1	800	1	400	880	One post temporarily in abeyance and normal increments.
4. Assistant Superintendent (Headquarters)	£	840	3	844	3	—	774	Normal increment.
5. Assistant Superintendent, Class I	£	240	1	810	1	570	—	One post temporarily in abeyance and normal increments.
6. District Traffic Superintendent, Class I	£	1,300	3	1,320	3	—	—	Normal increments.
7. District Traffic Superintendent, Class II	£	1,180	2	1,160	2	20	484	Normal increments.
8. Asst District Traffic Superintendents	£	1,600	3	1,564	3	36	400	Post abolished.
9. Traffic Inspectors, Class I	£	2,687	7	3,005	7	318	—	Reduction in staff.
10. Traffic Inspectors, Class II	£	540	1	540	1	—	540	Change of designation.
11. Traffic Inspectors, Class III	£	860	3	1,420	3	560	—	Normal increment.
12. Gamage Cleaning Inspector, Class I	£	300	1	540	1	240	—	Normal increment.
13. Traffic Inspectors, Class II	£	1,313	3	1,260	3	53	—	Normal increment.
14. Traffic Inspectors, Class III	£	225	1	210	1	15	—	Normal increment.
15. Chief Train Controller	£	500	1	700	1	200	—	Anticipated requirements.
16. Train Controller, Class III	£	183	—	—	—	—	183	—
17. Asst. Controller, Class III	£	15,708	32	20,123	32	4,415	—	—
18. Acting Allowances	£	1,100	—	2,813	—	1,713	—	—
19. Salary and Leave allowance for Officer to be retired	£	16,808	32	22,936	32	6,128	—	—
Total I(a)		27	15,708	32	20,123	4,415	—	—
(b) Miscellaneous Expenses (See Appendix V)		27	16,808	32	22,936	6,128	—	—
Total I		27	16,808	32	22,936	6,128	—	—

ABSTRACT D—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		£	No.	£	No.			
II.—(a) OFFICES—								
1. Senior Clerks	£	1,040	1	540	1	500	—	Includes one post of Section Clerk not regraded.
2. Clerks, Class I	£	2,740	6	2,740	6	—	—	Changes in holders of posts
3. " " " II	£	1,174	8	3,026	8	1,852	—	Reduction in staff.
4. " " " III	£	545	2	515	30	30	—	Normal increments
5. " " " IV	£	420	1	190	230	230	—	Includes one post of Junior Clerk regraded and normal increments.
6. Junior Clerks	£	130	3	359	3	229	—	One post transferred to Item 5 and one post to Item 8 and normal increments.
7. Shorthand-Typist, Special Grade	£	322	1	304	18	18	—	Normal increment
8. Shorthand-Typist	£	564	4	698	14	134	—	Reduction in staff.
9. Typist, Class I	£	214	1	200	14	14	—	Normal increment.
10. Clerks, (Asian) Special Class	£	2,388	9	2,887	9	499	—	Reduction in staff and normal increments.
11. " " " " Class I	£	1,265	5	1,305	5	40	—	Changes in holders of posts and normal increments
12. " " " " " II	£	238	5	1,249	5	1,011	—	Promotions provided for not made and normal increments.
13. " " " " " III	£	1,990	6	1,182	8	808	—	Promotions from Class IV and normal increments.
14. " " " " " IV	£	1,302	8	1,860	6	558	—	Changes in holders of posts and normal increments
15. " " " " " V	£	1,614	21	2,553	6	939	—	Reduction in staff and changes in holders of posts.
16. " " " " " (African) Special Class	£	108	1	102	3	6	—	Normal increment.
17. " " " " " " "	£	288	3	213	75	75	—	One promotion from Class II and normal increments.
18. Messengers and Office Boys	£	150	5	246	5	96	—	One promotion to Class I and one post abolished.
19. Proportion of amount for Clerical Staff charged to Abstracts A and E	£	20	30	477	28	227	—	Reduction in staff.
Total II(a)		93	17,012	120	20,388	3,376	—	Normal increments.
(b) Miscellaneous Expenses (See Appendix V)		—	—	—	—	—	—	Increased work on Hollerith machines.
Total II		93	17,012	120	20,388	3,376	—	—

ABSTRACT C—MAINTENANCE OF ENGINES AND ROLLING STOCK—Contd.

Railways	DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931	Increase	Decrease	EXPLANATION
			No.	£				
	II.—MAINTENANCE OF ENGINES—	£						
	1. Shop Repairs :							
	(a) Labour			23,400			19,584	Anticipated requirements due to reduced mileage.
	(b) Materials			10,920			7,700	
	2. Running Repairs :							
	(a) Labour			22,700			12,958	Ditto.
	(b) Materials			11,900			5,412	
	Total II			68,820			45,654	
	III.—MAINTENANCE OF COACHING STOCK—							
	1. Shop Repairs :							
	(a) Labour			7,000			6,206	Ditto.
	(b) Materials			5,000			1,929	
	2. Running Repairs :							
	(a) Labour			4,500			544	Ditto
	(b) Materials			4,500			909	
	Total III			22,000			9,588	
	IV.—MAINTENANCE OF GOODS STOCK—							
	1. Shop Repairs :							
	(a) Labour			6,000			9,249	Ditto.
	(b) Materials			4,821			9,408	
	2. Running Repairs :							
	(a) Labour			10,720			17,757	Anticipated requirements due to reduced mileage, also two Carriage Examiners transferred to C. I. (b).
	(b) Materials			9,943			6,938	
	Total IV			27,764			32,627	

ABSTRACT C—MAINTENANCE OF ENGINES AND ROLLING STOCK—Contd.

Railways	DETAILS	Scale	ESTIMATE, 1931		ESTIMATE, 1931	Increase	Decrease	EXPLANATION
			No.	£				
	V.—MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.—	£						
	1. Shop Repairs			7,700			9,300	Anticipated requirements.
	2. Running Repairs			2,300			1,839	
	Total V			10,000			8,539	
	VI.—TRAINING OF AMBULANCE ASSISTANTS			1,200			50	
	VII.—PRINTING AND STATIONERY			960			420	
	VIII.—PASSAGE OF OFFICIALS AND ESTABLISHMENT OF AGENT LABOUR			2,000			6,000	
	IX.—NEW MINOR WORKS—INSTALLATIONS (a) New Minor Works (b) Alterations and Improvements			88			1,670	
	Total IX			328			3,134	
	TOTAL ABSTRACT C			67,500			97,270,755	

Railways

ABSTRACT C—MAINTENANCE OF ENGINES AND ROLLING STOCK

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—(a) GENERAL SUPERINTENDENCE—								
1. Chief Mechanical Engineer	1,350	1	1,350	1	1,350			
2. Works Manager	840 by 40 to 920	1	840	1	1,000		160	Alterations in grades.
3. Assistant Accountant	600 by 20 to 600	1	520	1	750		230	
4. Assistant Works Manager	600 by 30 to 720	1		1	750		750	Post abolished
5. Assistant Loco. Superintendent	720 by 30 to 840	1		1	600		600	Post transferred to Abstract B as no additional appointment is now contemplated.
6. Senior Foreman	480 by 20 to 600	1	600	1	600			Normal increment.
7. Chief Locomotive Draughtsman	480 by 20 to 600	1	720	1	680		30	Anticipated requirements.
8. Miscellaneous Expenses (See Appendix V)	600 by 30 to 720	1	250		800		550	
9. Salary and Leave Allowance for Officer to be retired			470				470	
Total I(a)		5	4,750	7	6,540		1,790	
I.—(b) SUPERINTENDENCE—								
1. Loco. Inspectors, Carriage and Wagon Inspectors, Class I	500 by 20 to 540	4	1,620	4	2,102		482	Two additional appointments for Carriage Examination previously included under C.IV(a).
2. Loco. Inspectors, Carriage and Wagon Inspectors, Class II	390 by 18 to 480	4	2,328	2	852		1,476	Normal increments.
3. Foremen	444 by 18 to 480	15	7,750	15	7,627		123	Normal increment.
4. Trial Driver	480 by 20 to 540	1	300	1	294		6	Anticipated requirements.
5. Proportion of Salaries of Shed Foremen	240 by 18 to 300		1,330		1,881		551	"
6. Miscellaneous Expenses (See Appendix V)			1,000		1,800		800	"
Total I(b)		24	14,328	22	14,556		228	

Railways

ABSTRACT C—MAINTENANCE OF ENGINES AND ROLLING STOCK—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—(c) OFFICE—								
1. Senior Draughtsman	500 by 20 to 600			1	542		542	Post abolished.
2. Junior Draughtsman, Class I	390 by 18 to 480	1	102	1	390		288	Seconded to Shops for 9 months.
3. Junior Draughtsman, Class II	300 by 18 to 372	2	680	2	860		180	Post abolished.
4. Clerks, Class I	320 by 20 to 480	2	750	2	791		41	Normal increment.
5. " " II	318 by 18 to 405	2	302	2	285		285	Change in holder of post.
6. " " III	240 by 15 to 300	2	156	1	148		154	Reduction of staff.
7. " " Junior	Up to 180	1		1	288		132	Previously shown as Shorthand-Typist.
8. Shorthand-Typist	144 by 12 to 240			2				Change in holder of post.
	Sh. per mensem							
9. Clerks, (Asian) Special Class	440 upwards	3	954	4	1,218		264	Reduction of staff.
10. " " Class I	410 by 20 to 430	2	510	1	254		256	
11. " " " II	360 by 20 to 400	6	1,064	7	460		460	Reduction of staff.
12. " " " III	310 by 20 to 350	5	807	6	1,001		194	
13. " " " IV	250 by 15 to 285	15	1,690	15	1,362		272	
14. " " " V	150 by 15 to 195							
15. Proportion of Salaries of Shed Clerks (Asian)			683		747		64	Normal increments.
16. Clerks, (African) Grade I	95 to 150	10	515	13	656		141	Anticipated requirements.
" " " II	65 to 90	9	170	9	162		8	Normal increments.
" " " III	20 to 60		426		1,950		1,524	Anticipated requirements.
17. Office Boys and Messengers	10 to 30		150		300		150	"
18. Miscellaneous Expenses (See Appendix V)								
19. Drawing Materials and Instruments								
Total I(c)		58	9,159	68	13,664		4,505	
Total I		87	28,237	97	34,780		6,523	

Railways

ABSTRACT B—LOCOMOTIVE RUNNING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—(a) RUNNING SHED STAFF— 1. Shed Foremen	£ 360 by 18 to 480 480 by 20 to 540 Sh. per mensm	10	3,059	13	3,762	703		Reduction in staff.
2. Clerks (Asian), Class III	310 by 20 to 350	3	372	2	248	124		Regrading.
3. " " Class IV	250 by 15 to 295	2	225	3	337	112		Normal increments.
4. " " Class V	150 by 15 to 240	11	859	11	812	47		One post transferred from Abstract C.
5. " (African), Class II	65 to 90	3	36	3	96	12		
6. " " Class III	20 to 60	1	72	37	660	660		
7. Call Boys and Messengers	10 to 30							
Total II (a)		30	4,627	69	5,915	1,288		
II.—(b) STAFF ENGAGED IN FUELLING, CLEAN- ING AND CARE OF ENGINES			12,100		14,190	2,090		Estimated requirements.
II.—(c) MISCELLANEOUS EXPENSES (See Appen- dix V)			170		294	64		
Total B.II		30	16,897	69	20,399	3,442		
III.—(a) RUNNING STAFF— 1. Drivers	£ 240 by 18 to 300 172 by 12 to 220 20 100 by 12 to 160 Sh. per mensm	60 20 22	19,207 3,440 2,683	70 50	20,698 6,681	1,491 558		Reduction of staff.
2. Firemen Class I (Passed Fireman)	Sh. per mensm	21	4,065	32	6,096	2,031		
3. Drivers, "A" Class (Asian)	365 by 25 to 450	12	1,286	21	2,431	1,045		
4. " " "B" Class (Asian)	160 by 15 to 230	3	405	4	515	110		
5. " " Special Class (African)	90 to 150	1	96	2	180	84		
6. " " "A" Class (African)	65 to 80	2	108	3	186	78		
7. " " "B" Class (African)		2	108	3	186	78		
8. Firemen, "A" Class (Asian)	100 by 10 to 145	18	1,517	20	1,563	36		
Total III (a)		159	32,907	202	38,310	5,403		

Carried forward

Railways

ABSTRACT B—LOCOMOTIVE RUNNING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—(a) Running Staff—Contd. 9. Firemen "B" Class (Asian)	Sh per mensm 60 by 10 to 90 45 to 60	30	1,609	80	3,840	2,231		Reduction of staff.
10. " " "A" Class (African)	20 to 40	56	2,444	53	2,060	384		Increase due to promotions.
11. " " "B" Class (African)	15 to 20	165	4,968	307	6,447	1,459		Decrease due to new grade for 2nd Firemen.
12. " " "C" Class (African)		150	1,620		1,620			New grade for 2nd Firemen previously shown as Grade "B."
13. Running Room Cooks, Boys and Equip- ment			900		1,133	233		Estimated requirements.
Total III (a)		560	44,468	642	51,780	7,312		
III.—(b) MISCELLANEOUS EXPENSES (See Appen- dix V)			550		1,010	460		Estimated requirements.
III.—(c) OVERTIME AND TRIP ALLOWANCES			23,463		37,109	13,651		
Total III		560	68,476	642	89,899	21,423		
IV.—FUEL			127,592		204,390	76,798		
V.—WATER, INCLUDING WAGES OF PUMPING STAFF			17,031		25,069	8,038		
VII.—RUNNING STORES, TOOLS AND PLANT (OIL, TALLOW, WASTE, ETC.)			8,909		19,393	10,484		
VII.—PRINTING AND STATIONERY			900		1,091	191		
VIII.—PASAGES			3,100		3,273	173		
IX.—ADVERTISING			150		273	123		
TOTAL ABSTRACT B		625	254,441	750	375,750	121,309		

Railways.

ABSTRACT A—ENGINEERING EXPENSES—Cont'd.

DETAILS	Scale	ESTIMATE 1933		ESTIMATE 1931	Increase	Decrease	CONTRIBUTIONS			EXPLANATION	
		No.	Am.				Port. Harbor	New Line	Open Line		Remainder and Loan Works
II.—MAINTENANCE AND RENEWALS OF PERMANENT WAY—											
1. (a) Maintenance Gangs		4538	54,000	4825	70,000	22,000	1,000	6	6	6	Lower standard of maintenance.
(b) Timekeepers (African)		21	364	21	1,000	38	30	6	6	6	
(c) Trolley-men		220	2,761	220	3,668	361	300	(a)	(a)	(a)	
(d) Establishment		60	3,580	81	2,760	150	200	6	6	6	
2. Materials, including Track Tools			3,118		11,500	8,380	30				
3. Ballasting			2,000		3,500	1,500					
4. Repairs to Formation			2,540		8,000	5,500					
		4638	62,861	5147	107,378	44,027	1,412				
Deduct Contributions			1,412		2,183	771					
Total II		4638	67,439	5147	105,255	37,356					
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—											
(a) Repairs			1,000		4,500	2,080					Lower standard of maintenance.
(b) Painting			1,246		4,500	2,080					
Total III			2,246		4,500	2,080					
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—											
1. Station Buildings and Workshops			4,630		5,000	1,170	200				Lower standard of maintenance of assets.
2. Station Machinery			700		900	20	30				
3. Staff Quarters			6,497		13,000	6,503	200				
4. Water Supply Installations			700		400	800	60				
5. Roads and Platforms			2,150		4,000	1,850	150				
6. Inland Piers and Decks			600		1,200	600	30				
7. Sewerage and Sewage Disposal Works			430		2,200	1,770	30				
			16,247		27,000	11,363	780				
			18,247		27,000	11,363	780				

Carried forward.

Railways.

ABSTRACT A—ENGINEERING EXPENSES—Cont'd.

DETAILS	Scale	ESTIMATE 1932		ESTIMATE 1931	Increase	Decrease	CONTRIBUTIONS			EXPLANATION	
		No.	Am.				Port. Harbor	New Line	Open Line		Remainder and Loan Works
V.—MAINTENANCE AND MINOR RENEWALS OF TELEGRAPHS, TELEPHONES AND INSTRUMENTS											
			7,418		7,846	228					Estimated commitments for these services.
			3,000		3,000	30	60				
			1,750		6,000	4,250	50				
			82		300	208	15				
			3,616		8,850	4,600	1,300				
			3,928		9,000	900	1,130				
Deduct Contributions			24,392		27,150	2,758	2,475				
Total V			2,078		2,094	441					
			2,917		25,116	3,199					
VII.—NEW MINOR WORKS											
Deduct Contributions			2,000		17,500	15,500					
			500		500						
Total VII			2,500		16,960	14,960					
VIII.—CONTINGENCIES DUE TO FLOODS AND ACCIDENTS											
			500		1,000	500					

Railways

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1931		ESTIMATE, 1931	Increase	Decrease	CONTRIBUTIONS			EXPLANATION
		£	N/A				Port and Harbour	New Lines	Open Line Renewals, Replacements, Repairs and Minor Works	
II.—MAINTENANCE AND RENEWALS OF PERMANENT WAY										
1. (a) Maintenance Gangs		54,500	4825	76,000	28,000	1,000				
(b) Timekeepers (African)		71	21	1,050	98	30				
(c) Trolleyman		220	220	3,628	941	92				
(d) Establishment		80	81	2,760	180	900				Lower standard of maintenance.
2. Materials, including Track Tools		3,110		11,500	8,390	90				
3. Ballasting		2,000		3,500	1,500					
4. Repairs to Formation		2,500		8,000	5,500					
Deduct Contributions		4638	5247	107,478	99,937	1412				
Total II		1,412		2,183	771					
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—										
(a) Repairs		67,538	5147	165,255		350				
(b) Painting		1,097		4,500	2,080					Lower standard of maintenance.
Total III		2,420		4,500	2,090					
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—										
1. Station Buildings and Workshops		4,530		6,000	1,470	300				
2. Station Machinery		700		800	20	30				
3. Staff Quarters		6,497		13,000	6,503	200				
4. Water Supply Installations		700		400	300	60				
5. Roads and Platforms		2,150		4,000	1,850	150				Lower standard of maintenance of assets.
6. Inland Piers and Docks		800		1,300	500					
7. Sewerage and Sewage Disposal Works		450		2,200	1,750	30				
Deduct Contributions		16,247		27,800	21,553	780				
Total IV		38,247		67,000	28,753	800				

Carried forward.

Railways.

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1931		ESTIMATE, 1931	Increase	Decrease	CONTRIBUTIONS			EXPLANATION
		£	N/A				Port and Harbour	New Lines	Open Line Renewals, Replacements, Repairs and Minor Works	
V.—MAINTENANCE AND MINOR RENEWALS OF TELEGRAPHS, TELEPHONES AND INSTRUMENTS										
<i>Brought forward</i>										
Deduct Contributions		1,700		5,650	3,950					
Total V		3,317		28,650	10,438					
VI.—MISCELLANEOUS SERVICES—										
1. Fish Clearing		3,000		3,000		60				
2. Tools and Plant		1,700		6,000	4,300	50				
3. Fire Fighting Appliances		50		370	290	15				
4. Contingency		3,410		5,550	2,140	1,500				Estimated commitments for these services.
5. Supply of Water		3,900		5,000	1,100	1,530				
Deduct Contributions		24,297		77,150	52,853	441				
Total VI		1,617		1,600						

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931	Increase	Decrease	CONTRIBUTIONS			EXPLANATION
		No.	£				No.	£	Port and Harbour		New Lines	Open Lines Renewals, Repairs, and Lease Works
1B.—DISTRICT STAFF (Four District and Three Sub-District Offices)— (a) Administrative and Engineering	£									
1. District Engineers	{ 480 by 20 to 600 } { 600 by 30 to 720 }	4	3,520	3	2,990		£	£	£	
2. Assistant Engineers		12	6,190	16	8,669		£	£	£	no increase, see 1A. (a). No provision required for secondment to Surveys and Construction Lines and for Major Open Line Works.
3. Pupil Engineer		1	305	1	785					See 1A. (a).
4. Non- pensionable Allowance to District Engineer, Coast Engineering District, as Port Engineer	720 by 30 to 840				305					
5. Miscellaneous Expenses (See Appendix V.)		17	10,095	20	12,524					
Deduct Contributions		17	230		750					
Total 1B. (a)		17	10,325	20	13,274					
(b) Technical Offices.			870		6,770					
Surveyors, (Asian)		17	9,455	20	6,504					
Deduct Contributions	Shs. per mensem 350 by 25 to 550	4	1,065	5	1,455					Previously shown under A1 (d) '66
Total 1B. (b)		4	870	5	1,455					

Pensionable post

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931	Increase	Decrease	CONTRIBUTIONS			EXPLANATION
		No.	£				No.	£	Port and Harbour		New Lines	Open Lines Renewals, Repairs, and Lease Works
(c) Clerical Offices.										
1. Office Superintendent		1	540	1	520					
2. Clerks, Class I	500 by 20 to 600	2	948	3	1,288					
3. " " II	420 by 20 to 480	2	774		774		£	£	£	
4. " " III	315 by 18 to 405	1	285	1	270					
5. Shorthand-Typist, Special Grade	240 by 15 to 300	1	319	1	292					
6. Typist, Class II	250 by 18 to 340	2	264	2	240					
7. Learner	120 by 12 to 180	1	96		96					
8. Clerks, (Asian) Special Class	Sh. per mensem									
9. " " Class I	440 upwards	2	618	3	1,026					
10. " " II	410 by 20 to 430	8	1,964	11	2,835					
11. " " III	360 by 20 to 400	1	216		216					
12. " " IV	310 by 20 to 350	4	857	4	816					
13. " " V	250 by 15 to 295	7	1,224	8	1,258					
14. African Clerks,	150 by 15 to 240	15	717	25	3,070					
15. Messengers and Office Boys	10 to 30	14	270	8	534					
16. Miscellaneous Expenses (See Appendix V.)		61	9,127	81	12,524					
Deduct Contributions		61	370		370					
Total 1B. (c)		61	9,497	81	12,524					
			800		4,801					
		61	8,697	81	7,723					

Due to reorganization. Transferred from 1A-(e)

Due to reorganization. Regrading due to reorganization.

Due to decrease in works programme. Transferred to 1B. (d & e).

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931	Increase	Decrease	CONTRIBUTIONS			EXPLANATION
		No.	£				No.	£	Port and Harbour		New Lines	Open Lines, Renewals, Repairs and Loan Works
<i>Brought forward</i>										
<i>(b) Technical Office—Contd.</i>										
8. Lucigraph Operator	300 by 18 to 390									
9. Clerk, Class II	315 by 18 to 405	2	516	1	336					
10. Typist, Class II	120 by 12 to 180	1	141	2	651					
	Sh. per mensm	1	330	1	130	11				
11. Surveyor, Asian	350 by 25 to 550				330					
12. Draughtsmen (Asian)	150 by 15 to 340	3	486	7	958					Previously included under A1 (d) (66).
	350 by 25 to 500									Reductions due to depleted programme of works.
13. Clerks, Asian (Class V)	150 by 15 to 240	2	175	1	117	58				Due to transference of Stores Section from A.L.A.(c).
14. Plan Printers	20 to 60	2	50	2	48	2				
15. Drawing Material		18	5,028	28	9,778		4,750			
16. Drawing Instruments			300		600		300			
17. Survey Instruments			25		200		175			
18. Miscellaneous Expenses (See Appendix V)			210		600		200			
					390		390			
Deduct Contributions		18	5,563	28	11,378		5,815	150		
Total IA. (b)		18	5,413	28	3,773	1,640				

ABSTRACT A—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1932		ESTIMATE, 1931	Increase	Decrease	CONTRIBUTIONS			EXPLANATION
		No.	£				No.	£	Port and Harbour		New Lines	Open Lines, Renewals, Repairs and Loan Works
<i>(c) Clerical Office.</i>										
1. Office Assistant to Chief Engineer	600 by 30 to 720	1	720	1	690					
2. Office Superintendent	500 by 20 to 600			1	580					
3. Clerks, Class I	420 by 20 to 480	3	1,308	2	920	380				Post abolished owing to Headquarters reorganization.
4. " " II	315 by 18 to 405	1	405	4	1,423					Due to reorganization.
5. " " III	240 by 15 to 300	2	671	2	662	9				Reductions due to reorganizations (1) and transfers (2) under I B (c).
6. Shorthand-Typist, Special Grade	250 by 18 to 340	1	214	1	173	41				
7. Shorthand-Typist	144 by 12 to 240									
8. Typists, Class II	120 by 12 to 180									
	Shs p.m.									
9. Clerks, (Asian) Special Grade	440 upwards	1	300	2	600	300				Reduction due to Headquarters reorganization.
10. Clerks, (Asian) Grade IV	250 by 15 to 295	3	516	3	490	26				
11. " " Grade V	150 by 15 to 240	2	270	2	270					
12. " (African) Class II	65 to 90	2	96	1	48	48				
13. " " Class III	20 to 60	1	21	1	18	3				
14. Messengers and Office Boys	10 to 30	4	60	4	60					
15. Cleaner, Headquarters Offices	£300	21	4,573	24	5,934	1,361				
16. Cleaners, etc.		1	300		300					
		29	300		300					
17. Miscellaneous Expenses (See Appendix V)		51	5,173	24	5,934	761				
			335		700	365				
Deduct Contributions		51	5,508	24	6,634	1,126				
			150		1,535	1,385				
Total IA. (c)		51	5,358	24	5,099	259				
Total IA		72	14,409	55	11,512	2,897				Previously provided for under I B (d).

DETAILS	Scale	ESTIMATE 1932		ESTIMATE 1931		Increase	Decrease	CONTRIBUTIONS			EXPLANATION
		No.	£	No.	£			Port and Harbour	New Lines	Open Lines Re-opened and Loan Works	
IA.—CHIEF ENGINEER'S HEADQUARTERS STAFF— (a) <i>Administrative and Engineering.</i>											
1. Chief Engineer	£ 1,600	1	1,750	1	1,750			£ 100	£ (b)	£ (c)	} See IB.
2. Construction Allowance (Pensionable)	150	1	1,250	1	1,250		680	50			
3. Assistant Chief Engineer	840 by 40 to 920	1	720	1	680	720					
4. District Engineer	720 by 30 to 840	1									
5. Senior Assistant Engineer		3	3,720	3	3,690	30					
5 Miscellaneous Expenses (See Appendix V).			100		100		32				
Deduct Contributions		3	3,788	3	3,790		2	150			
			150		1,150	1,000					
Total IA (a)		3	3,638	3	2,640	998					
(b) <i>Technical-Office.</i>											
1. Chief Draughtsman	840 by 40 to 880	1	820	1	880	40	840	100			Post abolished owing to depleted programme of works.
2. Architect	840	1		1	840						
3. Senior Quantity Surveyor	720 by 30 to 840	1	380	1	755		365				Ditto. Reductions due to depleted programme of works.
4. Junior Quantity Surveyor	480 by 20 to 600	1		1	495		495				
5. Senior Draughtsman (Engineering)	480 by 20 to 600	2	1,860	4	2,118		1,038	50			
6. Senior Draughtsman (Architectural)	480 by 20 to 600	2	780	2	1,040		280				
7. Junior Draughtsman, Class II	300 by 18 to 372	1	180	4	1,410		1,230				
Junior Draughtsman, Class I	380 by 18 to 480										Ditto.
		7	2,328	14	7,538		4,208	150			

Carried forward

* Pensionable post.

RAILWAYS ESTIMATES

1932

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1932
RAILWAYS—REVENUE ACCOUNT

Expenditure	Abstract	1932		1931		Increase	Decrease	Earnings	1932		1931		Increase	Decrease	
		£		£					£		£				
Engineering Expenses	A	191,171		256,955		£	65,784	Passengers	£	216,000	£	315,000	£	99,000	
Locomotive Running Expenses	B	254,441		373,750			121,809	Parcels and Luggage		40,200		60,000		19,800	
Maintenance of Engines and Rolling Stock	C	160,920		270,755			109,835	Live Stock		24,000		18,000		6,000	
Traffic Expenses	D	280,591		356,323			75,732	Goods		1,599,042		2,119,495		520,454	
General Charges	E	37,517		130,874			33,357	Telegraphs		1,400		1,900		500	
Steamer Services	F	70,480		108,113			37,633	Miscellaneous		50,000		75,000		25,000	
Motor Services	G	15,494		17,393			1,899								
Miscellaneous Expenditure	H	73,210		82,249			9,039								
Total Ordinary Working Expenditure		1,143,824		1,598,412			454,588								
Depreciation		324,522		247,312			77,210								
TOTAL		1,468,346		1,845,724			377,378								
Balance Net Earnings carried to Net Revenue Account		462,296		743,672			281,376								
		£	1,930,642	£	2,589,396		658,754			£	1,930,642	£	2,589,396	£	658,754

RAILWAYS—NET REVENUE ACCOUNT

Interest Charges	£	520,068				£	462,296
Loan Redemption Charges				104,686			10,000
							27,500
							124,958
TOTAL	£	624,754				£	624,754

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1932
HARBOURS—REVENUE ACCOUNT

EXPENDITURE	1932		1931		Increase	Decrease	Earnings	1932		1931		Increase	Decrease
	£		£					£		£			
Working Account (<i>Vide</i> Details)—							Deepwater and Bulk Oil Berths—						
(i) Departmental Expenditure	£	689,343					Imports	£	123,520	£	158,502	£	362
(ii) Payment to Contractors (Shore Handling and Lightage)		154,209		255,036			Exports		96,682		112,287		1,595
Depreciation		26,042		24,425			Lightered Cargo—		6,480		21,669		15,189
							Imports		1,363		9,764		7,811
TOTAL	£	869,694		504,251			Port Dues, Light Dues, Pilotage, Other Marine Dues, Cranage, Ferries, etc.		68,000		64,000		4,000
Balance Net Earnings carried to Net Revenue Account (Harbours)		171,384		152,661			Miscellaneous—		54,000		65,600		11,500
		£	365,645	£	432,122		Kents, Storage, Water to Ships, Haulage and other Miscellaneous Items		5,365,645		432,122		76,477
									3,977,441				

HARBOURS—NET REVENUE ACCOUNT

Interest Charges	£	179,167				£	171,384
Loan Redemption Charges				31,032			1,600
							37,305
TOTAL	£	210,199				£	210,199

324,522
20,042
344,564

355,682
2,455
358,137

Mombasa
Port
Expenditure

Working expenditure is estimated to be £96,827 below the 1931 Estimate, Departmental Expenditure, representing £46,053, and Payments to Contractors, £50,774, of the reduction, which in the aggregate represents a reduction of 37.96 per cent on the 1931 Estimate.

Depreciation is £1,617 higher at £26,042, owing to the bringing into working of new wasting assets.

Net
Revenue
Account.

7. **NET REVENUE ACCOUNT.**

Loan Fund Charges (Interest and Sinking Fund) are £7,009 higher than in 1931, aggregating £210,199, towards which the balance available from Revenue Account is £171,394. Provision is made for a levy on Salaries and Wages calculated to yield £1,500. The estimated loss for 1932 is therefore £37,305, as compared with the estimated loss for 1931 of £50,529. The estimated loss of £37,305 is transferred to the Combined Net Revenue Account.

Combined
Net Revenue
Account,
Railways &
Harbours.

8. **COMBINED NET REVENUE ACCOUNT.**

The balances transferred from the Net Revenue Account of the Railways and Harbours are:—

	£
Railways, Loss	124,958
Harbours, Loss	37,305
Total Loss	£162,263

Abstracts
L, M, & N.

9. **EXPENDITURE FROM RENEWALS, BETTERMENT AND INSURANCE FUNDS.**

Abstract L shows the expenditure contemplated during 1932 from Renewals and Betterment Funds in respect of the Railways.

The provision made contemplates only the completion of works already authorized but not expected to be completed at the end of 1931. No additional new works are provided for.

Abstract M contains the provision for the contemplated expenditure from the Marine Insurance Fund.

So far as the Port of Mombasa is concerned, Abstract N shows that no expenditure on new works is to be undertaken in 1932.

Appendix I gives the estimated position of the Renewals, Betterment and Insurance (Lake Marine) Funds at the 31st December, 1932.

Appendices II and III detail the Interest and Sinking Fund Charges.

Appendix IV gives, in detail, the Pensions chargeable against the Revenue of the Administration.

Appendix V sets out all the items of Miscellaneous Expenses figuring in the various Abstracts.

Appendices VI to IX contain full details of the Administration's Wasting Assets.

G. D. RHODES,
General Manager.

KENYA AND UGANDA RAILWAYS AND HARBOURS

COMBINED NET REVENUE ACCOUNT

Balance from Net Revenue Account (Railways) 124,958

Balance from Net Revenue Account (Harbours) 37,305

Balance (Deficit)

£ 162,263

£ 162,263

4
Expenditure 4. ORDINARY WORKING EXPENDITURE.

There is a reduction of £454,588, equal to 28.44 per cent, in the estimated working expenditure, as compared with the 1931 estimate. This reduction and the explanations thereof are as follows:—

Abstract A.

ENGINEERING EXPENSES.—Reduction, £65,784.

Provision for all expenditure has been reduced to the minimum necessary to maintain the track in a safe condition, and maintenance of buildings, etc., is to be deferred wherever possible.

Abstract B.

LOCOMOTIVE RUNNING EXPENSES.—Reduction £121,309.

The provision made for running staff, fuel, stores, etc., has been reduced to accord with the minimum train service which the anticipated reduced earnings will necessitate.

Abstract C.

MAINTENANCE OF ENGINES AND ROLLING STOCK.—Reduction £109,835.

Reductions have been effected in the overhead expenditure (supervision and office), while the provision for the maintenance of engines, coaching and goods stock has been reduced to provide only for the heavy repair of the minimum number of units in ratio to the reduced rolling stock which will be kept in traffic.

Abstract D.

TRAFFIC EXPENSES.—Reduction £75,732.

The provision for overhead expenditure (supervision and office) has been reduced by £8,664; the estimated expenditure on station and pier staffs, owing to the closing of certain stations and reduction of establishment generally, is £13,879 below the corresponding estimate for 1931; while reductions in the running staff (guards, etc.), station stores, etc., amount for slightly more than £19,000.

Under the head of Catering a reduction of expenditure to the extent of £15,684 is contemplated, mainly as a result of the reduced staff and stores expected to be required owing to the lesser business anticipated.

Abstract E.

GENERAL CHARGES.—Reduction £33,357.

The net reduction of £33,357 should, for the purpose of comparison with the 1931 Estimates, be increased by £11,500, making a total reduction of £44,857, by reason of the inclusion in this abstract of £11,500 in respect of *per capita* payments to the Governments of Kenya and Uganda for medical services to the staff, which payments were previously provided for under Miscellaneous Expenditure (Abstract H).

The total reduction is made up of:—

	Reduction.
	£
Administration	1,080
Management	3,181
Estates Branch	685
Accounts and Audit	24,269
Watch and Ward	6,421
Postal and Telephone Services	350
Publicity (Local)	1,447
London Office and Overseas Advertising	307
Staff Furniture	2,300
Medical Services	4,817

Total ... £44,857

STEAMER SERVICES.—Reduction, £87,633.

Abstract F.

The cost of General Superintendence and Head Office Staff is to be reduced by £2,978.

The curtailment of the Lake Victoria services by the laying-up of the *Usoga* and *Rusinga* enables reductions to be effected in running staff of £13,968; a reduction of £7,700 in the provision for maintenance of craft; fuel costs are expected to be £5,778 below the 1931 Estimate; general stores, £1,000; and catering expenditure (consequent on reduced business anticipated), £4,000 below the 1931 Estimate. Other minor reductions also are contemplated.

MOTOR SERVICES.—Reduction, £1,890.

Abstract G.

This represents a reduction of 10.92 per cent, compared with the 1931 Estimate, and is to be effected mainly in reduction of staff employed.

MISCELLANEOUS EXPENDITURE.—Reduction £9,039.

Abstract H.

After allowing for the transfer to Abstract E of the provision required for medical services previously included in this Abstract, there is a net increase of £9,461. Most of the expenditure provided for here is "fixed," and cannot be reduced. £9,700 in respect of Pension Gratuities is non-recurrent.

STORES (INDIRECT EXPENDITURE).—Reduction, £13,248.

Abstract I.

This expenditure is added to the cost of all stores issued to consuming Departments. The general reduction in the activities of all Departments will result in a lesser demand for stores, and the reduction of £13,248 in the stores expenditure is to be effected by general reductions in the staff of the Stores Branch.

DEPRECIATION.—Increase, £77,210.

Depreciation

This has been provided for at the rates laid down by the Secretary of State for the Colonies:—

Railways	2½ per cent of the value of wasting assets.
Motor Services	20 per cent
Marine	Nil.

TOTAL WORKING EXPENDITURE.—Reduction, £377,378.

The estimated total working expenditure is £377,378 below the 1931 Estimate. The total represents, inclusive of Depreciation, 81.57 per cent of the Estimated Revenue, as compared with 71.28 per cent estimated for 1931. The increase in the ratio, notwithstanding a reduction of £454,588 in the estimated ordinary expenditure is due to the very considerable reduction in the revenue estimated to be earned and to the increased provision for depreciation (2½ per cent as compared with 2 per cent in the case of Railway Wasting Assets).

Total Working Expenditure

5. NET REVENUE ACCOUNT.

Interest Charges at £520,068 are roughly £30,000 below the 1931 Estimate which included provision for interest on certain extensions, etc., then anticipated, but which have since been postponed indefinitely, and also to account having been taken of the estimated recoveries in respect of Branch Lines from the Kenya Government (see Appendix II). Redemption Charges are £7,316 higher than in 1931.

Net Revenue Account.

No provision has been made for the write-off of dead assets or obsolete stores. The total expenditure under this account, is £624,754, as compared with the balance available from Railway Revenue Account of £462,296. Provision is also made for a levy on Salaries and Wages, estimated to yield £27,500. The estimated loss for the Railway, which is carried to the Combined Net Revenue Account, is therefore £124,958.

6. MOMBASA PORT.

The estimated Revenue is £76,477 below the 1931 Estimate, a reduction of 17.69 per cent.

Mombasa Port Revenue.

Memorandum by the General Manager

RAILWAYS, MOTOR, MARINE AND PORT SERVICES

1. A comparison of the estimated Revenue and Expenditure for 1932 with the Estimates for 1931 is shown in the summarized Revenue Account Statements.

2. The total route mileage of Open Lines during 1932 will be as follows:—

	<i>Miles.</i>
<i>Main Lines</i>	
Mombasa to Kampala	864
<i>Principal Lines</i>	
Kisumu Line (Nakuru Junction to Kisumu)	132
Soroti Line (Tororo to Soroti)	100
Geopline Line (Voi to Raha Junction)	91
<i>Minor and Branch Lines</i>	
Lake Baringo (Rongai to Lake Boina)	36
..... (Mombasa to Elgeyo)	43
Kisumu Branch (Egerton to Rifiyah)	40
..... (Mbatiani to Naamasgeli)	18
..... (Bari)	8
..... (Githinji to Thomson Falls)	49
..... (Soroti to Nanyuki)	145
	1,584
<i>Lines Proposed but not Opened</i>	
Magadi Branch (Kenya to Magadi Lake)	91
	Total 1,675

as compared with the 1931 estimated mileage of 1,411 miles, the difference being due to the re-charge of the main line and the opening of the Yale Branch extension.

Steamship Services

	<i>Route Mileage.</i>
Lake Victoria	1,082
Lake Tanganyika	811
Lake Malawi	699
..... (Zanzibar)	194
	3,676

as compared with 3,344 in 1931, the difference being due to the revised services to operate in 1932.

Motor Services

	<i>Miles.</i>
..... (Mombasa Port)	75

3. REVENUE

The Railway Revenue Estimate of £1,502,543 represents a decrease of £252,125 or 14.1 per cent, as compared with the estimate for 1931. To obtain the estimated revenue of £1,502,543 it has been necessary to increase certain items, which increases are calculated to yield an additional £200,000.

ESTIMATES

OF THE

Revenue and Expenditure

OF THE

Kenya and Uganda Railways and Harbours

INCLUDING:

- Main and Branch Lines
- Lake Marine Services
- Motor Services
- Mombasa Port Administration

1932



ESTIMATES

OF THE

Revenue and Expenditure

OF THE

Kenya and Uganda Railways and Harbours

INCLUDING:

Main and Branch Lines

Lake Marine Services

Motor Services

Mombasa Port Administration

1932

237

HIGH COMMISSIONER
FOR TRANSPORT.

No. 201

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

24th November 1931.

RECEIVED
21 DEC 1931
COL OFFICE

Sir,

I have the honour to transmit herewith twelve copies of the Draft Estimates of the Revenue and Expenditure of the Kenya and Uganda Railways and Harbours, including Main and Branch Lines, Lake Marine Services, Motor Services and Mombasa Port Administration for the year 1932. These Estimates have been approved by the Railway and Harbour Advisory Councils and will be submitted to the Legislative Councils of Kenya and Uganda at their next meetings.

2. A further communication will be forwarded to you after these draft estimates have been discussed by the Legislative Councils of Kenya and Uganda.

I have the honour to be,

Sir,

Your most obedient, humble servant,

HIGH COMMISSIONER.

THE RIGHT HONOURABLE
MAJOR SIR PHILIP CUNLIFFE-LISTER, C.B.E., M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

Under separate cover

Amrod (57)

copy sent to [unclear] (b)

Harbours Advisory Board in regard to future proposals for varying the conditions of employment, ~~of the service.~~

10 Marine Service (para. 26)

I approve your recommendation that ~~that~~

~~that~~
D.

Commander Buckler should be appointed Senior Marine Officer under the Superintendent of the Line, at a salary of £1,000 per annum.

I have spoken to Mr. [unclear] and agree.
Stobinson
4/1.

11 Miscellaneous Expenditure (para. 27)

A further communication will be sent to you ~~shortly~~ regarding the Railway Council's recommendations for curtailing the contributions under items XII and XIII of this Head.

~~A~~ copy of the Estimate, of your disp. of the 2nd Dec., and of this reply, is being sent to the Treasury, for the info of the Lords Comrs.

(Sgd.) P. CUNLIFFE-LISTER.

have been and
to learn what steps are being taken as
a result of consideration of that memorandum.

6 To turn now to matters of
detail:- You will have learnt of the
possibility that a public loan may shortly
be raised by the Govt. of Uganda, part of
the proceeds being devoted to the repayment
of the 1910 - 1915 Uganda Loans enumerated
in Appendix 2 to the Estimates. I have
requested the Governor of Uganda to keep
you informed of developments; you will
no doubt recognise that the provision made
by the Railway Administration for Loan
Services may require some adjustment on
this account.

7 Administration (para. 21). As regards
the remarks relating to Abstract E in the
Minutes of the Railway Advisory Council, I would
refer you to my despatch No. 186 of the 22nd Dec
relating to the re-constitution of the Joint Committee
of Parliament in regard to transport matters.

to B
All reference is
dismissed that traffic
is not to be part
traffic that the
Schedules are deferred
1919

8 Publicity (para. 23).

Since the date of your despatch
you have been informed of the
impending changes in connection
with the Trade and Information
Office, and you have been requested
to submit proposals for the future
of that Office. I enclose herewith
that whatever arrangements may be
agreed upon for the future, exten-
sion on the present basis will
continue to be maintained for some months
and although the amount required
the Estimates may not be reduced
full of expenditure on
existing commitments and no
necessary met from the 1920
budget by the Railway Council.

9 Steamer Services (para. 25)

I note that you have taken
steps to safeguard the position of
the Railway Advisory Council and the
Harbours

of the year / no change for the better is discernible at an early date.

4. I need hardly remind you that the effectiveness of retrenchment measures depends primarily upon their being instituted in time; delay serves merely to aggravate the seriousness of the position. It is therefore essential that plans for economy should be prepared well in advance of the situation with which they are designed to cope. In my judgment, you would be well advised to institute the immediate formulation of a progressive series of programmes equating revenue with expenditure in such detail as will permit the putting into prompt operation of each stage, if and when the situation demands. Moreover, in order that the situation from time to time may be correctly appreciated, close and continuous attention should be paid to the examination of punctually rendered monthly and quarterly statistical returns.

If it should appear that the Estimates for 1932 are likely to be seriously exceeded, you will, no doubt, at once inform me. But, in any case, I shall be glad to receive, not later than the end of July next, an estimation of the position at the end of the half-year's working, and, at the same time, some forecast of the measures which will be necessary to balance the budget.

For 1932, should it by then appear that the revenue estimate for next year will have to be found to be higher than that of 1931.



5. Of the further steps which may become necessary to curtail expenditure, I must leave you to be the best judge. If circumstances demand it, you may feel compelled to advise the cessation of such services, or the temporary abandonment of such sections of the line, as are least remunerative. In regard to the possibility of increasing revenue, I note that certain minor changes in rating which you have already approved are estimated to yield an additional ~~£20,000~~ ^{£20,000} in a full year. The problems attendant upon rating policy have, I understand, been comprehensively formulated by the General Manager in a memorandum recently prepared for consideration by the Railway Council. [These problems must be faced and solved at as early a date as possible, and] I shall be interested

17332/31

See - my will have the report (and if they don't make it) that will be let you know the date of it.

~~of the year~~ / no change for the better is discernable at an early date.

ix. I need hardly remind you that the effectiveness of retrenchment measures depends primarily upon their being instituted in time; delay serves merely to aggravate the seriousness of the position. It is therefore essential that plans for economy should be prepared well in advance of the situation with which they are designed to cope. In my judgment, you would be well advised to institute ^{if you have not already done so,} the immediate formulation of a progressive series of programmes equating revenue with expenditure in such detail as will permit the putting into prompt operation of each stage, ^{as} if and ^{when} the situation demands. Moreover, in order that the situation from time to time may be correctly appreciated, close and continuous ^{and, no doubt, is being paid,} attention should be paid to the examination of punctually rendered monthly and quarterly statistical returns. If it should appear that the Estimates for 1932

are likely to be seriously fettered, you will, no doubt, at once inform me. But, in any case, I shall be glad to receive, not later than the end of July next, an appreciation of the position ^{at the best} of the half-year's working; and at the same time some forecast of the measures which will be necessary to balance the budget.

1933, should it by then appear that the revenue estimate for next year will have to be based on a figure not higher than that of 1932.

that there is nothing in the present outlook, either in the world at large or in East Africa in particular, which would warrant the hope of an early reversal of the gradual decline in general prosperity which has ~~been~~ ^{been so marked a feature of} ~~accompanied~~ the past two years.

In the absence of some ^{general} ~~startling~~ ^{as yet} and unpredictable development, it appears unfortunately probable that gold prices will continue to fall, international trade to be restricted, and the demand for primary commodities to decline, with inevitable consequences to the earning powers of the Railway. I regard it, therefore, ^{as} of the utmost importance that early and active consideration should be given to the further measures of economy which may well be forced upon the Administration if ~~by the middle~~

Railway Administration to equate
reductions in expenditure with the
decline in revenue. I observe that *the estimate of*
working expenditure ~~will be~~ *has been* reduced by
~~not less than~~ 28.44 per cent., and that
the cost of operating the Railway is
being lowered from ~~376~~ *the estimate cost* per mile in 1930
to approximately 270 per mile in 1932.

This achievement, which compares favour-
ably with what has been accomplished in
regard to large Railway Administrations
elsewhere, reflects credit on all who have
contributed to rendering it possible. *It is noted*

with satisfaction the substantial economies made in the working
3. From the 7th para. of your despatch 4. The cost of

the
of 2nd December I learn that, on the evidence
before you, you ~~see~~ *see* no justification for
budgetting for a revenue at the existing
rates, of less than £1,500,000, i.e., only
£18,000 less than the revenue likely to be
realised during 1931. While I earnestly
trust that events may justify so sanguine
an expectation, I am constrained to point out

that

17402/31 Kenya
11/1/32

Mr. Freeston. 11/1

Mr. Allen

Mr. [unclear]

Mr. [unclear]

Mr. O. Schuster 13.1.32

Mr. J. Blackburn

Mr. G. Grindle

Pres. U.S. of S.

Perly. U.S. of S.

Secretary of State

17402/31 Kenya

Downing St.

C.D.
R 13 JAN
D 11

14 January 1932.

Sir,

DRAFT

Kenya-Uganda Transport

CONFIDENTIAL

HIGH COMMISSIONER

⑤
17402/31
11/1/32

Encl: see
minutes

Copy 1, and 2 (6)
send this reply to
G. P. [unclear]

I have the honour to confirm the despatch of my telegram No. 1 of the 7th January communicating to you my general approval of the estimates of the Kenya and Uganda Railway and Harbour Administration which accompanied your despatch No. 201 of 27th November 1931; your comments thereon were communicated to me in your despatch No. 205 of December and.

2. I note with pleasure your tribute to the time and thought which the Advisory Bodies have devoted to the difficult problems confronting them. I desire also to express my appreciation of the generous effort made by the

W.M.

7

32

TRANSPORT
KANTAGUANA
NO. 23

POSTING ORDER,
29 January, 1952.

Sir,

With reference to the 27th paragraph of your despatch No. 838 of the 2nd December, 1951, I have the honour to transmit to you for your information a copy of correspondence with the Crown Agents for the Colonies regarding the recommendation of the Railway Advisory Council for rounding the provision made under Abstract H. Item A.11 of the Railways and Transport Administration Estimates for 1952.

To Chief Clerk
Post Office

2. The concurrence of the Colonial Development Advisory Committee and the Treasury has been secured in respect of the allocation of the grant from the Colonial Development Fund. The total of £1500 to be expended during 1952 will therefore be made up as follows:

Colonial Development Fund	£750
Kantaguana Railway	£500
Tongareva Territory	£250
	<u>£1500</u>

I have the honour to be,

Sir,

Your most obedient,

Public servant,

(Sgd.) P. OUNLITTE-LISTER.

THE HIGH COMMISSIONER
FOR TRANSPORT,
KANTAGUANA.

Transport

CONFIDENTIAL.

Original registered
on 18/3/32
Railway Rates Policy

31

31 March 1932.

Sir,

I have the honour to refer to your confidential despatch TRANSPORT KENYA-UGANDA dated 14th January 1932 giving general approval to the estimates of this Administration for 1932, and to inform you that I am keeping a constant watch on the financial position. At the present moment it is too early to form an opinion as to whether the Estimates will be realised or not, but I am arranging for the whole question to be examined at the next meeting of the Railway Council in May; in the meantime the Railway Revenue up to 15th March, 1932, is £29,657 above the proportionate average estimate for this period.

I. With reference to paragraph 5 of your despatch, I enclose herewith two copies of the General Manager's memorandum dated 28th July, 1931, in which the ~~question~~ of the low-rated commodities of Maize and cotton seed is especially dealt with; two copies of the General Manager's minutes on Railway Rates Policy; Tariffs 9 and 10, and Maximum and Export Rates, and two copies of the Railway Council minutes Nos. 479 and 480 when the questions of Tariff revisions and the export rate for maize were discussed. The Tariff revisions which were brought into force as a result of the recommendations of the Railway Council were included in Correction Slip No. 4 to the Kenya and Uganda Official Tariff Book No. 14 forwarded with my despatch TRANSPORT No. 3 dated 14th January, 1932.

I have the honour to be,
Sir,
Your most obedient, humble servant.

THE RIGHT HONOURABLE
MAJOR SIR P. CONNELLY-LISTER,
G.C.B., M.C., M.P.,
SECRETARY OF STATE FOR THE
COLONIES,
DOWNING STREET, S.W.1.

HIGH COMMISSIONER.

30

STATEMENT OF COTTON AND COTTON SEED.
CONVEYED TO THE COAST DURING 1932, COMPARED
WITH THE CORRESPONDING PERIOD OF LAST YEAR.

	1931.		1932.	
	<u>Cotton</u> <u>Tons.</u>	<u>Cotton Seed</u> <u>Tons.</u>	<u>Cotton</u> <u>Tons.</u>	<u>Cotton Seed</u> <u>Tons.</u>
January.	483	433	281	74
February.	2,267	761	2,909	2,783
March.	6,767	5,362	7,996	12,842
April.	7,607	9,654	8,279	15,650
Total to date.	17,124	16,210	19,465	31,349

	1931.		1932.	
	<u>Actual Tonnage.</u>		<u>Estimated Tonnage.</u>	
Cotton	36,395 Tons.		Cotton	36,000 Tons
Cotton Seed.	49,611 "		Cotton Seed.	72,000 "

A.
29

TONNAGE CARRIED AT CLASS RATES DURING
JANUARY, FEBRUARY & MARCH, 1932, COMPARED WITH
THE CORRESPONDING PERIOD FOR 1931.

	<u>1931.</u> <u>Tons.</u>	<u>1932.</u> <u>Tons.</u>	<u>Decrease.</u>	<u>Increase.</u>
Class Rate 1.	2,163	2,381	-	218
" " 2.	1,218	790	428	-
" " 3.	1,426	859	603	-
" " 4.	2,310	8,130	-	5,820
" " 5.	9,229	1,049	8,180	-
" " 6.	4,981	3,824	1,157	-
" " 7.	9,966	8,630	1,336	-
" " 8.	23,238	20,388	2,830	-
" " 9.	26,808	30,021	-	3,213
" " 10.	48,731	34,890	13,841	-
Exap: Rates	36,065	36,593	-	528
Export "	<u>118,120</u>	<u>59,821</u>	<u>58,299</u>	<u>-</u>
	<u>284,291</u>	<u>207,376</u>	<u>86,694</u>	<u>9,779</u>
		Total Decrease	<u>76,915</u>	

Differences in Tonnages of Commodities on
which class rates were altered in 1932.

<u>Old Rate.</u>	<u>1931.</u> <u>Tons</u>	<u>New Rate.</u>	<u>1932.</u> <u>Tons</u>	<u>Decrease.</u> <u>Tons</u>	<u>Increase.</u> <u>Tons</u>
Class 8 Cement e.o.h.p.	579	Class 7.	273	306	-
" 10 "		" 9.	2,418	4,597	-
10 tons & over.	7,015	" 6.	287	-	33
Class 8 Corrug- ated Iron.	254	" 8.	802	518	-
Class 10 -do-	1,320	" 4.	6,612	3,198	-
" 5 Petrol.	9,810				
	<u>18,978</u>		<u>10,392</u>	<u>8,619</u>	<u>33</u>
			Total Decrease	<u>8,586 Tons.</u>	

Total Tonnages railed from:-

	<u>1931.</u> <u>Tons.</u>	<u>1932.</u> <u>Tons.</u>	<u>Decrease.</u> <u>Tons.</u>
Mombasa.	8,871	8,757	114
Kilindini Harbour.	51,798	25,197	26,601
" Station.	<u>19,691</u>	<u>13,613</u>	<u>6,078</u>
	<u>80,360</u>	<u>47,567</u>	<u>32,793</u>

BN.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT: REVISED ESTIMATES OF REVENUE AND EXPENDITURE
1932.

- 6 -

PARTICULARS
 AND

Railway including Motor and Marine Services.

REMARKS:	Renewals.	£1,049,148	
	Betterment.	£124,439	
	Insurance.	£26,042	£1,199,629

Harbours.

	Renewals.	£91,472	
	Betterment.	582	£92,054

Total of all Funds. £1,291,683

As compared with the
 total in the 1932
 printed Estimates of

£1,196,498

RECOMMENDATION:

The General Manager's Office,
 Nairobi.

25th May, 1932.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT REVISED ESTIMATES OF REVENUE AND EXPENDITURE1932.

- 5 -

PARTICULARS

AND REMARKS	<u>As now revised.</u> £.	<u>Wide print- ed Estimates.</u> £.		<u>AS NOW revised.</u> £.	<u>Wide print- ed Estima</u> £.
<u>(iii) Railways Net Revenue Account.</u>					
Interest & Loan Redemption Charges.	619,259	624,754	Balance from Revenue Account.	468,286	462,296
			Misc: receipts.	10,000	10,000
			Levy on Salaries & Taxes.	15,000	27,500
			Balance carried to Combined Net Revenue Account.	115,973	124,958
	<u>£619,259</u>	<u>£624,754</u>		<u>£619,259</u>	<u>£624,754</u>
<u>(iv) Combined Net Revenue Account.</u>					
Balance from Net Revenue Account Railways.	115,973	124,958	Balance (deficit)	178,973	162,263
Balance from Net Revenue Account Harbours.	63,000	37,305			
RECOMMENDATION:	<u>£178,973</u>	<u>£162,263</u>		<u>£178,973</u>	<u>£162,263</u>

12. For the information of the Council it may be stated that the revised estimate of the balances on 31.12.32 of the various Funds shown on page 79 Appendix 1 of 1932 estimates are as follows :-

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT: REVISED ESTIMATES OF REVENUE AND EXPENDITURE
1932.

- 4 -

PARTICULARS AND REMARKS:	<u>Revised Estimate.</u> £.	<u>As per printed Ests.</u> £.
<u>Expenditure.</u>		
Ordinary working expenditure.	121,208	158,209
Depreciation credited to Renewals Fund.	26,042	26,042
Interest and Loan Redemption Charges.	209,395	210,199
	<u>356,645</u>	<u>394,450</u>
Loss transferred to Railway.	63,000	37,305

11. Summarising the position of revenue and expenditure of the Railways and Harbours the following figures compare the (i) Total Ordinary Railway Working Expenditure (ii) the provision for Depreciation (iii) the Railway Net Revenue Account and (iv) the combined (Railways and Harbours Net Revenue Account as printed in the 1932 approved Estimates and as now expected to result from the years operating

Railways Revenue Account.

	<u>As now revised.</u> £.	<u>Wide print- ed Estimates.</u> £.		<u>As now revised.</u> £.	<u>Wide print- ed Estimate.</u> £.
(i) Total ordinary Working Expenditure.	1,043,824	1,143,824	Total earnings.	1,836,632	1,930,642
(ii) Depreciation.	324,522	324,522			
Total.	<u>1,368,346</u>	<u>1,468,346</u>			
Balance Net earnings carried to Net Revenue Account.	468,286	462,296			
Estimated	<u>£1,836,632</u>	<u>1,930,642</u>		<u>£1,836,632</u>	<u>1,930,642</u>

K. O. R. & H. 543.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT: REVISED ESTIMATES OF REVENUE AND EXPENDITURE
1932.

- 3 -

PARTICULARS: Maize railed for Export was only 11,730 tons for the first 4 months of this year as compared with tons 86,996 for the corresponding period of last year.

REMARKS:

7. Every avenue of reducing expenditure is being continually explored, and it is anticipated that for the year 1932, a saving of not less than £100,000 on the estimated ordinary working expenditure, will be effected, including the savings on account of the Leave Moratorium.

8. On this basis, the railway ordinary working expenditure for the year 1932 will be £1,043,824 as compared with the estimate of £1,143,824.

9. If these revised estimates are realised, the position of the Railways for the year 1932, will be-

Revenue		£336,632
Ordinary Working Expenditure.	£1,043,824	
Depreciation credited to Renewals Fund.	£324,522	
Loan charges and miscellaneous transactions on Ret Revenue Account.	£584,259	£1,952,605
	Railway Loss	£115,973

10. On the information available, it is estimated that the result of working the Port for 1932, will show a loss of approximately £63,000 made up as follows:-

<u>Revenue.</u>	<u>Revised Estimate.</u> £.	<u>As per Printed Est.</u> £.
Earnings.	283,235	355,645
Surcharge.	9,126	
Levy on Salaries.	1,284	1,500
	293,645	357,145

RECOMMENDATION:

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT: REVISED ESTIMATES OF REVENUE AND EXPENDITURE
1932.

- 2 -

PARTICULARS

AND

REMARKS:

It is, therefore, significant to note that for the period 1st January, 1932, to the 7th May, 1932, Railway Earnings are £124,939 below the actuals for the corresponding period of last year.

3. Unless something unforeseen arises, there is little possibility of this amount being made up during the rest of the year; on the contrary, as far as can be seen this figure will increase slightly to the end of June, 1932.

4. From July to December, 1932, it is anticipated that Revenue can safely, at this stage, be expected to exceed the corresponding 1931 figures by about £69,000. This revised estimate of the earnings for the second half of the year takes into account increase cotton seed traffic and the full benefit of rate increases adopted as from January this year etc.

5. On the foregoing assumptions, it is estimated that the 1932 Railway Revenue will be as follows:-

Approximate earnings 1st January to 7th May (equal to a 15% decrease as compared with 1931 actuals.)	£.
	723,614
Estimated traffic receipts 8th May 1932, to 30th June, 1932.	277,282
Estimated earnings from July to December, 1932.	835,736
	<hr/>
	1,836,632
As against the Budget for year of	<u>1,930,642</u>
	Decrease 94,010

6. The comparative statements attached, showing tonnages of goods carried under Class Rates, tonnages of principal commodities on which Class Rates were altered as from 1.1.32 and cotton and cotton seed traffic etc, will be of interest to members of Railway Council.

Attention is drawn to the considerable decrease in upwards tonnages from the Coast this traffic being 32,793 tons less than for the corresponding quarter of last year.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT: REVISED ESTIMATES OF REVENUE AND EXPENDITURE
1932.

- 2 -

PARTICULARS

AND

REMARKS:

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K. U. R. & H. 543 23

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT: REVISED ESTIMATES OF REVENUE AND EXPENDITURE
1932.

PARTICULARS AND REMARKS: 1. The position of the Railways and Harbours Revenue and Expenditure for the period for which figures are available viz. January to April, is as follows:-

Railways.

Revenue.

Earnings.

Miscellaneous receipts on Net Revenue Account.
Levy on Salaries and Wages.

	<u>Actuals</u>	<u>As per Estimate.</u>
	£.	£.
	693,406	643,547
	5,170	3,333
	<u>8,222</u>	<u>9,167</u>
	<u>706,808</u>	<u>656,047</u>

Expenditure.

Ordinary Working Expenditure.
Depreciation credited to Renewals Fund.
Interest and Loan Redemption charges.

	365,425	381,274
	108,174	108,174
	<u>207,560</u>	<u>208,251</u>
	<u>680,959</u>	<u>697,699</u>
	Surplus. 25,849	Loss 41,652

Harbours.

Revenue.

Earnings.
Levy on Salaries and Wages and Miscellaneous transaction.

	99,616	118,548
	245	500
	<u>99,861</u>	<u>119,048</u>

Expenditure.

Ordinary Working Expenditure.
Depreciation credited to Renewals Fund.
Interest and Loan Redemption Charges.

	43,425	52,736
	8,680	8,680
	<u>70,068</u>	<u>70,068</u>

182,173 151,486

Loss 22,312 12,456

RECOMMENDATION:

2. Sufficient data is now available to indicate that it is most improbable the estimate of Railway Revenue for 1932, viz. £1,350,648, will be realised.

It will be observed that the 1932 Estimate of Revenue is almost equivalent to the actual 1931 earnings.

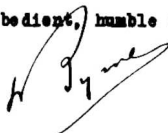
financial position of this Railway is in comparison not unsatisfactory.

As, however, the promise of the first four months may not materialise, and in view of the very rapid fluctuations of conditions now general, a further report on the position will be submitted at the end of July when the first half year's figures will be available.

I have the honour to be,

Sir,

Your most obedient, humble servant,



HIGH COMMISSIONER.

21

3.

that the cotton and other native crops may be at least average ~~crop~~, so that during the latter months of this year the flow of imports may be expected to increase, especially if as a result of the forthcoming conferences at Lausanne and Ottawa a general spirit of confidence and hope in the future is engendered. I can, of course, give no guarantee that these estimates of receipts will be realised, but they are put forward after full consideration by the General Manager on the information then available, and, supported by the Railway Council after every endeavour to arrive at the most accurate forecast possible had been made: since their preparation, however, receipts have during the last two weeks deteriorated, and it now appears that the revenue estimate is on the optimistic side.

7. The position is being watched very closely and to achieve economy certain smaller stations have been closed down and services curtailed and other economies effected; the General Manager ^{has} also examined the possibility of making further savings by closing certain branch lines or even a portion of the main line, but it does not appear at the moment that any economy comparable to the very great interference with the general life and development of the two Colonies which would be caused by such action could be effected by this means. The whole question of making additional savings on the expenditure side while at the same time maintaining or even increasing in every way possible the revenue is continually under review, and I hope that by next year a substantial increase in revenue may be effected by the elimination of wasteful motor transport, which at the present time is a cause of great anxiety to me.

8. From such information as I have been able to obtain of the results achieved at present by the Railways in other parts of the world and also by those in the neighbouring Territories of Tanganyika and Rhodesia, it appears to me that the present

financial.....

4. I desire to invite attention to certain of the more important figures in the General Manager's memorandum. The total decrease on estimates of the railway earnings for the year is £94,010 but this is offset by an estimated further saving in expenditure of £100,000, so that on the railway figures alone there is a slight improvement on the approved estimates. With regard to the port, however, a shortfall of £63,500 on the estimated revenue is now anticipated while a further saving of £37,805 is being made in expenditure, leaving a total anticipated loss of £63,000. Bearing in mind the fact that full provision has been made for interest and sinking fund charges while £350,564 has been credited to renewals and an allowance made for the unanticipated loss of £40,000 which it is estimated may be caused by motor competition and which it was hoped would have been eliminated, it appears to me that if these revised estimates are realised in spite of the difficult conditions which exist in East Africa the results will be very satisfactory.

5. There are especially in present times great difficulties in the way of preparing reliable estimates. It is quite impossible to foretell in the general worldwide depression what stocks merchants will be prepared to hold, and the locust infestation is also a very disturbing factor in this respect; not only is it impossible to foresee what amount of crops will be destroyed but the presence of locusts in this and the surrounding Territories and the knowledge that the amount of damage they will cause cannot be foretold exercises a generally depressing influence in the territories, and probably has a deterrent effect on importers. As you are aware, it is on the import rates that most of the railway revenue is earned.

6. Normally, the takings during the first three and last two months of the year are much higher than in the middle months and in accordance with precedent the total receipts during the first four months have been above the annual monthly average to the extent of £50,000. Stocks of all imported goods are low, and not only is a big coffee crop anticipated but it is hoped

that.....



BY AIR MAIL.

2-19

HIGH COMMISSIONER
FOR TRANSPORT.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

No. CONFIDENTIAL.

RECEIVED
27 JUN 1932
COL. OFFICE
R

15th June, 1932.

Sir,

*No 1
18734/152
(No 9. Admin.)*

I have the honour to refer to my Confidential despatch dated 31st March, 1932, on the financial position of this Administration, and to inform you that the Railway Advisory Council at their last meeting held on 31st May - End June discussed in detail the present financial situation of the Railway in the light of a memorandum by the General Manager based on the results of the first four months' working this year.

2. I enclose herewith a copy of this memorandum which gives a statement on this basis of the revised estimates of revenue and expenditure for this year. It will be observed that working on the experience gained from the first four months of this year the estimated balance deficit of the Administration at the end of the year is £178,973 instead of £162,263 budgetted for in the approved Estimates, that is to say, a deterioration of only £16,710 is anticipated.

3. The Railway Advisory Council after a full discussion of the question agreed that the position at the moment did not call for any drastic measures of further economy, and took note that the General Manager was making steady progress in economy in every possible direction, and as a major item in this respect could only suggest the closing of Mombasa old station, a question which is now being dealt with.

Copy 4/6 sent Treasury 28.7.32

Forward Conf 7 JUL 1932

THE RIGHT HONOURABLE

MAJOR SIR PHILIP GUNLIFFE-LISTER, G.B.E., M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

4.....

12/18

C. O.

Mr. Priestman

Mr. *Jessiman*

Mr.

Mr. Parkinson.

Mr. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

17402/31.



13 July, 1932.

DRAFT.

TRANSPORT.

KENYA-UGANDA.

CONFIDENTIAL.

(1 - 17402/31)
(5)

H.C.R.

Sir,

I have etc. to refer to para. 27 of your despatch No. 205 of the 2nd December, 1931, and to para. 11 of my Confidential despatch of the 14th of January in reply regarding the Railway Council's recommendations for curtailing the contributions under Item XII of Abstract II, Miscellaneous

Expenditure in the Estimates for 1932-3 in the Kenya and Uganda Railways and Harbours.

2. I have decided that

from Cd. administration

contributions to the Oversea Mechanical Council Transport ~~Investigations~~ for 1932-33

may be reduced ^{to} by one-half of the sums previously provided I have, etc.

(Signed) R. COUNSELLOR LISTER

17A
it seems that an increase in earnings caused by an increase in imports is the only hope of reducing the deficit.

7. A detailed despatch on the whole situation will be forwarded after the next meeting of the Railway Council in September, but at present it appears to me that it may be necessary to impose a moderate surcharge on the whole tariff in order to achieve anything approaching a balanced budget for 1933, and in connection with this question I trust that an advanced copy of Mr Gibb's report may be forwarded to me so that this Administration may have the advantage of considering any recommendations he may have to offer on the system of rating as early as possible.

I have the honour to be,

Sir,

Your most obedient, humble servant,

P. G. Walker
for HIGH COMMISSIONER.

*No information
as to when
the report
will be
(27052/32 EA)*

This anticipated total deficit is made up as follows:-

Railway earnings	£1750,000
Miscellaneous transactions on net revenue account	14,695
	<hr/>
	1,794,695
Ordinary working expenditure	1,068,666
Depreciation	324,522
Loan charges	626,609
	<hr/>
	2,019,797
Deficit	225,102
Harbours deficit	82,148
	<hr/>
TOTAL DEFICIT	307,250

4. The Railway revenue for the year is now expected to be £1,750,000 or £86,632 less than the revenue anticipated in May last. The expenditure is expected to be £1,068,666, or £22,497, in excess of the May figures. This increase is due entirely to the impossibility of further restricting expenditure on the maintenance of rolling stock, to the payment of gratuities for further retrenchments, and to unfavourable exchange. The anticipated position as regards the railway has accordingly deteriorated to the extent of £102,127 during the last three months.

5. The anticipated Port deficit of £82,148 is £19,148 greater than calculated three months ago and is entirely due to the continued fall in imports.

6. The question of closing certain branch lines and even portions of the main line has been further examined but it appears that the net savings which could be effected would be quite disproportionate to the dislocation of general business and development which would be caused thereby. All expenditure is being continually investigated, but it does not appear that any economies can be effected which will bring the anticipated deficit for the year materially below £307,000;



14
BY AIR MAIL.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

TRANSPORT.

KENYA-UGANDA.

CONFIDENTIAL.

10th August 1932.

Sir,

No 10.

I have the honour to refer to my confidential despatch dated 15th June on the financial position of this Administration, and to forward an ad interim appreciation of the situation as it appears from the figures available at the end of July. The whole question will be exhaustively examined at the next meeting of the Railway Advisory Council in September when the estimates for 1933 will be discussed, and I shall then be in a position to forward a detailed report on the whole position.

Approved Conf - 7 SEP 1932
Copy Treasury 9/9/32

2. The deterioration in the revenue receipts for the weeks immediately preceding the date of my despatch have unfortunately continued and the earnings continue very disappointing: the chief reason for this is the continued decline in imports due to the world wide trade depression, while road motor competition also continues to cause loss.

3. Working on the results for the Railway up to the end of July, and to the end of June in the case of other items, it is now anticipated that the total deficit for the Administration at the end of the year will be £307,250, instead of £162,263 budgetted for in the approved estimates for the year, and £178,973 as estimated by the Railway Advisory Council at the end of May and reported in my despatch of the 15th June.

This.....

10
THE RIGHT HONOURABLE

MAJOR SIR PHILIP GUNLIFFE-LISTER, G.B.E.M.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

75 15

C. O.

This telegram should be agreed by Dominion Office before despatch.

Mr. Allen. *2/3*

2286/9

Sir John Campbell. *5/1/52*

Mr. Tomlinson. *5.9*

X Sir C. Bottomley. *5.9. at one*

Sir J. Shackleton.

Perm. U.S. of S.

Party. U.S. of S.

Secretary of State.

Confidential.

No. **39**.....

C. O.		
R	6	SEP
D	C	

Covered 72000 Spu 9/9/52

My telegram No. 20 ~~is~~ 13th

(44 on 27032)

April. Secretary of State for the

Colonies would be glad to know when

he may expect to receive Gibb's

reports. It would be convenient if

(available) copies could also be sent confidentially

direct to the Administrations concerned.

Secy.

DRAFT. Code tel.

GOVERNOR

SALISBURY *Madras*

3/15

*Copy to Mr. T. G. - 2 SEP 1952
D. O. - 13/9 - 14. 9. 52*

It should be noted that if the information is available, it could be furnished with a summary of the circumstances.

*Copy to Mr. T. G. - 2 SEP 1952
D. O. - 13/9 - 14. 9. 52
+ copy to D.O.*

3/15

C. O.

Mr. Allen

5/9/32

BY AIRMAIL

CR 16
R 6-SEP
D 11

Mr.

Sir John Campbell.

5/9/32

Mr. Parkinson

Mr. Tomlinson.

X Sir C. Bottomley.

5.9 f.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

Amud 1/18297/32

DRAFT

(14)

TRANSPORT

KENYA-UGANDA

CONFIDENTIAL

High Comar.

~~Conf. minutes~~

9/9/32

Copy/Enclosure

To Gov. S.R. Tel.
Comp. draft (C)

(10)

18785/32

Jaf.

Copy to report
2703/32

TRAINING OFFICER,

7 September, 1932.

Sir,

[Handwritten signature]

I have, etc., to acknowledge the receipt of your despatch of the 1st August, regarding the financial position of the Kenya-Uganda Railway and other matters.

I note with much concern the depreciation in the situation disclosed in your despatch, and, in the circumstances, it is the more regrettable that I have felt obliged to inform you in my confidential despatch of the 31st August that I can hold out no prospect of relief from loan charges at the present time.

I shall now await the detailed report on the whole ^{situation} position which is to be furnished ^{afterwards} with the draft estimates for 1933. I assume that that report

G. O.

C. 67
R 7-SEP
D 1

Allen. 5/3/32

Mr.

Mr. John Campbell. 5/17/32
Mr. Parkinson.

Mr. Tomlinson.

X Sir C. Bottomley. 5.9.32 *for*

Sir J. Shuckburgh.

Perm. U.S. of S.

Part. U.S. of S.

Secretary of State.

3 DRAFT *ans.*
v. minutes

(31)

THE SECRETARY,

TREASURY.

To H.Cr.Conf. 7 Aug '32 ✓

Fr. do. 10th Aug. '32 (11)
No. 1

To do Conf. 7.9.32 ✓
Comdft. (16)

Fr. Hcr. Conf. 30th Sept. '31.
No. 12 on 17020/31. ✓
(same copy herewith)

Fr. do. 28th May, 1932. ✓
No. 1 on 18185/32
1076

To do. Conf. tel. 10th June ✓
No. 2. on do.
In Kenya 1074

Fr. do. Conf. 30th May ✓
No. 5 on do.

Fr. C.A. 20th Aug.
No. 8 on do.

To H.Cr. 31st Aug. ✓
No. 10. (Comdraft)
(without encl.) 4-2

Copy of this should be put
with 18185/32 Kenya.

SECRETARY,

5, ...

Sir,

With reference to ...

from this Department of the 21st
July, 1932, etc., to ...
for the information of the Joint
Commissioners of the Treasury, the
Secretary of State for the Colonies
and the Secretary of State for
India in connection with the
proposed ...
for ...
position of the Kenya-Uganda Railway
and Harbours.

2. I am also to enclose.

with reference to paragraph 2 of the
Secretary of State's confidential
despatch to the High Commissioner of
the ... a copy of
correspondence which has taken place

with regard to the question of the
conversion of the Kenya six per cent

stock

This rapid deterioration of the situation makes one very uneasy; one would have thought that the estimates, sent in mid-June, would have been closer to the facts than they have proved to be. Nor do I know of anything, of a general character, which would account for the rapid change in the position which has evidently occurred. I concur in the drafts: in view of the importance of very early intimation of the Gibb recommendations, I have suggested an expansion of the cable to S Rhodesia.

(~~The~~ may be some hope of better returns from cotton in the near future, and possibly from coffee also. One does not like much the suggestion for a general surcharge, though that may become imperative.)

The 6th: September 1932.

[Handwritten signature]
5/9/32

I have passed the info. *[Handwritten signature]*
5-9-32

The U.K. has had a general increase before this, but there was more to surcharge in those days

[Handwritten signature]
5-9-32

5 Tel No 38 to Gen S. Rhod. Com 5-9-32 19/9.

By Air mail
7/9/32

16 To H.C.T. Conf (w/c 15) Coms - 7 SEP 1932
14 cancelled

17 To Treasury - Mends as dft. - 9-9-32

Copy 15 to 80 to
D.O.
Copies 15 to 80 of
27032/32E A (Subb.)

To D.O., - w/c 15 - 13.16. - 14. 9. 32

[Handwritten signature]

N. 1
Copy of report
to 15 to go in Libb file
(Copy 15 to 80)



when the
copy as to
financial
position
recd., (See No. 16)
B. J. 18/85/32
K
(Room Conversion)
v. min. of 24/8

Report of the September meeting is received.

Attached 27032/32 dealing with Mr. Gibb's appointment, but I can find no hint of the probable date of the completion of his report.

? pass to Sir John Campbell to see, send copy of (14) LF to Treasury ref (13), and note on 27032/32 that an advance copy should go to the High Comm. as soon as possible ref (14) Kevin.

A. S. G.
25/8/32

This may be taken as the appreciation of the position called for in the ^{4th} fifth paragraph of No 5. It is not accompanied, however, by a forecast of the measures necessary to balance the 1933 budget, except for a suggestion in para. 7 that a moderate surcharge on the whole tariff may be imposed.

The cash position at the end of 1932 will be disquieting. Inflation of the year's deficit from £162,000 to £307,000 will mean that the Deficit Account will stand at £657,000

which exceeds half the Total of all funds shown in Appendix (179) of the Estimates.

In dealing constructively with the situation both the H.C. and the S.O.F. are handicapped by ignorance of what Mr. Gibb is going to propose. It is acknowledged as a result of this deficit, we might, I think, ask for a statement showing how, in the event of the deficit now anticipated being realized, the Administration proposes to meet its cash commitments at the close of the year.

And to Treasury as proposed

(This has been in circulation with loan committee H.C. 27/8)

The Report deferred comment on No 10 till a further report was received. But no comment can usefully be made in an initial letter to let a further report.

Enclosed is a copy of the draft receipt. I assume Mr. Gibb's report will ultimately have to be published as a Party paper - but with lots coming on the loan admin. We have long copies, even of my own copy.

27/8/32

In the circumstances, the Railway Administration
has done extraordinarily well. But
congratulations must be deferred, at ~~any~~
any rate until we have the half-yearly
results.

As proposed

Director
29

I think some action is necessary.

My thanks to the H.C. for
the report which the H.C. Staff
has read it with interest
but will defer any comment
until he is in receipt of
the further report based on the
nothing else that has been

S. Allen

27/7/32

W.C.D.
3/7/32

W.C.D. 47.32

alone

DESTROYED UNDER STATUTE

To H.C.T. Conf (10 Convoc) Conv 7 JUL 1932

Note: on 9/11/32, General S.G.S. has decided that
that contribution for 1932-3 to the O.N.T.D.C.
may be reduced by one-half.

S. inform H.C. ref para 27 of 1
- para " of 5.

Director
7/7/32

12 To H.C.T. Conf (2) - 18 July 1932

LF. as per
X of 1932
Purchasing
29/6

13 To Treasurer - (1/11/32) - (1/11/32) - B.16.
28.7.32

14 H.C. Transport - Conf - 10/7/32

For an additional appreciation of the
financial situation of the R.R. as it
appears from the figures available at
end of July. A detailed report will be
forwarded after the next meeting of the
Railway Council in September. - Note that
an advance copy of the first report may be
sent to him.

The fears expressed in Sir John
Campbell's minute of 7.7.32 have been
realized. The anticipated deficit in the
year's working is now £128,277 larger than
then. (C) was written two months ago.

Every thing possible is being done
and there would seem to be no use in
addressing the High Court again until the

This file has been in circ. attached to the Railway
Ratio Report.

No action is necessary on 9.

As regards the further despatches

promised - para 11 of 5 that

at 7 deals with one point and

it is not yet possible to deal

with the question of the reduction

of contributions to the Overseas Mechanical

Transport investigations - although

as will be seen from the minutes

below 13 on 9/11/32 reduction

by 50% is contemplated.

? This must wait - 30.11
a month

H. P. Rossiter

17/6/32

We are to receive the end of

by an appreciation in the light

of the post-war months working

- the tax must wait then

J. P. Mee

7/6

at once

Trs. copy of Memo by General Manager showing the
revised estimates of revenue and expenditure for this
year and reports that the Rly. Advisory Committee after
discussing the memo agreed that the position did not call
for any drastic measures of further economy. Submits
reasons on the memo. A further report of the first half
year will be submitted at end of July.

This interim statement shows
that although there ^{is an optimistic} ~~has been a~~ drop
in combined Railway and steam
Revenue of £157,000 odd ~~which~~ this
is partly offset by reduction in
expenditure, leaving a deficit of
only £17,000 odd more than that of
the approved estimate. ~~is~~

Since these figures were produced
the position has however deteriorated and
the estimate of revenue is regarded as
optimistic.

Para 4 of the despatch at 5 which
asked for a statement of this kind not
later than the end of July also asked them
for a forecast of the measures necessary
to balance the budget in 1932. This
can be expected with the promised further
report at the end of July, unless the
Government proposes to await the fifth
report.

? The further statement may be awaited

? Sir J. Campbell should see and
copy for 10 with ⁹⁹ Rucka before the next
copy of para 1 of 9 should be sent
to Manning for his reference 6.

H. P. Rossiter
29/6/32

The Allen

Dr. Bennett ; the 175. amendments
and additions have been suggested by yourself.

Para. 26¹ and para. 10 of the reply
shd. be noted - Lt. C. Buckler's file
(4546.EA) and also by ~~Personnel Personnel Div~~

Copy of relevant
copies attached
to Lt. C. Buckler's
R. File.

Have made an addition to para 2
so as to give the Postmaster a
patrol. J. Allen
17/1/32

I concur. (We need not say anything about it;
but I imagine that there will probably be
criticism in the Colony, on the lines that the
economies secured have been obtained, in a large
measure, by cutting down what may broadly be
called " maintenance"--thus tending to build
up a position where the real liabilities are
tacitly concealed.)

The 13-1-32.

* I doubt it, if the alternative is to
cut out branch lines.

W.S.
13.1.32

5 To H. Cr. Conf. (1+2 Annexes) Comg 1/10/32

DESTROYED UNDER STAMP

7 To H. Cr. Conf. 23 (Annexes) 29 JAN 1932
(Original sent on 25/01/32 etc.)

Reason why to
take each week
X Apparell
Personal
Crown to see
with P.T.

To D.C.A. 1. 4. 5. Estimate 1932, 13/1/32
18 FEB 1932

As regards para 11 of 5 the despatch
at 7 covers the point concerning the
reduction of the ~~contribution~~ contribution
to the standardisation of railways
in North Africa.

As regards the proposal for
the reduction of the contribution to the
Oversea Mechanical Transport in North Africa
no decision has yet been taken but the
question is under review in 91193/1/32
By. in a month or thereabouts.

H.E. P. Smith
17/1/32

Copy of 1/1/32
Cals) 40 50 to 50 to
D.C.A. C.F.

See 91193/1/32
1/1/32
Dun. dep. to Geo
regol. later

9. Dr. H. Cr. 31/3/32 original on 18/3/32
It seems doubtful whether any
deduction can be made from the fact
that the ~~prop~~ actual revenue for a little
over two months exceeds the proportional
average. Diagrams III and IV
attached to memo 2 of 18/3/32
show that goods traffic is much
greater at the beginning of the year than
towards the end.
It seems unnecessary to inform
Department.
H.E. P. Smith
27/4/32

the situation. Such comparative figures, as I have been able to obtain, at short notice, for Canada and America, confirm that view.

They want all the encouragement they can get, and I'd say something appreciative.

The main points as regards the future seem to be:--

(i) we should point out the uncertainty of the position; emphasise that matters may deteriorate still further; and suggest (in as polite a form as possible) that there will presumably be the closest ~~xxxxxx~~ continuous control over the situation, based on the examination of monthly ~~or~~ quarterly statistics. The financial position which has now been reached makes it imperative that, if events show that further measures of retrenchment, rate-raising, etc, are essential, there must be a machinery which will enable action in this sense to be taken, in time.

(ii) in view of the possibility that the position may still further worsen, the question of what steps should be taken to meet such a situation should be gone into most carefully, in advance. In other words, the Ry: should envisage now a further drop in revenue and a further decline in traffic, and should work out now a scheme to meet that situation, should it unfortunately materialise. I feel that "enya has always been a bit too late, hitherto; and this delay has aggravated the seriousness of the position.

(iii) the crux of the railway position appeared to be the rate problem. Things may have changed somewhat since the Gen: manager's note as to that matter was written; but, however that may be,

it is clear that the problems which he stated so clearly must be faced, and solved, at as early a date as possible. The financial position hinges on that, more perhaps than on any other single item. I do not know what has happened in the matter. It would perhaps be well to emphasise the importance of the rate questions which the Gen: manager raised; and to enquire how that matter now stands.

6. I concur in the suggestions made as to the action to be taken.

The 7th January 1932.

*Telegraph as proposed, and send a
draft draft.*

*I agree with Sir J. Campbell's
comments, but think the only way
to meet the situation is a financial
Commissioner, and the rate problem,
besides being the root of the trouble,
is historically slow about, is
very difficult.*

W.C.S. 7.1.32 vlc

DESTROYED UNDER STATUTE

Tel to Mr. No. 1

7th January

P.F.C.

and despatch in reply.

Details.

As regards the points mentioned at the end of Mr. Freeston's minute:-
(1) and (2). I have suggested it will be sufficient to refer to the recent correspondence regarding the relationship between the Governors' Conference and the High Commissioner's Secretariat and that concerning the Trade and Information Office.

137 The point is that Section 14(e) of the Order-in-Council of December, 1925, requires that the High Commissioner shall consult the Railway Advisory Council as regards "alteration in the scales of salary charges or hours of employment or other important conditions of employment." The High Commissioner sought, and obtained, the Secretary of State's approval to making certain appointments pensionable without consulting the Council. I think it would be sufficient simply to note the explanation.

14. They are abolishing the post of Marine Superintendent at £1,200; originally, the High Commissioner proposed to appoint a Marine Assistant at £950. They now propose to substitute a Senior Marine Officer at £1,000. I think this may be approved. Commander Buckler, whom they propose to appoint to the post is at present Assistant Marine Superintendent on £920, the maximum of his scale (£840-£920), and if the Personnel Division agree that this may be regarded as a departmental promotion, it may be approved.

5(a) and 5(b). The despatch in reply might promise further communications on these points.

These minutes are all that the King discussed - in his general meeting from the last issue of "Economic" - in which usually the same was.
13/1/32
v (9-1-32)

in accordance,

Finally the despatch might note with satisfaction the appreciation of the two Advisory bodies expressed in the letter in para 19.

W Allen
4/1/32

I have had the advantage of discussing this with Messrs. Allen and Freeston. I agree generally with the preceding minutes.
2. As to prospects generally, my view is that-- apart from special measures which may be in contemplation here, and which may have the effect of improving the trade as between the U K and the Colony--we cannot look for any improvement, unless and until the major causes of the present world-wide depression are dealt with. Unless and until these root causes are removed, they will go on operating; and there will be gradual deterioration. Gold prices will continue to fall, though more slowly, probably; high and increasing tariffs will continue to strangle trade; purchasers will hold off buying; and so on. The present position holds out very little hope that the nations will in fact deal with these root causes of depression. The attitude of America and France is not hopeful.
3. Broadly speaking, the position hitherto has been that Kenya has--despite our prodding, and our pessimism--persisted in hoping against hope. They have always been a good deal behind the actualities; and the cumulative effects of this are now becoming increasingly manifest.
4. I think the figures given show that the R. has made a courageous effort to deal with

that they could be improved. Nevertheless, the fact remains that the Estimates show a deficit in 1932 of £162,000, and unless there is a prospect of improvement in 1933 further economies will be essential, but in accepting the Estimates it should be noted (see paragraph 15) that while they have been framed with due consideration of all likely developments they do not make allowance for unforeseen abnormal development, and the approval should be subject to the understanding and assurance referred to in paragraph 20, namely, that it will be the aim to conserve resources by every means possible, and gradually to create the essential resources, and that no channel will be left unexplored for reducing all expenditure by every possible means. In addition, it would be well to ask for an appreciation of the position in six months' time and particularly, for some forecast of the further measures of economy to be taken with a view to equating the budget in 1933 should it transpire that the Revenue Estimates for that year will have to be framed on a ^{the same} smaller, or even lower, basis than those for 1932.

Loan Charges.

The figures given in Appendix II correspond this year with those shown in the Colony's Estimates. In so far as the old Uganda loans are concerned, if these are paid off by the loan raised this year it may be necessary to revise the existing provision, and ^{limit reference to} ~~something~~ this effect might be ^{made} given in the reply.

Salaries Levy.

Salaries Levy.

No information is given as to the scale of the levy, but if it follows the Kenya proposals it will be 5 per cent plus an extra 2½ per cent in proportion on salaries in excess of £1,000. On the other hand, in paragraph 9 it is stated that draft legislation had been prepared in consultation with the Government of Tanganyika where a different scale has been adopted. We expect, however, to receive the Kenya Ordinances at the end of this week, and if any remarks are necessary on this subject they could be included in the draft despatch for conson.

Cash Position.

There is no suggestion of any difficulty in meeting current cash requirements. The general system which has been followed is set out in 6/13/30. As expenditure on renewals has been reduced to a minimum one may, I think, assume that the cash resources will be adequate - see the following table:-

1931	Loss	£366,790	(Reserve £ 16,790 (Renewals 2332,000)	Including
1932	"	£162,263	(Renewals 350,564)	Harbours.
		<u>£204,527</u>	<u>£649,354</u>	

Treasury.

The Treasury agreed to the loss in 1931/32 being charged to a Deficit Account, but at that time it was hoped that the estimated losses to be so charged would not exceed £200,000, and £1000,000, whereas the figures are now put at £350,000 and £162,000. I do not think it is necessary to obtain any further approval from the Treasury, but they should, of course, be informed of the position by having a copy of the Estimates, together with a copy of the High Commissioner's despatch and the telegram

N.B. In the loan committee the Hon. Chaganda has asked to keep the J.C. informed 1932

the following preliminary observations:-

1. Emoluments of the High Commissioner and his staff. This is obviously connected with the closer of proposals, and no immediate decision can be anticipated.

2. The High Commissioner has been advised of the revised arrangements in connection with the Trade & Information Office, and has been asked to submit his proposals for the future. Her again it is premature to anticipate a decision on the point raised.

3. Steamship Services. Reference to the Order in Council and to the correspondence of 15/7/06/31. shows that the Railway Council are right, and the General Manager and the High Commissioner misled the S. of C. into a constitutional action.

4. Marine Services. The papers are at present in circulation and it will no doubt be convenient if action is taken separately, a copy of para. 26 being placed on the file.

5. (a) Subscription to the Overseas Commercial Transport Council.

Dr. Vernon tells me that the whole question is complicated by uncertainty as to the amount forthcoming from the R.M.B. He anticipates that it will not be possible to release the U.K. entirely from contributing, but some reduction may prove possible.

5 (b) Standardisation of Railways.

Papers are with the I.C.M. we shall have to consider what reductions are contemplated by the other participating

Governments

Governments in East Africa, and the Crown Agents must be consulted as to whether it will be possible to slow down or decrease the work without detriment. If Government contributions are reduced there will be a corresponding curtailment of the grant from the U.K. Fund. Telegraph approval of the Estimates generally, saying that a despatch will follow, and circulate for preparation of despatch.

B. Freeman
23/12

	<u>Revised</u> Reduction.	To summarise:- Working Exp. Reduction.	Loss reduced from
	£.	£.	£.
Railways	658,754 or 25.44%	454,588 or 28.44%	296,790 to 124,958
Harbours	76,411 or 17.69%	96,227 or 37.90%	70,000 to 37305.

Broadly speaking, these Estimates are based on the assumption that 1932 will be no worse than 1931, and the High Commissioner assumes in paragraph 17 that any future developments will gradually be in the direction of a return to a more normal period. It is something that they are not banking on an improvement, but there is, of course, the possibility that things may grow worse before they get better.

I find nothing calling for criticism in the details of the Estimates, and I think we must accept the High Commissioner's considered opinion that it is justifiable to budget for a revenue of £1,830,000 plus £61,000 from additional rates - details of these additions are not given, but it is stated in paragraph 9 that they involve a slight increase in the lowest class rates and a partial withdrawal of previous reductions. Also, the substantial economies which have been made must, I suppose, be accepted as the maximum possible at the moment. It is difficult to argue from here

*Hand dictating the above
was a mistake from the
last minutes but
it is not to be
considered*

*4.2.
The provision for personal
staff has been revised to
£200 from £400 & the
rest of the Sectional from
£1500 to £1170 in these
£26,000
(1.00)*

*As to (1) & (2) his def
with an app to the
recent service 1931.*

*I think it can be decided
here to agree to a senior
marine officer at £1000
instead of a Marine Coast
at £900 as proposed
accepted - it is not clear
of a Marine Capt £1200.
But the ability of Mr. Buckler
whether he considers
the proposal or not*

*See memo
no. 12
See memo
no. 12
1931/1932*

1931. Sir Joseph Byrne gives no reasons for his optimism, nor do the detailed estimates offer the slightest guidance. There is no indication of the division of earnings between passenger and freight traffic, or between main line and branch lines. A reference is made to the anticipated cessation of the soda traffic from Nagadi, but no figures are adduced to show the extent of probable loss.

But in present circumstances, when the future course of exchanges and of commodity prices is unpredictable, revenue-estimates will differ little from sheer guesswork, and we can only hope, without much justification, that the 1932 estimates of revenue will prove to be nearer the truth than were those for 1930 and 1931.

B. Working Expenditure

In 1930 the cost of operating 1,557 miles of open lines was £1,321,000 (= £847 per mile). In 1932 it is hoped to operate 1,621 miles for £1,144,000 (= £704 per mile).

In 1931 the personnel shown in the estimates were 9,285; of these, 1,134 are being dispensed with in 1932 - a cut of 11.9%.

The working expenditure is reduced by £177,000 from the statements on page 4 of the estimates. It appears that, in spite of these economies, the railway will be maintained in a state which will permit a rapid extension to its normal activities if and when the State of Uganda admits.

* See table on page 8.
 1931 1932
 Revenue £ 315,000 216,000
 Expend 219,496 1,599,002

* They chose to unless the facilities were not.

* This was transferred to Renewals branch at the 2 1/2 % A

* This expenditure is better under Maintenance

* The figures are given in the amounts of that has one £205,000 + £500,000 a total of £705,000 is more

C. Overhead Expenditure

	1931 (Approved Estimate) (£...000 omitted)	1932
Depreciation	£247	£325
Interest	591	520
Loan Redemption	97	105
To Interest Reserve	60*	Nil
	<u>£955</u>	<u>£950</u>

In spite of the fact that nothing is placed to Reserve, and an additional ~~£27,500~~ ^{£27,500} is expected from the salaries levy, the Net Revenue Account shows a deficit of £125,000 as compared with the credit balance of £50,000 in 1931 approved account.

D. Renewals, Betterment and Insurance

Full provision is made for the 1931 contribution to Renewals, but nothing is credited to the Betterment or Insurance Funds. The withdrawals from all three are negligible, except for £23,000 from the Insurance Fund for a dry dock at Butiaba. The amount to be added to the deficit account - £162,000 - raises the total of that account to £512,000. This was foreseen in the correspondence on 17221/31.

The Estimates as now submitted have been approved by the Railway Council and Harbour Board and the Kenya and Uganda Legislatures, apparently without adverse comment, except for the five points of criticism referred to in paras. 21 - 27 of the despatch. I have not delayed sending this on to go thoroughly into all these matters, but suggest

1 H. Cr. Transport 205 2.12.1931 Air Mail.

To facilitate consideration of the 1932 Estimates states particulars of loss for the current year's working, and comments on the commitments for 1932.

2 H. Cr. Transport 201 27.11.1931

Trs. draft estimates for the K.U.R. & H. for 1932. These estimates have been approved by the Rly & Harbours Advisory Councils and will be submitted to the Legis. Councils of Kenya and Uganda at their next meetings.

H. Cr. Transport Tel. 35 21.12.1931

DESTROYED UNDER STATUTE "Draft Railway Estimates for 1932 approved by Kenya and Uganda Legislative Councils without amendment. I recommend these estimates for your approval which I trust may be sent by telegraph."

Harbours Figures.

Year	Rev.	Exp.	Loan Acco	Loss	Surplus	Working Expenditure and depreciation	Balance to Net Revenue Account
1931 (Est)	432,122	432,122	203,100	7,000 (Ponies)			
1932 (Est)	357,145	357,625	210,199	37,305			
					2,547	1,329	818
					2,214	1,749	465
					2,300	1,340	743
					1,303	1,580	288
					1,300	1,408	462
						625 (a)	

As Loan Charges.
Reduction in 1932
due to postponement
of extensions (to
which provision made
in 1931) + recoveries
1170

* Based on nine months' working.
† Includes all from increased rates.

A. Revenue.

(page 11)

In his covering despatch the High Commissioner states "With the figures before me of the actual earnings to the end of September and the outlook at the moment I could see no justification for budgetting for a revenue on the basis of the existing rates below £1,850,000"; i.e., only £18,000 less than the probable actual earnings for 1931.