

1933

1933

3348

KENYA

3348

C0533/439

Petition - of Wali dad Khan, clerk Class 4, K. V. Rly.

Previous

R. 309  
297

Subsequent

23/62/34

By 297	20/11
Room 309.	20/11
Mr. Freeborn	30
Mr. Nelson	5/12
Mr. Bond	5
Mr. Lloyd	6/12
Mr. Knox	9
Mr. C. K. K. K.	11/12
Mr. Toulson	11/12
S. C. K. K.	12/12
Mr. P. K. K.	14/12
Mr. L. K. K.	14/12
Mr. P. K. K.	15/12

3348 R. 297  
299

FILE A

Trans. a petition from R.V.R. Asian Union regarding the termination of appt. of Wali Dad Khan, Clerk Class 4 & requesting that payment of proportionate gratuity may be authorised. States Wali Dad Khan's services were dispensed with as he was not capable of carrying out duties of his class & records petition be refused.

Mr. Wali Dad Khan was a Clerk, Class 4, under the Railway Administration. It appears that Clerks of this grade may be allotted various duties such as those of Booking Clerks, Accounts Clerks, etc. Most of Mr. Wali Dad Khan's services were as a Timekeeper, in which capacity he proved himself very efficient. Re-organisation, however, resulted in his services being required for general office work instead of timekeeping, and it was found that he was unable to carry out his new duties as a despatch clerk efficiently, very largely because he could not typewrite.

The petitioners suggest that it cannot be expected that a man who has been 6 years or so a timekeeper should be a good typist and that Mr. Wali Dad Khan should therefore be granted retrenchment terms. The High Commissioner does not accept the Union's view that staff should not be expected to carry out clerical duties other than those of the nature indicated by their departmental classification.

It will be noted that Mr. Moore says at the end of paragraph 4 "While typing is not considered to be an essential qualification in Asian Clerical Grades, it is expected that such Clerks will during their course of service endeavour to make themselves proficient in typewriting". In the case of a man whose normal duties do not entail typewriting this expectation

expectation seems to me to be rather unreasonable. Mr. Moore however returns to much the same point in paragraph 7 where he says "In my opinion in view of the amount of his (Mr. Khan's) salary and the length of his service, the Administration has a right to demand something more from him than mere supervision in timekeeper's duties."

There can be no doubt-I think that the High Commissioner's attitude is strictly justifiable, but it seems to me a harsh one, and I do not think it would be unreasonable to grant Mr. Wali Dad Khan retrenchment terms.

? To C.S.D. for observations.

*Moore* 25/1/51

The attitude of the K.U.R. + H.A. would command more sympathy & respect if they had not issued the letter of the 14<sup>th</sup> March (Exhibit E) - "Advance reports on your abilities" is hardly an honest phrase.

*Moore*  
30

2 See also letter from Mr. McEntee attached

I agree that the letter addressed to Mr. Wali dad Khan on the 14th March (Appendix F to the petition) was very far from being happily worded; and it also seems to me that the Kenya Government have confused the issue by arguing that because Mr. Wali dad Khan was

graded

graded as a Class IV Clerk, it was reasonable to expect him to perform efficiently any duties entrusted to any clerk in that class, which evidently includes various kinds of work of a dissimilar character,

It seems to me that the position is that Mr. Wali dad Khan, having been employed for something like seven years as a Timekeeper, was found to be no longer required in that capacity. He was accordingly tried in another capacity viz, as a Clerk, but after a reasonable <sup>trial</sup> while it was found that he was not efficient in his new duties. There was, therefore, only one thing to do, namely to dispense with his services and to replace him by somebody better qualified for the job. That procedure was in no way a retrenchment which is a reduction of staff forced upon the Government for purposes of economy. It follows that Mr. Wali dad Khan has no claim to any special concession normally given to retrenched officers and the only question, therefore, is whether the ordinary regulations applicable to such cases give him a claim to any privilege which he has not received. I understand from these papers that they don't. It is, however, suggested in Mr. McEntee's letter that he would have been entitled to a gratuity if he had served a few more months and completed fifteen years. I do not understand this suggestion. If it is permissible in such cases to grant a gratuity after 15 years' service although the service has been broken by an interval of not less than 5 years, then Mr. Wali dad Khan is eligible

eligible for a gratuity as his service totals 15 years and 6 months. But, if as I assume, a gratuity is only possible in such cases in respect of continuous service then he falls short of the necessary service qualification by some 7 years.

Subject to Mr. Lloyd's observations, I see no reason to intervene and would so inform Kenya and explain matters to Mr. McEntee.

*Mr. Lloyd*

I think Mr. Carlson is right as to gratuity  
? Service must have been continuous. (He resigned  
in 1919 & did not rejoin till 1925)

*McEntee*  
5.12

Under home practice, which we advise Col. Gale to follow, service need not be continuous but a break of 3 years has the effect of excluding all previous service. So this man has no claim.

*J. Lloyd*  
6.12

This is an appeal. The fact that the man <sup>left the service</sup> ~~resigned~~ in 1919 & wasn't taken on again till 1925 rules out all his early service from consideration. I don't see that there is any case. He was a grade IV officer & might have been assigned to any duties of that grade. If he had been tried as a clerk he would probably have been got rid of before. As it was he was used as a Timekeeper & was lucky to have the job so long. I submit a draft for comment.

*J. C. B. Bottomley*  
9.12.53

The point about continuous service has not been clearly set out on a Uganda case and current. There is a possibility that it might have been

4  
service cannot count for the regular application of the Regulations, it can properly be ~~considered~~ <sup>taken</sup> into account in considering whether there are grounds for special treatment.

*Mr. Tomlinson*

I should be glad if you could let me know whether the man has been granted a grade in which things are expected of him to which he cannot attain. As the point, he has had advancement beyond his rank, & whether he has lost his job, it would be a ~~matter~~ <sup>question</sup> of ~~discretion~~ <sup>discretion</sup>.

I do not think that a non-personal service can be run on lines so rigorous as these: if he was not prepared to accept "demotion" to the lower grade, it would have been only just to give him the benefit of the nice distinction between the circumstances of this case and those of retirement.

*J. C. B.*  
11.12

Sir C. Bottomley

*J. C. B.* I agree. There seems to have been a marked lack of endeavour to make the best use of a man who was clearly good at one particular job. "Demotion" to class V was a possibility that might at least have been

Explored. I suppose re-instatement  
is now out of the question  
but I agree that re-employment  
terms would be no less than  
fair

8.1.33

11.12.33

Lord Plymouth,

If you agree, the offer to  
Mr. McEate might be altered  
as I have suggested at the end,  
so we can then take up the  
matter with the High  
Commissioner.

W.C.B.

12.12.33

Sir C. Bottomley

What have you in mind  
when you suggest the pro-  
sibility of doing something  
for him "outside the  
regulations"?

P.

14.12.33

Lord Plymouth.

I am sorry I was not clear.  
What Mr. Bottomley and I have  
in mind is an application of  
re-employment terms, although they  
are not strictly applicable to the  
case; but I thought it undesirable  
to enter into ~~that~~ detail with Mr  
McEate until we have consulted  
the High Commissioner.

As to what he would get,  
extra, under re-employment  
terms, we cannot be quite  
certain, but I am informed  
that it would probably be  
a gratuity of half a month's  
service in respect of each  
year - apparently since 1925.

W.C.B. 14.12.33.

I agree

P. Atwell

15.12.33.

3 M.P. 00 (2 annual) 21 Dec 33

4 Zo H.C.T. 1 (1 answer) was 315.  
(me) 3 JAN 1954

b  
PC  
F.H.

C. O.

3 JAN 1934

- Mr. Herrells 30/12
- Mr. Veaning 30/1/33
- Mr. Hereta 11/1/34
- Mr. Parkinson 7/1/34
- Mr. Tomlinson 1.1.34
- Sir C. Bottomley
- Sir J. Shuckburgh
- Permt. U.S. of S.
- Parly. U.S. of S.
- Secretary of State.

C.O.  
R 1 JAN  
D 2 11

Answered by No 1  
23162/34

I have etc to ask the receipt

(1) of your despatch 20/33 of the 25<sup>th</sup> of October, transmitting a petition from the Kenya and Uganda Railway Area Union regarding the case of Mr. Wali Had Khan.

DRAFT. Conson.

Transport.  
Kenya and Uganda.

No. 1

H. Conson.

2. I recognize the urgency  
I am in agreement

generally with <sup>Kenya</sup> news as to the reasons for the termination of Mr Khan's employment, <sup>but</sup> I feel, however, that by his <sup>appointment as</sup> ~~promotion~~ as a Grade IV clerk he was <sup>really</sup> appointed for <sup>was</sup> to a grade in which he would imperfectly qualified, ~~not attain the degree of~~ ~~efficiency expected of him,~~ and

N.B. There is no evidence that he ever was 'promoted'. He may have begun as Grade IV

Drafts

FURTHER ACTION.

of ~~it~~ ~~appear~~ that ~~it~~ ~~was~~ ~~the~~  
As a consequence Mr. Khan  
result of his advancement in any way  
would appear to have secured

advancement beyond his merits,  
his ultimate ~~to the~~  
but it ~~was~~ ~~not~~ ~~clearly~~ ~~obvious~~  
which ~~resulted~~ in the termination

Termination of  
of his employment.

and that it was  
this which ultimately  
led to the termination of  
his employment.

3. I consider  
as one of the opinions

is not necessary  
that it would be difficult to

maintain a non-personable

service on lines so rigorous  
as those which have to be followed in the case of a personable service  
at ~~that~~, and I feel that, if

Mr. Khan was not prepared

to accept reversion to the lower

grade in which he had served,

it became clear that he was  
after he had proved to be

incapable of efficiently performing

the duties of a <sup>Class II</sup> clerk, it would

justifiable  
have been equitable to have

given him the benefit of the ~~advancement~~

C. O.

- Mr.
- Mr.
- Mr.
- Mr. Parkinson.
- Mr. Tomlinson.
- Sir C. Bottomley.
- Sir J. Shackburgh.
- Permt. U.S. of S.
- Parly. U.S. of S.
- Secretary of State.

DRAFT.

distinction between the circumstances  
terms normally accorded  
of his case, and those of  
to  
employees who are retracted.

4. As the <sup>possibility</sup> probability  
of Mr. Khan's re-instatement  
is unlikely, and as he was

not, apparently, given the  
opportunity of reverting to the  
lower grade of his employment,

I should be glad if you  
were that it is  
would consider the possibility  
possible to regard him as  
of granting him retirement  
(having been retracted),  
thereby settling him to do.

so that he may be eligible  
for the payment of a gratuity, which

by reason of the circumstances  
of the termination of his appt.

he is not <sup>strictly</sup> now eligible.

FURTHER ACTION.

(Signed) PLYMOUTH  
(for the Secretary of State)

I am etc.

C. O.

Mr. Leach <sup>7/2</sup>

Mr. Vennings <sup>3/7/33</sup>

Mr. Felsher

Mr. Parkinson.

Mr. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Perm. U.S. of S.

Parly. U.S. of S.

Secretary of State.

Summary of facts relating to the case of

Mr. Wali dad Khan

(formerly Grade IV Clerk, Kenya & Uganda Rly)

DRAFT. Conson

Mr. Wali dad Khan was employed by the Uganda Rly Administration as a Timekeeper and Clerk, from May 1912 to the 8th of December, 1919 when he resigned his appt.

He was re-engaged by the Kenya and Uganda Railway Administration on the 22nd of April, 1925, as a Grade IV Clerk, and was employed as a Timekeeper. His services as a Timekeeper were satisfactory @ sub fin March 1931, owing to reorganisation, his services

On re-con, I think it is being necessary to handle S.F.S. with this  
# of 11  
D.D. 11/11/31

FURTHER ACTION.

in that capacity were no longer required. He was then tried as an Assistant Accounts Clerk. In May 1932 he was tried as an Assistant Stores Clerk and Timekeeper, and in March, 1933, he was employed as a Despatch Clerk until his services were dispensed with on the 16th of April.

Grade IV Clerks may be allotted various duties such as Booking Clerks, Accounts Clerks etc. Most of Mr. Khan's services were as a Timekeeper, in which capacity he proved efficient, but it was found, however, that when he was employed as a Despatch

C. O.

Mr.

Mr.

Mr.

Mr. Parkinson.

Mr. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

DRAFT.

FURTHER ACTION.

Despatch Clerk, he was unable

(to efficiently) perform his duties as he is not able on account of his inability

to use <sup>a</sup> the typewriter. His services were then terminated.

Mr. Khan's case was not one of retrenchment, so it was not necessary to be ~~any~~ <sup>replaced</sup> by the replacement of his services.

was filled by a retrenched clerk.

Mr. Khan's total service <sup>is</sup> ~~is~~ <sup>approximately</sup> 15 years & 5 months <sup>or</sup> ~~or~~ <sup>more</sup> <sup>than</sup> ~~than~~ <sup>the</sup> ~~the~~ <sup>break</sup> ~~break~~ in his

service (5 years) he is ineligible for the grant

of a gratuity. His service since the break amounts to a little less than six years eight years.

C. O.

Mr. Hand 9 12

Mr.

Mr.

Mr. Parkinson.

Mr. Tomlinson.

X Sir C. Bottomley 12/2

Sir J. Shuckburgh.

Permt. U.S. of S.

+ Parly. U.S. of S.

Secretary of State.

9/15/12/31/01

S 22  
R 1912  
D 1919  
for 8 of 1912-1919

PC 10  
3

21 Dec. 1933

**DRAFT.**

V. L. 77<sup>c</sup> Entee Eng. 77.P.

Dear Mr. Entee

As you said, I have received a petition from Kenya about the case of the Indian clerk Wili Dad Khan which you discussed in your letter of the 30<sup>th</sup> of Nov.

In the first place, his ~~name~~ <sup>was</sup> first of all ~~two services~~ <sup>was</sup> in

two pieces. He was employed from 1912 to <sup>when he resigned</sup> 1919 and was not taken on again till 1925. When there is only a short break in service it can be ignored in appropriate cases but a break of over ~~two~~ <sup>five</sup> years cannot. ~~Therefore~~ <sup>his</sup> ~~years~~ <sup>years</sup> ~~will~~ <sup>will</sup> ~~be~~ <sup>be</sup> ~~made~~ <sup>made</sup> his ~~total~~ <sup>total</sup> ~~for~~ <sup>for</sup> ~~qualifying~~ <sup>qualifying</sup> service is only eight years.

Then, while he was certainly a good Timekeeper, it appears that his ~~services~~ <sup>services</sup> in that capacity were no longer required as far back as March 1921 ~~he was~~ <sup>he was</sup> ~~then~~ <sup>then</sup> ~~an~~ <sup>an</sup> ~~assistant~~ <sup>assistant</sup>

**FURTHER ACTION.**

Accounts Clerk. In May 1932 he was  
appointed as Assistant Stores Clerk and Timekeeper  
and in March of this year was Despatch Clerk  
till his services were terminated. It was not  
a case of retrenchment because they had to  
fill his place and did so by re-employing  
a retrenched clerk.

~~Had~~. The High Commr for Transport  
states that the case has been fully considered  
locally & that Wali Dad Khan is not  
eligible for a ~~promotion~~ as a ~~ret~~ retrenched  
officer. ~~and~~ I can only agree, but I  
will see if any thing can be  
done for him outside the  
regulations.

Mps 5.

(Sgd.) P. CUNLIFFE-LISTER.

30th November 1933

*Ordered*

Dear Sir Philip,

I mentioned to you in a letter the possibility of your finding sufficient time when you are visiting Kenya and Uganda to look into the question of leave and leave allowances of the Asian employees of the Railway, and you were good enough to say you would try to do so. In this connection, there is one other little matter which perhaps also you would not mind looking into.

As a matter of fact, I think you have had the facts laid before you. It is the case of a humble employee, named Wali Dad Khan, who has just been requested to resign because, although "a very good time-keeper, his lack of knowledge of typing was a bar to the discharge of his duties as a Fourth-Class Clerk".

Considering that this employee has been employed for fourteen years as a time-keeper, and has only now been asked to undertake typing because, in the process of reconstruction, it has been thought necessary to enforce what are supposed to be the full duties of a Clerk, I do think that some gratuity might be given him. He has been discharged after this long period of very satisfactory service with a month's notice only, and as he is a married man and compelled to return to India, it does seem hard that no compensation of any sort should be given to him.

Apparently, he just misses the completion of fifteen years, which would entitle him to a pension, and the Authorities will not admit that his enforced resignation is due to retrenchment, although most people knowing the facts would consider it was.

*Ansod. (3)*

Of course, this is quite a minor matter, but even a little instance like this cannot, I think, tend to the credit of an organisation which throws a man out after fourteen years in which he has discharged very satisfactorily every duty entrusted to him, merely because he is asked to do something more than he ever expected to be asked to do, and cannot do it.

I feel certain that you will remember this case if opportunity affords itself of mentioning it when you are on the spot.

Yours sincerely,

*T. P. C. Lister*

*P.S. I had the facts brought to my notice some time ago by the people involved, but as I understood it had already been brought to your notice, I took no action, but it occurred to me that it may still be under your consideration, & that perhaps I might be willing to give of assistance to the man concerned.*

Rt. Hon. Sir Philip Cunliffe-Lister, M.P.  
Colonial Office,  
Whitehall,  
S.W.1.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,

RECEIVED  
20 NOV 1933  
C. O. REGY

GOVERNMENT HOUSE,  
NAIROBI,  
KENYA.

TRANSPORT  
KENYA-UGANDA

NO. 133

25 October, 1933.

Sir,

I have the honour to enclose herewith a petition from the Kenya & Uganda Railway Asian Union regarding the case of Mr. Wali dad Khan, a member of the Union, whose services as a clerk in this Administration were terminated with effect from April of this year.

*Amud (4)*

2. The particulars of service as given in paragraph 2 of the petition are correct, and as regards paragraph 3, from the date of Mr. Wali dad Khan's re-engagement in 1925 he carried out duties in the following capacities:-

Timekeeper	from 22. 4.25 to 30. 9.30
(On leave)	" 1.10.30 to 6. 3.31
Assistant Accounts Clerk	" 7. 3.31 to 15. 5.32
Assistant Stores Clerk and Timekeeper	" 16. 5.32 to 1. 3.33
Despatch Clerk	" 2. 3.33 to 16. 4.33

At the time of the termination of his services Mr. Wali dad Khan was graded as a clerk Class IV in receipt of Shs.300/- per mensem.

3. The 1933 Estimates for this Administration provide on page 18 for the following timekeepers:-

- 1 Asian clerk, Class I
- 3 " " " " " V

The Timekeeper graded as Clerk Class I, who only attained the grade after long service, was posted as timekeeper in Nairobi some years ago in view of the very large programme of works than being carried out. The necessity for such an appointment/

THE RIGHT HONOURABLE  
MAJOR SIR FRANK GUNLIVEN-LISTER, C.B.E., M.C., M.P.  
SECRETARY OF STATE FOR THE COLONIES,  
LONDON STREET, S.W.1.

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appointment has now ceased, and the clerk in question has been retrenched. The remaining Asian timekeepers are all clerks, Class V.

4. In paragraph 4 of the petition reference is made to various clerical grades but these are in the main peculiar to the Transportation Department. Mr. Wali dad Khan was engaged by the Engineering Department and employed throughout in that branch and <sup>it</sup> was but reasonable to have expected him to perform efficiently in that branch any of the duties ordinarily entrusted to an Asian Class IV clerk. Timekeeping in District Offices where Mr. Wali dad Khan was employed does not call for a high degree of intelligence, and while typing is not considered to be an essential qualification in Asian clerical grades, it is expected that such clerks will during the course of their service, endeavour to make themselves proficient in typing.

5. Clerks are graded into various classes and referred to as booking clerks, parcels clerks etc. according to the work on which they are engaged for departmental convenience and I do not accept the view of the Union that it would be unreasonable to expect staff to carry out clerical duties other than those indicated by the departmental classification covering the work on which they are engaged for the time being.

6. Mr. Wali dad Khan's case was fully considered by me as the result of a letter dated the 25th July received from the Kenya & Uganda Railway Asian Union, and replied to on the 11th August (vide Exhibit "D" to the petition); in my opinion there is no lack of harmony between this letter and the letters from the Chief Engineer (vide Exhibits "E" and "G" to the petition) as suggested in paragraphs 5 and 6 of the petition.

7. Mr. Wali dad Khan was graded as a clerk Class IV and was in receipt of a salary of Shs.300/- per mensem in addition to normal privileges, and in my opinion in view of the amount of his salary and his length of service, the Administration has the right to demand something more from him than mere supervision in timekeeper's duties. The sole reason for dispensing with Mr. Wali dad Khan's services was that he was not capable of carrying out efficiently the duties usually assigned to clerks Class IV, and in these circumstances retrenchment conditions were not applicable to him. I recommend that the petition should be refused.

I have the honour to be,

Sir,

Your most obedient, humble servant, -

*W. Moore*

HIGH COMMISSIONER.

# KENYA AND UGANDA RAILWAY ASIAN UNION.

(Kenya Colony & Uganda.)

(AFFILIATED TO THE CIVIL SERVICE CONFEDERATION, LONDON.)

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P. O. BOX NO. 121.

Nairobi, 27th September, 1933.  
KENYA COLONY

HON. GENERAL SECRETARY.

Head Quarters-

NAIROBI.

Branches-

Kilindini Harbour,  
Kisumu,  
Kampala,  
Jinja,  
Namasagali.

The Rt. Hon. Sir P. Cunliffe-Lister,  
His Majesty's Secretary of State for the Colonies,  
10, Downing Street, London, S.W.1.

Sir,

I am directed by the Central Committee of this Union to submit the following case to you for favour of your kind and sympathetic consideration.

Mr. Wali Dad Khan, a member of this Union, worked for the Railway Administration some six years prior to 1919 and again rejoined the services in 1925, and during the whole of his services he has carried out the duties of a Time-keeper continuously and efficiently as will be evident from the enclosed copies of testimonials (appendices A & B).

Although graded as a clerk class IV his duties have been those of a Time-keeper and a Store-clerk, and on reference to page 18 of the Railway Estimates for the year 1933 you will observe that under the Engineering vote "Time-keepers" are specifically provided for.

You will undoubtedly agree, Sir, that in the Railway service each post is specified and it would be most unreasonable to expect Booking-clerks, Parcel-clerks, Shed-clerks, Luggage-clerks, Accounts-clerks etc., all of whom are graded as clerks, to efficiently carry out the duties of a time-keeper or a typist or vice versa, merely because they are graded as clerks, and my Committee are, therefore, perturbed at the Hon'ble The General Manager's reply No. SP.11124 of the 28th June, 1933, (exhibit C).

I am to further respectfully point out that H.E. the High Commissioner's letter No. T/S/B.4. Vol. 3 of the 11th August, 1933, (exhibit D) is not in harmony with the Chief Engineer's reply to Mr. Wali Dad Khan's petition to the notice terminating his services (appendices E, F, & G).

You will observe, Sir, that H.E. the High Commissioner in paragraph No. 2 of his letter states that Mr. Wali Dad Khan's services which were in the main rendered in the time keeping section, were terminated owing to adverse reports as to his abilities, while on referring to the Chief Engineer's letter No. S/190/A of the 3rd April, 1933, (exhibit G) you will note that the Chief Engineer states quite the reverse viz., that Mr. Wali Dad Khan's services as a Time-keeper have been satisfactory, but his lack of knowledge of working limits the uses to which his services could be put to and that there were no vacancies for time-keepers on his present grade.

My Committee submit that if in the reorganisation

# KENYA AND UGANDA RAILWAY ASIAN UNION.

(Kenya Colony & Uganda.)

(AFFILIATED TO THE CIVIL SERVICE CONFEDERATION LONDON.)

No. ....

P O BOX NO

All correspondence to be addressed to:-

HONY. GENERAL SECRETARY.

Nairobi.  
KENYA COLONY

19

Head Quarters:-

NAIROBI.

Branches:-

Kilindini Harbour,  
Kisumu,  
Kampala,  
Jinja,  
Namasagali.

-- 2 --

reorganisation necessitated by the financial conditions of the Services, it was imperative to combine the duties of time-keepers and those of clerks with a view to economy, it is only fair that such staff who were unable to meet the extra demand made upon them should be treated on the same terms as staff retrenched. It is urged that Mr. Wali Dad Khan has a just claim for proportionate gratuity under the retrenchment terms even if it was necessary to fill the vacancy by a clerk capable of doing both the duties. In this connection my Committee respectfully beg to cite the cases of Senior Officers who were retired under the retrenchment scheme and whose posts were nevertheless filled.

My Committee will be glad if you will be kind enough to review the case and see your way to authorise the payment of proportionate gratuity in this case which we consider is fully justified.

Thanking you in anticipation.

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



PRESIDENT.

Enclos.

APPENDIX 'A'.

UGANDA RAILWAYS.

Office of the District Engineer,  
2nd Maintenance Division.

NAKURU, Dated 19th January, 1930.

SERVICE CERTIFICATE.

-----

NAME Babu Walidad Khan.  
OCCUPATION Timekeeper and Clerk.  
SERVED FROM May, 1912. TO 8th December, 1918.  
Rate of Pay Rupees 90/- P.M. and War Bonus.  
Why discharged Resigned.  
General Conduct Good.

SD/

District Engineer,  
Lake Engineering, Nakuru.

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

SUBJECT:

-3-

PARTICULARS

AND

REMARKS:

7. Para. 7.

This is correct. The Secretary of State first instructed us under his despatch No. 1262, dated 31.8.1920, to make good the market depreciation brought about by the War. Before this matter was settled, the question of making good the loss due to change of currency also arose. These matters remained under consideration locally until the end of 1923, by which time the market depreciation had disappeared and it was only necessary to make good the depreciation on account of exchange. In March, 1921, however, before this loss was made good, Railway Revenue paid £2,444 to the Provident Fund to enable the latter to maintain the rate of interest declared for the year 1920-21.

8. Para. 8.

The first part of this paragraph is correct. The latter part is dealt with later.

9. Para. 9.

So far as the first part of this paragraph is concerned, Council's attention is invited to the remarks contained in the concluding paragraph of the memorandum submitted to Council, dated the 7th July, which are repeated:-

"It is pointed out, however, that very little is to be gained by building up a reserve account for one side of our Balance Sheet, while we still have a Deficit Account on the other. Further, any substantial fall in the present value of Government securities can be expected to be accompanied by an improvement in trade which would enable us to meet such fall from current revenue. The Administration, therefore, recommends that the question of building up an Investments Reserve Fund should be held over until conditions improve and our Deficit Account is extinguished."

There can be no question that, so far as the depositors are concerned, they have complete security under the present arrangements.

10. Dealing now with the two main issues raised, it is submitted that the decision to deal with depreciation and appreciation of the Funds securities in the manner laid down by the Secretary of State is the proper course, as long as depositors are guaranteed in full the amounts standing to their credit, as they are to-day. Thereby they stand neither to gain nor to lose anything as a result of fluctuations in the value of the Funds securities.

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT :

-4-

PARTICULARS

AND

REMARKS: 17. Were a fixed rate now adopted, it is also improbable that, having regard to the yield from British Government securities which is less than 3½% and that further loans are being converted at 2½%, and after providing for the Working Expenses of the Fund, a figure much higher than 3% could be justified.

18. It does not appear that a fixed rate of interest which could be justified by the probable earnings of the Fund would be of benefit to depositors. A fixed rate to be definitely of benefit might, of course, represent a considerable increase in the Administration's liabilities to Provident Fund contributors.

19. So far as the legal aspect of this case is concerned, the Legal Adviser expresses the opinion that the procedure which is being followed is not illegal and that if the Provident Fund is to be made a Trust Fund, new legislation will be required.

20. It is submitted for Council's consideration:

- (a) that no case exists to question the correctness of the procedure laid down for dealing with depreciation and appreciation in the value of Provident Fund securities;
- (b) that the interests of the depositors in the Provident Fund are best served by the present form of the Fund;

and

- (c) that to fix a rate of interest which definitely would be to the benefit of Provident Fund depositors would probably entail considerable additional annual liability to the Administration.

Ref. No. E.F. 875.

GENERAL MANAGER'S OFFICE,  
MATHORI.

10th October, 1955.

## PROVIDENT FUND.

Valuation of Securities.

1. From the explanation given to Council I am not at all satisfied that the suggested method of dealing with appreciation or depreciation in the securities held by the fund is at all satisfactory while it seems to lay a very onerous task on those who administer it and look after its investments.
2. The position as I see it now is that the Railway guarantees the deposits of the members. It apparently assumes no liability as to interest and all the rules say is that interest shall be payable and the "rate payable shall be determined by the High Commissioner, and advised annually at the commencement of each financial year". The obvious reason for this is that interest rates vary from time to time and to guarantee a rate of interest might not be found practicable. Nevertheless while the Railway does not guarantee interest in any way it seems to me there is a moral - if not an implied - responsibility to pay the interest earned by the fund to its depositors.
3. In these circumstances one feels compelled to ask what is interest? What is capital? When is a capital loss made? When is a capital profit earned?
4. With the general increase in interest rates during and after the war securities which were formerly at or near par began to be purchasable at considerable discounts and many new issues were also put on the market, at a discount. In these circumstances it was only natural that intending investors should look to the yield including the appreciation at redemption as well as the flat rate of interest. But it appears to me that the Railway Administration now say to the Provident Fund, this bonus on redemption - or approaching redemption - is pure capital appreciation and as such we are going to treat it as part of the Railway profit.
5. Assuming the Fund had £10,000 to invest about 10 years ago, they would have the option of say buying British Government Securities yielding 3½% at 75 or thereabouts and 5% at par. Now as time goes on these 3½ per cents appreciate in value until last year they were quoted at 100. I contend that in these circumstances no amount of dialectics can alter the moral issue. The bonus or appreciation on redemption is interest for all practical purposes and the property of the contributors to the fund.
6. It seems to me that those who administer the funds are trustees for the depositors in the matter of interest and are under the usual obligations imposed on all trustees, and must see that the interest earned on the depositors fund is properly credited and distributed. As the increase in capital value means a decrease in the interest earning powers this is most important, and by carrying these possibly temporary increases to the Railway Revenue account the Fund is deprived of the interest on the amount so carried, whereas if it remained in a separate account within the Provident Fund as it should do, the Fund itself would have the benefit of the interest earned. Further the adoption of the method now proposed also puts the Administrators of the Provident Fund in rather a poor position as regards future investments.

Practically all Trustee stocks issued between 1915-1931 now stand at a premium. I take it the Railway themselves acknowledge that it is up to them to put the money into the securities showing the best return at the time of the investment - but are they willing to buy stocks well over par with the certainty that the Railway will be called upon some day to repay possibly 10% of the amount invested, or can they buy stocks standing at a discount and have to pay 10% to the Railway later on? On the one hand if they buy stock at a discount and keep it to maturity they are prejudicing the Depositors to the Fund, and on the other hand if they buy stock at a premium they prejudice the Railway. Surely it is impossible to ask the Crown Agents, or whoever looks after the investments to accept such an invidious position.

7. Regarding the argument that a large amount was paid into the Fund some years ago on account of depreciation this requires further investigation before making any decision on this account. If my memory serves me correctly this amount was not strictly depreciation but principally due to exchange and currency changes which is rather a different matter.

8. Owing to the method of book-keeping adopted, the Kenya Government made very handsome profits out of exchange due to Railway payments, but it was hardly possible for them to adopt one method for the Railway and another for the Fund, and as a consequence a part of the profits made on these transactions were repaid for the benefit of the Fund. Further as this was part of a general settlement of many outstanding matters between the Government and the Railway I do not see how it can be used, as it has been done by the Railway Administration, as an argument for helping itself to the appreciation which existed at the end of last year.

9. Now as to the position of the Railway. Even were it possible to separate depreciation or appreciation in the funds to causes due purely to market conditions and to those due to approaching redemption, I contend that the present idea of transferring the debit or credit on this account yearly to revenue is bad finance. A large debit might happen in year when trade was declining and the railway finances themselves in a parlous state. Even to-day were the question to arise of a payment of this description or a payment from the Kenya Treasury to make up an interest deficit on Railway account I do not feel that the depositors or those controlling the funds would sleep too soundly over the matter.

10. In view of the foregoing I can only record my very strongest dissent from the policy it is proposed to adopt and request that a copy of this memorandum be forwarded to the High Commissioner and the Secretary of State. I feel sure that decision given in this matter by the Colonial Auditor could not have been made with a full knowledge of the details and the consequences it involves.

11. I would further suggest that the whole matter of the Provident Fund and its investments be reviewed, and pending this review any surplus or deficit above or below cost price shown at the Annual Valuation should be carried to a special reserve account, and not transferred to Railway Revenue.

(Signed) ALEX. S. POLKING.

1. H. Com. Transport 12116 \_\_\_\_\_ 8<sup>th</sup> Dec 33

States draft Estimates of the Administration have been passed by Leg. Councils of Kenya & Uganda.

? Answer delivered  
P. Davis: 9 Dec  
A. Freeth  
" etc

Shaw's Library

2. H. Com. Transport 150 \_\_\_\_\_ 12<sup>th</sup> November 33

Trans. 12 copies of K. U. Rly Estimates 1934 & states comments thereon will follow.

3. H. Com. Transport 152 \_\_\_\_\_ 17<sup>th</sup> November 33

Encl. General Managers memorandum to the Rly. Advisory Council & Harbour Advisory Board on the Draft Estimates 1934 & furnishes views on the Estimate.

H. Col. Secretary 3hr \_\_\_\_\_ 22<sup>nd</sup> November 33

Copies of Estimates sent to library.

Trans. 12 copies of Estimates 1934

**DESTROYED UNDER STATUTE**

29/12/33

A curious defect in the presentation of the K. U. R. estimates is the complete absence from the various tables of Revenue and Expenditure of revised figures for the current year.

A comparison of appendix 1. in the 1933 and 1934 volumes respectively discloses the startling fact that the net outturn of 1933 is now expected to be £577,062 better than the original estimate; the Deficit Account at 31st December, 1933 being placed at £315,782 instead of the predicted £892,844.

Two-thirds of this difference is accounted for by excess of revenue over the estimate; the Railway revenue having produced £360,000 and the

Harbour

Mr. Stephenson 9/1/34

Mr. Stephenson 1/1

Mr. Wood 1/1

Mr. Parkinson

Mr. Tomlinson

Sir C. Doolley

Sir J. Shackleton

Permt. U.S. of S.

Parly U.S. of S.

Secretary of State



6 January 1934

**DRAFT.**THE SECRETARY  
TREASURY.Copy of draft EstimatesNo. 3 with enclosures

2 drafts

Alteration required  
if not sent before 3.1.**FURTHER ACTION.**

Sir,

*to be laid before the*I am etc. to forward ~~for the~~~~information of the~~ Lords Commrs. of

the Treasury, a copy of the draft

Estimates of the Kenya-Uganda Railways

and Harbours Administration for the

year 1934, together with a copy of a

despatch dated the 17th November, with

~~enclosures~~ from the High Commr. forTransport. *A telegram has been received from the High Commr. in reply that the information has been passed by the responsible authorities to the*

2. Sir P. Cunliffe-Preter feels sure

that Their Lordships will share his

satisfaction in the successful results

achieved by the Administration during

the past year, as evidenced by the draft

Estimates for 1934, and I am to seek

Their

Their Lordships' concurrence in the  
enclosed draft of a despatch which  
it is proposed to address to the  
High Commr.

I am etc.

(Signed) J. E. W. FLOOD



RECEIVED  
11 NOV 1933  
C. O. REGY

3

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

TRANSPORT

KENYA-UGANDA

No. 152

17/11 November, 1933

*2303 2/24X*  
*NS on*  
*marked*

Sir,

I have the honour to refer to my despatch Transport Kenya-Uganda No. 150 dated 12th November, 1933, which forwarded twelve copies of the draft Estimates for this Administration for 1934, and to enclose herewith as they give a full explanation of these Estimates - copies of:-

- (a) The General Manager's memorandum to the Railway Advisory Council on the draft Estimates for 1934, and
- (b) The General Manager's memorandum to the Harbour Advisory Board on the draft Estimates for 1934.

2. In view of the detailed explanation of the Estimates given in the General Manager's memoranda it is unnecessary for me to do more than make a few general remarks on certain major points.

- (a) Railway Revenue. The General Manager originally estimated for a goods revenue of £1,805,800, this being based on a Uganda cotton crop of 240,000 bales; a reduction of £10,000 in export freights on maize and coffee on the figures for this year, together with a slight increase in the corresponding sisal and wattle bark figures. At the Railway Council meeting, however, the Uganda members stated that the cotton export crop was not likely to exceed 230,000 bales...

*Copy of Manual to Treasury (5)*

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

possible to maintain this very low working cost figure since repairs and overheads are now being kept at a minimum, and when the revenue position admits arrears of maintenance must be made up.

- (c) Depreciation. The provision made for contributions to the Renewals Fund of £335,895 is on the basis of 2½% of the capital value of wasting assets, a rate which has been approved by you for 1934 pending a final decision on this question after the consideration of the Gibb Report. This question has been considered by the Railway Advisory Council and a despatch on the matter will be forwarded to you shortly.
- (d) Scales of salaries etc. The General Manager has for some time pressed that certain salary scales should be adjusted in an upward direction e.g. that the Chief Mechanical Engineer's salary should be raised to £1,500 per annum, that the Assistant Superintendent of the Line's salary should be raised to £1,250, and that certain anomalies should be corrected with regard to the Stores staff and the Catering Superintendent; he has also recommended that the old scale of travelling allowances should be introduced, and that as the Railway was now paying its way the salary levy should be abolished. I instructed the General Manager to refer all these points to the Council for consideration, and if they approved his recommendations to embody them in the draft Estimates. The Council recommended the introduction of a revised scale of travelling allowances, half-way between the present rate and the rate recommended by the General Manager, and this recommendation I thoroughly approve as there is no doubt that many members of the staff have been definitely out of pocket under the existing scale of travelling allowances...

.89%, details of which are fully explained in the General Manager's memorandum. The difference between the figure given in paragraph 44 of that memorandum and the percentage reduction just quoted is accounted for by certain slight alterations in the estimates of Revenue and Expenditure adopted as a result of the Harbour Advisory Board's suggestions.

- (f) Combined Net Revenue Account. The estimated Railway surplus is £55,685; the estimated Harbour deficit is £53,205, leaving a balance surplus of £2,480 to be transferred to the Deficit Account, as compared with an estimated deficit this year of £224,199.
- (g) Balance of Funds. The estimated Deficit Account at the end of 1933 is £315,782 with a reduction of £2,480 during 1934, leaving an estimated deficit of £313,302 at the end of 1934. On the other hand, the Renewals and Betterment Funds are estimated at the end of 1933 to be in credit to the sum of £1,640,874 with contributions of £366,232 and withdrawals of £183,848 during the year, giving an estimated total of £1,823,258 at the end of the year which means an available balance of £1,509,956.

3. Bearing in mind the difficult times through which East Africa has passed and is still passing, I consider that the present situation of this Administration is quite satisfactory, and that its immediate prospects are much brighter than could have been hoped for two years ago, and although there is still a deficit, it is hoped, owing to the conservative nature of the revised estimates, and given normal trade conditions in Europe, that a substantial reduction of the amount of that deficit will be achieved as a result of the 1934 working.

In....

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

SUBJECT:

DRAFT ESTIMATES OF REVENUE AND EXPENDITURE - 1934.

The draft Estimates of Revenue and Expenditure for 1934 are submitted herewith for consideration.

PARTICULARS

AND

2.

RAILWAY REVENUE ESTIMATE.

REMARKS: The Revenue Estimate of £2,075,000 compares with the following, upon which the corresponding Estimate for 1933 of £1,750,000 was based:-

	1934 Estimate		1933 Estimate	
	£		£	
Passengers	154,000		190,000	- 36,000
Parcels and Luggage	37,000		37,000	-
Livestock	17,000		18,000	- 1,000
Goods	1,805,800		1,480,000	+ 345,800
Telegraphs	1,200		1,200	-
Miscellaneous	60,000		43,800	+ 16,200
Totals ....	£2,075,000		£1,750,000	+ £325,000

3. The present indications are that the actual Railway Revenue for 1933 will approximate £2,135,000.

4. In framing the Estimate of £2,075,000 allowance has been made for the revenue from export Maize to be £10,000 less than the 1933 figure; for a Cotton crop of 840,000 bales only, instead of 280,000 bales this year; with a corresponding reduction in Cotton Seed; for a reduction of £10,000 on freight on Coffee; and for a small increase in Sisal and Wattle Bark exports.

5. The Miscellaneous Earnings for 1934 include receipts previously credited to Land Account.

6.

RAILWAY EXPENDITURE ESTIMATE.

So far as it is affected by Train and Engine Miles and by Ton Miles, the estimated expenditure reflected in the various Abstracts has been based upon the following figures:-

	1934	1933
Ton Miles .....	345,000,000	270,212,866
Train Miles		
Public	£125,000	1,370,021
Departmental	465,000	480,000
Other Engine Miles	2,590,000	2,800,021
	600,000	650,000
Total Engine Miles .....	5,190,000	2,910,021

*but see page 2 (G) of*

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT:

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PARTICULARS

AND

REMARKS.

Working Costs (exclusive of Depreciation)  
per Freight Ton Mile

		CENTS
1934 (Estimated) .....	4.533	
1932 (Actual) .....	5.430	(previous lowest ever recorded)
1931 (Actual) .....	6.140	
1930 (Actual) .....	5.745	
1929 (Actual) .....	5.534	
1928 (Actual) .....	5.628	
1927 (Actual) .....	5.954	

10. In spite of the very substantial reduction reflected above, it may perhaps be suggested that Working Expenditure has not yet been reduced to the level achieved by other Colonial Railways. Therefore, the latest available Reports of other Colonial Railways have been examined. These Reports do not enable any comparison to be made on the basis of total freight ton miles, but it is possible to make reliable comparisons on the basis of total revenue earning Goods Traffic, i.e. Public Traffic, and on this basis the following are the respective ton mile costs:-

<u>Railways</u>	<u>Costs per Ton Mile</u>
Sierra Leone .....	17.564
New Zealand .....	14.423
Gold Coast .....	10.355
Palestine .....	8.809
Nigeria .....	7.037
New South Wales .....	5.286
South African .....	5.210
Kenya and Uganda .....	5.130

11. This comparison is extremely satisfactory, but traffic density may influence Ton Mile costs ~~and~~ this factor has, therefore, also been examined.

12. It is found that the relative traffic density is as follows:-

<u>RECOMMENDATION:</u>	<u>Ton Miles per</u> <u>mile of open</u> <u>line:</u>	<u>Revenue earned per</u> <u>mile of open line:</u>
Kenya and Uganda Railway	171,024	1,067
South African Railway	400,336	1,677
Nigerian Railway	140,710	948
New South Wales Railway	603,212	2,479

13. These traffic density figures make the Kenya and Uganda Railways cost of 5.130 cents per revenue earning goods ton mile appear still more satisfactory.

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT:

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PARTICULARS

AND

REMARKS:

18. Council will be aware that during the period 1931-33, it has been necessary to reduce Engineering expenditure to the lowest possible figure compatible with safety.
19. The reduced provision under Maintenance of Permanent Way (£2,661) is due to the steps taken to increase the out-put of gangs and to revise periodically native wages according to the rates prevailing in the various districts.
20. The increase of £1,930 under Permanent Way Material Stores and Tools, is due to the fact that stocks of tools, fittings, etc., have fallen considerably in amount and must now be replenished.
21. The additional provision made for maintenance of Bridges and Culverts is required to deal with essential repairs to certain minor bridges and culverts and to prevent undue deterioration resulting from the absence of paint. The additional expenditure for painting will enable approximately one-third of the arrears to be overtaken.
22. The increase of £7,625 for maintenance of Buildings and Works will enable a proportion only of the average repairs to be carried out.
23. The item (B) Repairs and Maintenance of Godown A and (2716) follows from the closing of the Land Account.
24. The increase of £1,500 for New Minor Works will enable a small proportion only of required works to be carried out. The £1,500 provided in the 1933 Estimates has proved to be altogether inadequate.
25. The amount (£500) provided for Contingencies due to Floods, Accidents, etc., would, of course, be altogether inadequate should floods or serious accidents occur. The amount now shown would, however, cover minor expenditure of this nature and is an increase of £250 over the sum provided in 1933.
26. ABSTRACT OF THE LOSS, MISSING ETC.

RECONCILIATION

1933 (Estimated) .....	£21,421
1932 (Estimated) .....	£22,375
	<u>Increase £9,076</u>

Of the increase of £9,076, the transfer from Abstract "C" to "B" and Inspectors (as far as to have all the inspectors whose ....

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

SUBJECT:

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PARTICULARS	Brought Forward	25,473
AND <u>LESS:-</u>		
REMARKS: Savings on account of -		
Superintendence (Inspectors, etc.)	£ 2,644	
European Apprentices Hostel .....	50	2,694
Net Increase .....		£20,779

x NOTE: As, however, expenditure on account of Superintendence to the extent of 23,568 hitherto provided under C.I(b) of this Abstract has been transferred to Abstract "B", there is in fact an increase under the head of Superintendence of 2754.

Certain proposed Senior Staff changes under this Abstract are dealt with in paras. 84-90.

32. Council is aware that during 1931-33 expenditure on the Maintenance of Engines and Rolling Stock was curtailed to an extent sufficient only to keep engines and stock in traffic in a safe running condition. Arrears of maintenance have thereby accrued and it is imperative that during 1934 steps be taken to prevent any undue increase in those arrears.

33. In connection with the additional £20,000 provided for Maintenance of Locomotives, Coaching Stock and Wagons, the following programme is proposed:-

Locomotives - Shop Repairs.

34. On the estimated Engine Mileage for 1934 of 3,190,000 miles and on the basis of shopping each engine every 80,000 miles, heavy repairs will be necessary to 40 engines, equal to 60 units.

35. In addition, light repairs, equal to 18 units, will be due.

36. The estimated Engine Mileage for the year will, therefore, entail repairs to 78 units.

37. In addition, it is expected that owing to the absence of the necessary funds, repairs equivalent to 11.6 units will be in arrears at the end of 1934.

38. The total number of units requiring Workshops Repairs in 1934 is, therefore, estimated at 89.6.

39. The cost of repairs per unit for 1934 is estimated at 2475, i.e. the lowest on record.

# MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT :

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PARTICULARS

AND

REMARKS :

repairs needed as a result of the undue length of time in service, the cost of coaching stock repairs has steadily risen during 1932 and 1933. The cost of wagon repairs has remained constant only by deferring the taking in hand of repairs on the worst vehicles in the Workshops, an arrangement which can be excused only by the necessity for turning out as many units as possible.

44. ABSTRACT "D" - TRAFFIC EXPENSES.

	£
1934 (Estimated)....	219,745
1933 (Estimated)....	<u>222,152</u>
Decrease	<u>22,407</u>

45. The principal features of the estimated expenditure under this Abstract are :-

Reduction on account of less STAFF	2	£
Reduced provision for Stores (including Catering Stores) ...	3,932	
Reduced provision for Passages ...	3,712	
Other miscellaneous Reductions ...	<u>680</u>	
	368	8,692

LESS:

Increased provision for :-		
Loading & Unloading Trucks .....	2,110	
Running Staff, overtime .....	683	
Printing & Stationery, Advertising, Commission on Sale of Tickets ..	830	
Normal Increments, Promotions etc.	2,411	
Running Room Equipment .....	<u>281</u>	
		<u>6,295</u>
Net Decrease		<u>£2,407</u>

46. In paragraphs 21-27 certain proposals affecting two Senior Officers of this Department are dealt with.

47. The additional provision for Loading and Unloading Trucks (represented by payments to the Contractors at the Port) is due to the additional traffic provided for in the 1934 Estimates as compared with that covered by the 1933 Estimates.

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT:

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PARTICULARS

AND

REMARKS:

52. The main reduction (Stores, Liquors, etc.) is, of course, due to the fall in passenger traffic, but it is of interest to note the following reduction in Catering expenditure exclusive of that on Stores, Liquors, etc., given below:-

	£
1930 .....	16,156
1931 .....	14,068
1932 .....	10,208
1933 (Estimated) .....	8,566
1934 (Estimated) .....	8,864

53. During the first six months of 1933, the Catering Services showed a profit of 2908.

53. ABSTRACT "B" - GENERAL CHARGES.

	£
1934 (Estimated) .....	301,551
1933 (Estimated) .....	100,445

Increase £ 201,106

54. ADMINISTRATION.

This expenditure at 23,695 shows a reduction of 2185-285 under the provision for the High Commissioner and Office, and 2100 for expenses of Railway Council.

55. MANAGEMENT.

There is an increase here of 21,098, of which 2004 represents additional Passage requirements, 2805 additional Miscellaneous Expenses (mainly provision for Acting Allowances) and 2100 additional provision for Printing and Stationery (the main expenditure on printing in this Vote is the Annual Estimates and Reports of the Administration).

56. REGISTRY OFFICE.

Owing to the closing of the Kenya Land Account, the whole of the Registry Office expenditure is now a charge to Abstract "B" (the revenue previously credited to Land Account now being included in the Railway Miscellaneous Receipts).

57. The increase of 23,148 under this head is more than offset by the 24,200 shown in the 1933 Estimates as a recovery from Land Account.

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT:

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PARTICULARS 67. While publicity advertising by means of brochures, such as the Travel Guide, is made self-supporting by means of the advertising revenue secured, and is given wide circulation throughout the world, press advertising also is necessary and the increase of £250 referred to above is mainly to enable increased advertising in the home illustrated journals.

68. MEDICAL SERVICES.

The reduction of £1,300 under this head is due to the reduction in the total Railway Staff, this expenditure being on a per capita basis.

69. TOTAL ABSTRACT "E".

If account is taken of the inclusion in this Abstract of the whole of the Estates Office expenditure previously charged to Land Account, viz., £4,300 it will be seen that, actually, there is a reduction in the total expenditure under this Abstract of £3,094.

ABSTRACT "F" - STEAMER SERVICES.

	£
1934 (Estimated) .....	60,889
1933 (Estimated) .....	60,938

Reduction ... £ 49

70. GENERAL SUPERINTENDENCE, OFFICE AND SUBORDINATE SUPERINTENDENCE.

The Estimates show that the personnel remains at 23 and the expenditure for 1934 shows an increase of £66.

71. RUNNING EXPENSES.Staff.

RECOMMENDATION:

The total staff remains the same at 75 and the total expenditure thereon shows a reduction of £76.

72. Maintenance, Stores and Fuel.

The estimate for this expenditure shows a reduction of £229.

The maintenance estimate has been based on the current cost of running maintenance expenditure with a limited provision for certain special work to keep

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT:

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PARTICULARS 76.

ABSTRACT "H" - MISCELLANEOUS EXPENDITURE.

AND

REMARKS:

1934 (Estimated) .....	2	60,623
1933 (Estimated) .....		<u>59,945</u>

Increase .. 2678

The principal increase under this Abstract is the £4,000 for Exchange, which is due to the higher cost of remitting money to London to meet Loan Expenses, cost of Stores, etc. This, however, is offset by a reduction of £4,000 in the amount required for Provident Fund and Gratuities.

The increase of 2678 is made up of £350 required for Pensions and £328 for Municipal Rates, which is necessary owing to increased rates at Mombasa.

77. SENIOR STAFF CHANGES.

The Draft Estimates as now submitted to Council reflect the following changes in certain Senior Staff posts in:-

78. Abstract "A" - Engineering Expenses.

1933 Estimates

1934 Estimates.

4 District Engineers	£840/240/2920	2 Senior Dist. Engineers	£1,050
1 Senior Asst. Engineer	2720/230/2840	1 District Engineer	2840/240/2920
6 Assistant Engineers	(2480/220/2600 2600/230/2720)	3 Senior Asst. Engineers	2720/230/2840
		7 Assistant Engineers	(2480/220/2600 2600/230/2720)

13

13

79. It will be seen that the proposed changes consist of the creation of two Senior District Engineers on a higher scale and provision for one District Engineer on the present scale, a total of 3 instead of 4 District Engineers and of an increase from 1 to 3 in the number of Senior Assistant Engineers.

RECOMMENDATION

80. Prior to 1933 the Engineering Organisation comprised four Districts, viz:-

78

A. R. H. 54.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

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SUBJECT:

-17-

85. The present Chief Mechanical Engineer has shown, by the reduced unit costs in the workshops and in the Running Department, as recorded in the Annual Reports and in this memorandum, that he has greatly increased the efficiency of the two Departments under his control. In addition, it has this year been necessary to place under his supervision the mechanical work of the Port.

PARTICULARS

AND

REMARKS:

86. As this officer has been given these additional responsibilities, and as he has produced and is producing results that save the Administration considerable sums of money, Council is again urged to recognise this state of affairs and to recommend that the enhanced salary of £1,500 should now be approved.

87. Works Manager.

Council will observe that this post has been shown in the draft Estimates at the ~~£1,100~~ scale of £950/£80/£1,100.

88. It will be recalled that at its meeting in August last it was reported that the results of the Crown Agents' efforts to secure candidates at the lower scale of £840/£40/£920 were so far unsuccessful.

89. The Crown Agents have since been advised that, as no suitable candidate was found in the nominations put forward, they should now, with the approval of the Secretary of State, advertise the vacancy, indicating that some improvement in the salary offered would be considered if the qualifications of any candidate appeared to justify it.

90. The results of this step will be reported to Council in due course.

91. ABSTRACT "D" - TRAFFIC EXPENSES.

Assistant Superintendent of the Line.

Council are again asked to consider favourably an improvement in the scale of £1,000/£50/£1,200 at present attached to the post of Assistant Superintendent of the Line. In 1929, when submitting the Estimates for 1930, I asked that this post be re-graded at £1,250, but Council were unable to support the recommendation "in view of the possibility of considerable re-organisation should Federation be brought about".

RECOMMENDATION:

92. The responsibilities of this post and the qualifications it requires are considerable and only the financial crisis during 1931 and 1932 have prevented the re-submission of the recommendation made in 1929.

93. Council, it is hoped, will now see their way to support this recommendation.

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT:

-19-

PARTICULARS

AND

REMARKS:

102. Proposed Additions to Pensionable Establishment:

With the consent of the High Commissioner, Council are now asked to give favourable consideration to the granting of pensionable status to two deserving senior officers:-

- (1) Mr. C.A.G. Jouanno, Chief Locomotive Draughtsman  
(£2600/£230/£720)
- and
- (2) Mr. H. Dewhurst, Office Assistant to the Estates  
Officer (£2500/£220/£600)  
(£2600/£230/£720)

103. These two posts are the only Senior Officers' posts of a corresponding grade which are non-pensionable.

104. Chief Locomotive Draughtsman.

Mr. Juanno was appointed to the post in 1929 and appealed some time ago to be granted pensionable status. His application was strongly supported by the Head of his Department, but the matter was deferred until the financial outlook improved.

105. It is now recommended that the post of Chief Locomotive Draughtsman be made pensionable.

106. Office Assistant to Estates Officer.

The holder of this post - Mr. H. Dewhurst - has completed 26 years' service with the Administration. He is 46 years of age.

RECOMMENDATION:

107. His claims for pensionable status are justified, not only on account of his long and loyal service to the Administration, but also because pensionable status applies to other Office Superintendents.

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

-21-

SUBJECT:

RAILWAY REVENUE ACCOUNT.

PARTICULARS

AND

REMARKS:

The total Ordinary Working Expenditure is .....	1,035,083	
and an increase of .....		40,944
which has already been fully explained		

DEPRECIATION.

The contribution to the Renewals Fund provided for in the Estimates of 335,395 represents an increase of .....		1,244
--	--	-------

which is due to the additional capital cost of assets in service.

The total Working Expenditure is therefore .....	£1,370,976	
against the Revenue Estimate of	£2,075,000	

Leaving the balance available for transfer to the Net Revenue Account .....		704,022
---	--	---------

As compared with the 1933 estimated balance of .....		421,210
--	--	---------

The increase in this balance of . . . . .		282,812
being represented by -		

Increased Revenue Estimate	£	325,000
----------------------------	---	---------

LESS Increased Ordinary Working Expenditure . . .	£40,944	
---	---------	--

Increased Provision for Renewals	£1,244	42,188
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£282,812

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RECOMMENDATION

K. U. R. H. 543. 34

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

SUBJECT:

-23-

PARTICULARS  
AND  
REMARKS:

It will be seen that the final position, so far as the Railways are concerned, reflected by the 1934 Draft Estimates, is an estimated profit of £131,645, as compared with the loss of £168,654 which was estimated for 1933 when this year's Estimates were prepared, an improvement of £300,299.

SALARY LEVY.

Provision is again made in the Net Revenue Account for a levy on Salaries and Wages.

It is submitted for Council's consideration that, as it is now estimated that the financial result of working the Railways during 1933 will show a profit of £275,000 and that the Draft Estimates for 1934 disclose an estimated profit of £131,645, and, after taking into consideration the loss on Harbours, a net surplus of £79,050, the justification for continuing the levy as an emergency measure to meet the financial crisis of the Administration has disappeared.

COMBINED NET REVENUE ACCOUNT - RAILWAYS & HARBOURS.

	£
Against the estimated Railway Surplus of .....	131,645
Provision has been made for a loss on account of Harbours of .....	52,595
	<hr/>
Leaving the estimated balance (surplus) available for transfer to the Deficit Account .....	£79,050
	<hr/>

DEFICIT ACCOUNT.

The total accumulated Deficit as at 31st December, 1932, was .....	£	550,782
Deducting:-		
(a) Estimated Surplus for 1933	£	235,000
(b) Estimated Surplus for 1934	<u>79,050</u>	<u>314,050</u>
Estimated Balance (Deficit) as at 31st December, 1934 .....		<hr/> 226,732

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL. 34

SUBJECT:

-24-

PARTICULARS

AND

REMARKS: PROPOSED EXPENDITURE ON RENEWALS AND BETTERMENT.

The proposed expenditure on account of Renewals and Betterment included in Abstracts "L" and "M" will be dealt with in a separate memorandum.

APPROXIMATE POSITION OF RENEWALS AND BETTERMENT FUNDS.

The estimated approximate position of these Funds is given in Appendix I.

Ref. No. E.F. 49.GENERAL MANAGER'S OFFICE,  
NAIROBI.27th September, 1933.

RECOMMENDATION:

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

SUBJECT:

ESTIMATE - 1934.

PARTICULARS

AND

REMARKS:

With reference to Abstracts "L" and "M" of the Draft Estimate for 1934 (pages 75 and 76) Council is advised that the total provision made in Abstract "L" includes the following amounts representing the 1934 expenditure on the works, a commencement of which Council recommended should be made this year, (vide minute 330), viz:-

	<u>Renewals.</u>	<u>Betterment.</u>	<u>Total.</u>
Ballasting of Track	48,470	13,860	62,330
Renewal of points and Crossings ... ..	1,725	...	1,725
Renewal of Turnout Timbers ... ..	2,000	...	2,000
Renewal of Timber Sleepers ... ..	4,100	...	4,100
	<u>£ 56,295</u>	<u>£ 13,860</u>	<u>£ 70,155</u>

2. Deducting the foregoing from the totals in the Abstract, there remains :-

Renewals ... ..	£ 62,335
Betterment ... ..	28,350
	<u>£ 90,685</u>

3. As, however, unavoidable delay has occurred in commencing the works referred to in the first paragraph, the expenditure authorized for 1934, will be less by 20,145 (i.e. 28,000 in respect of Renewals and 28,145 in respect of Betterment) than estimated and the 1934 expenditure correspondingly increased, making a total of :-

## MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

- 2 -

SUBJECT:

Renewals	...	...	2
Betterment	...	...	22,500
			17,000
			<u>2 79,500</u>

PARTICULARS

AND

REMARKS:

4. This additional provision and also that in Abstract "H" for Marine Renewals (21,600) and Betterment (25,350) has been included to provide for a number of essential works which, unless there is a financial set-back, should in the Administration's interests be undertaken in 1934.

5. Each specific work will in due course be submitted with full details for Council's consideration and therefore in recommending, as Council is asked to do, the draft provision made in Abstracts "L" and "M" of the 1934 Estimates, Council will in no way commit itself at this stage to any definite expenditure beyond that referred to in the first paragraph, plus the additional expenditure referred to in paragraph 3 as a result of these works not having been commenced as early in 1933 as was originally anticipated.

General Manager's Office,  
 Railway Board,  
 1934.

MEMORANDUM FOR HARBOUR ADVISORY BOARD.

MEETING TO BE HELD ON 27TH SEPTEMBER, 1933.

SUBJECT: DRAFT ESTIMATES OF REVENUE AND EXPENDITURE, 1934.

The first draft estimates of Revenue and Expenditure for 1934 are circulated, herewith, for the information of Members of the Harbour Advisory Board, prior to consideration of these estimates at the Meeting to be held on the 27th instant.

2. The reorganization necessary, so far as responsibility for maintenance of the Port mechanical equipment (which, consequent on Mr. Bulkeley's transfer to Nigeria, has been placed under the Chief Mechanical Engineer), is concerned, rendered it desirable to place under one Abstract all the Port mechanical maintenance expenditure. Advantage has been taken of this alteration to the Port estimates to reduce and simplify the various Abstracts.

3. The form of the draft estimates now submitted is explained by the following synopsis of the alterations made:-

<u>1933 Estimates.</u>	<u>1934 Estimates.</u>	<u>Notes.</u>
A. Port Engineering Expenses.	A. Port Engineering Expenses.	No change.
B. Ferries, Navigation Lights & Moorings.	B. Marine Working.	Ferries have been deleted in view of suggested transfer to Municipality.
C. Marine Working.		
D. Water to Ships.		
E. Tugs, Launches and Rowboats.		
F. Mechanical, Electrical and Floating Equipment.		
G. Shore Working & Lighterage.	C. Maintenance of Mechanical Plant.	The new Abstract C (i) does <u>not</u> include working of cranes, previously included in "F" and now included in "D" (Shore Working). (ii) <u>Does</u> include maintenance of Locomotives and Wagons previously included in "G" (Shore Working).
H. General Charges.	D. Shore Working & Lighterage.	Excludes provision for maintenance of Locomotives and Wagons previously included but now included in "C"; also excludes provision for Bungalow furniture now included in "E".
I. Miscellaneous Expenditure.	E. General Charges.	Unclassified expenditure previously included in H.IX is excluded; the expenditure debited to this sub-head has now been provided for under the proper Abstracts.
	F. Miscellaneous Expenditure.	No change.

4.

ABSTRACT A - PORT ENGINEERING EXPENDITURE.

1934 Estimate £12,420  
1933 Estimate 9,759

Increase. £2,661

This increased expenditure is made up of :-

(i) Additional provision for Maintenance of Permanent Way, Buildings & Works	1,510
(ii) Rentals, not previously provided for in this Abstract.	600
(iii) Additional provision for New Minor Works.	168
(iv) Normal increments, new appointments and promotions.	378
(v) Additional provision for Miscellaneous Expenditure.	97
	£ 2,750

LESS

Increase in Railway contributions .....	£ 44	
Reduced requirements for Passages & Stationery	45	89
		<u>£ 2,661</u>

5. The increase of £1,510 in the provision for the maintenance of Permanent Way, Buildings and Works is due to the fact that, owing to the acute financial position, only bare necessities have been provided for during the last two years. The condition of the track in the Port now demands increased expenditure during 1934 on material and ballast, to avoid derailments which would dislocate Port working. Similarly in the case of Buildings, to defer maintenance longer in many cases would not be economical as the ultimate additional cost would far outweigh any temporary curtailment of expenditure of this nature.

6. The item (ii) of £600 in respect of Rentals payable by the Port was previously provided for under the heading of "unclassified Expenditure" (General Charges) but has now been

12. ABSTRACT B - MARINE WORKING.

	£
1934 Estimate	17,436
1933 Estimate	<u>15,748</u>
Increase	£1,688

13. This increased provision is made up of :-

		£
(i)	Increased provision for Coast Lighting .....	115
(ii)	" " " Ships Survey Fees .....	208
(iii)	" " " Water supplied to Ships .....	200
(iv)	" " " Running Stores for Tugs .....	150
(v)	" " " " " " " Launches .....	35
(vi)	Provision for Normal increments and Additional Staff .....	410
(vii)	Additional provision for Passages .....	310
(viii)	" " " Overtime .....	196
(ix)	" " " Miscellaneous Expr... ..	195

£1,909

LESS

Reduced provision under various Heads	<u>221</u>
Net Increase	<u>£1,688</u>

14. The increased provision in respect of items (i) - (iv) is due to the fact that the actual expenditure necessary during the first half of 1933 shows that the amounts provided in the 1933 estimates were inadequate, while in item (ii) provision has been made for a Rocket apparatus at a cost of, approximately, £90. This is regarded as essential for Port Salvage and other purposes, but it is hoped Government will contribute towards a part of this expenditure.

15. The total staff provided for in this Abstract remains the same as the corresponding Staff provision in 1933, viz. 54. While one post of Chow Inspector (African) has been abolished, it has been necessary to provide for an additional Asian Clerk, and this accounts for a part of the increased expenditure referred to in item (vi). This additional appointment the Acting Port Manager considers essential and will be compensated by increased revenue recoveries.

16. The additional provision for Passages is due mainly to the incidences of the Leave Moratorium; that for Overtime is based on current expenditure on that account and would be compensated by additional revenue if incurred; while details of the Miscellaneous Expenditure will be found in Appendix V attached to the draft estimates.

17. ABSTRACT C - MAINTENANCE OF MECHANICAL PLANT.

	£
1934 Estimate	8,189
1933 Estimate	<u>6,392</u>

Increase £1,797.

18. This increase in the estimate represents the additional provision necessary for :-

(i)	Contribution towards salary of the District Loco Supdt. (£240) and one Clerk in the D.L.S's office (£135).....	£ 375
(ii)	Extra staff for (a) the Maintenance of the Shore Equipment (£539); (b) Floating Equipment (£162); (c) Relief owing to Leave of Mechanic (£225) and (d) Maintenance of Port Wagons (£100) .....	1,026
(iii)	New Minor Works .....	410
(iv)	Materials, Stores and Power for (a) Shore Equipment (£380); and (b) Workshops and Slipway (£54) .....	434
(v)	Normal staff increments .....	36
(vi)	Overtime and Passages .....	<u>129</u>
		£,410

LESS.

Savings in respect of

(a) 1 African Clerk (£30); (b) reduced provision for Materials for Floating Equipment (£340) and (c) reduced provision for Miscellaneous Expenditure (£43)

613  
Net Increase      £1,797

19. Item (i) is explained by the new organization necessary consequent on Mr. Bulkeley's transfer to Nigeria.

20. The increased Maintenance Staff is regarded as essential to overcome the arrears of work and ensure that the plant, particularly the Cranes, are kept in good working order. During the current year, owing to the arrears of Maintenance, the Port has lost revenue due to insufficiency of cranes to cope with cargo offering.

21. Owing to the acute financial position, expenditure on New Minor Works has been reduced to a minimum. The £410 provided in Item (iii) has been included to provide a new Whaler urgently required for the Port work (£235) and for new quay fenders (£175).

22. The increase of £434 for Materials, Stores etc., shown in item (iv) is necessary because the current rate of expenditure is in excess of the corresponding provision in the 1933 estimates, and is regarded as the minimum necessary.

23. The remaining items of increased expenditure are self explanatory.

24. The reduction of £340 in the provision for Materials, etc., for Floating Equipment is represented by £180 for Slipping Tugs transferred to Abstract "B" and to the fact that the corresponding requirements for 1933 were overestimated.

25. ABSTRACT B - DUES, WORKING AND LIGHTERAGE.

		£
1934	Estimate	26,566
1933	Estimate	<u>29,641</u>
	Reduction	£ 3,075

Against this reduction of £3,075 there is a reduction in the amount provided to cover payments due to the corresponding estimates of £3,704 (mainly due to the recent reduction of the estimate due, to a small extent, to a reduction in the amount estimated to be handled).



In the draft estimates under consideration there is provision in Abstract D for :-

III Grains Working - Electrical Power	£
	2,600
V Miscellaneous Charges - Lighting	<u>1,250</u>
	£3,850

The increased provision is based on the current rate of expenditure. For the Board's information, it may be added that recent negotiations with the East African Power and Lighting Company for a reduction of the charges for power have not been entirely successful.

32. ABSTRACT E - GENERAL CHARGES.

	£
1934 Estimate	16,426
1933 Estimate	<u>16,131</u>
Decrease	£295

33. Against the savings shown in respect of :-

Staff .....	£
Miscellaneous Expenditure .....	66
Unclassified Expenditure .....	415
Stores .....	1,000
	<u>25</u>
	1,506

there are increases under the following :-

(i) Expenses of Administration and Management	£109
(ii) Passages .....	292
(iii) Audit .....	180
(iv) Reduced contribution from Railway of .....	<u>220</u> <u>301</u>
Net Decrease	<u>£708</u>

34. The increase of £109 under Expenses of Administration and Management, is due to the fact that those items of the estimated Management expenses, of which the Port bears 10%, will be temporarily increased during 1934 in respect of passages and acting allowances consequent on certain officers proceeding on leave.

35. The increase under item (ii) is also due to the increase necessary consequent on the leave of certain of the Port staff.

26. Item (iii) - Audit £150 - appears for the first time in the Port estimates. Hitherto, the whole of the cost of the Audit of the Administration's Accounts (Estimated at £4,125 in 1934) has been debited to the Railway. The Beard will, it is felt, agree that this small charge of £150 - which represents the salary of an Asian Clerk exclusively employed in the Auditor's Department on the Port work, plus a small contribution in respect of European supervision - is a reasonable debit to the Port Working Expenditure.

27. Item (iv) The reduced contribution in respect of the Railway, which appears at £280 instead of the £500 shown in the 1933 estimates, is due to the fact that, owing to the absence on leave during 1934 of certain Port officers, it is considered necessary to strengthen the Transportation Department's representation at the Port.

**MANAGEMENT EXPENDITURE.**

28. Under this head, it will be observed that provision has been made for a Port Manager and District Traffic Superintendent at a salary of £1,000 per annum. This has been done with due regard to the transfer of all the Port maintenance work to the supervision of the Chief Mechanical Engineer; to the reduced activities of the Port; and to the policy followed in the case of the Railway.

**UNCLASSIFIED EXPENDITURE.**

29. It should be explained that the disappearance of this sub-head from the estimates is in accordance with the Administration's policy of making specific provision as far as possible, for all expenditures in the relevant Abstract and under its proper head.

30. The main items of expenditure hitherto met from this sub-head have been (1) rent in respect of land, etc., leased to the Port; (2) interest on debentures A) and (B) Management Debentures; and (3) interest on debentures C).

41.

ABSTRACT F - MISCELLANEOUS EXPENDITURE.

	£
1934 Estimate	8,574
1933 Estimate	<u>7,888</u>
Increase	886

2810 of the increase is due to the provision here for Management Expenses of Loans, the balance of the expenditure being represented by actual requirements.

REVENUE ACCOUNT.

42. The total of all the Working Abstracts represent :-

	<u>Departmental</u> £	<u>Contractors</u> £	<u>Total</u> £
Estimated Expenditure 1934	79,281	43,660	122,941
" " 1933	<u>78,720</u>	<u>51,364</u>	<u>130,084</u>
	26,521 (Increase)	27,704 (Decrease)	21,183 (Decrease)

43. This estimate of the Ordinary Working Expenditure has been based on the following Revenue Estimate (the corresponding figures upon which the 1933 estimate was based also being shown).

<u>Heading Charges.</u>	<u>1934</u> £		£
Imports - 100,000 tons @ Sh.4/-	32,000	175,000 @ Sh.4/-	35,000
Exports - 200,000 " "	60,000	300,000 " "	60,000
<u>Sea-freight.</u>			
Imports - 1% on £45 millions	55,000	1% on £5 millions	50,000
Exports - Sh.2/48 per ton on 200,000 tons	36,720	Sh.2/32 per ton on 200,000 tons	37,800
Coal - Sh.1/- per ton on 70,000 tons	5,200	Sh.1/- per ton on 80,000 tons	2,500
Oils (other than export)	11,700		10,500
Oils - export	1,000		900
Heading Charges	60,000		54,000
Miscellaneous Receipts	40,000		45,000
28 Exchange	<u>15,000</u>		<u>14,725</u>
	<u>212,000</u>		<u>207,425</u>

44. Before dealing with the Revenue estimate for 1934 given above, the Board will note that the ratio of estimated Ordinary Working Expenditure to estimated Revenue is :-

	<u>Departmental</u> <u>EXP.</u>	<u>Contractors</u> <u>EXP.</u>	<u>Total Ordin-</u> <u>ary Working</u> <u>Expenditure.</u>
	<u>Percentage.</u>	<u>Percentage.</u>	<u>Percentage.</u>
1934	25.16	13.86	39.02
1935	23.65	16.70	40.35
	1.51 (Increase)	2.84 (Reduction)	1.35 (Reduction)

45. The increase in the ratio of Departmental expenditure of 1.51% is represented to the extent of 1.24% by the additional provision made in the estimates for necessary additional expenditure amounting to Rs. 904 to meet the estimated additional cost of Maintenance and expenditure other than that on Staff, the balance of the increase (0.27%) is in the Departmental expenditure representing the total additional provision in respect of Staff expenditure.

REVENUE ESTIMATE.

46. In framing the estimate of Revenue of Rs. 14,950 submitted to the Board for consideration, account has been taken of :-

- (A) A likely reduction in the export of Maise next season, the most optimistic estimate from any reliable source available at the present being Rs. 600 tons;
- (B) The possibility, at this early date, of anticipating a cotton and wool trade export equal to last season's record.
- (C) The tendency for commodity prices to increase, an increase of 10% approximately being allowed for in respect of charge charges and
- (D) Rising Railway, Miscellaneous Freight, etc., being allowed for at current rate of working under this heading.

DEPRECIATION.

47. The respective provisions for contributions to the Renewal Fund are :-

1934	£	30,337
1935		<u>30,187</u>

the slight increase of £150 being accounted for by the increased value of Wasting Assets in service.

NET EARNINGS.

48. On the basis of :-

		<u>1934</u>		<u>1935</u>
		£		£
Total Estimated Earnings		314,950		307,485
Total Ordinary Working Expenditure	£	122,011	£	124,094
Depreciation .....		<u>28,867</u>		<u>30,187</u>
		163,072		154,204

The estimated balance available for transfer to the Net Revenue Account is £161,700 £153,204  
an increase of £8,496.

49.

NET REVENUE ACCOUNT.

Against the estimated credit balance transferred from the Revenue Account of		<u>1934</u>		<u>1935</u>
and the provision made for the levy on salaries and wages		161,700		153,204
		<u>1,000</u>		<u>1,000</u>
the following Loan Charges have to be set:-		162,702		154,204
Interest Charges .....	£	180,306	£	178,717
Loan Redemption Charges		<u>34,971</u>		<u>31,032</u>
		215,277		209,749
Estimated Deficit		<u>43,425</u>		<u>45,545</u>

50. It will be seen that, of the increased balance of £8,496 transferred from the Revenue Account, £8,545 is absorbed by the additional provision necessary for Loan Charges, thus leaving £2,950 which is the reduction, compared with 1935, in the estimated deficit reflected in the draft estimates for 1934 now submitted for consideration and recommendation by the Harbour Advisory Board.

It will be observed provision has been made for the continuation of the levy on salaries and wages, but the question is now under consideration by the High Commissioner.

251

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

RECEIVED  
11 DEC 1933  
C. C. BEECH

12<sup>th</sup> November, 1933.

TRANSPORT.  
KENYA-UGANDA

NO. 150

231233  
346  
Amund (in 6-12-33)

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 1934. These Estimates, which have been recommended to me by the Railway and Harbour Advisory Councils, have been approved by me for submission to the Legislative Councils of Kenya and Uganda at their next meetings. My comments will follow at a later date.

I have the honour to be,

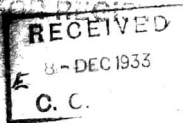
Sir,

Your most obedient,

humble Servant,

*C. C. Beech*  
for \_\_\_\_\_  
HIGH COMMISSIONER.

THE RIGHT HONOURABLE  
MAJOR SIR PHILIP GUNLIFE-LISTER, G.B.E., M.C., M.P.  
SECRETARY OF STATE FOR THE COLONIES,



Telegram from the High Commissioner for Transport, Kenya-  
Uganda to the Secretary of State for the Colonies.

Dated 8th. December, 1933.

Received 9. a.m. 8th.  
December.

No. 16.

<sup>No 3</sup> My despatch of the 17th. November, No. 152. Draft  
Estimates of the Administration have been passed by  
Legislative Councils of Kenya and Uganda.



ESTIMATES  
OF THE  
Revenue and Expenditure  
OF THE  
Kenya and Uganda Railways  
and Harbours

INCLUDING  
Main and Branch Lines  
Lake Marine Services  
Motor Services  
Coast Port Services

1934



## ESTIMATES

Revenue and Expenditure

Kenya and Uganda Railways  
and Harbours

Main Line Services  
Lake Marine Services  
Motor Services  
Coast Port Services

1934

# Memorandum by the General Manager

## RAILWAYS, MOTOR, MARINE AND PORT SERVICES

1. A comparison of the estimated Revenue and Expenditure for 1934 with the Estimates for 1933 is given in the Summarized Revenue Account Statements.

2. The total Route Mileage of Open Lines during 1934 will be as follows:—

<i>Main Line.</i>	<i>Miles.</i>
Mombasa to Kampala .....	884

### *Principal Lines.*

Kisumu Line (Nakuru Junction to Kisumu) ..	131
Soroti Line (Tortro to Soroti) .....	100
Voi-Kahe Line (Voi to Kahe Junction) .....	92

### *Minor and Branch Lines.*

Solai Branch (Konga to Lake Solai) .....	27
Yala Branch (Kisumu to Butere) .....	43
Kitale Branch (Eseru to Kitale) .....	41
Namasagali Line (Mbulamuti to Nainasagali) ..	17
Kampala-Port Bell Line .....	6
Thomson's Falls Branch (Gilgil to Thomson's Falls)	48
Nanyuki Branch (Nairobi to Nanyuki) .....	145
	<hr/>
	1,534

### *Lines Worked but not Owned.*

Magadi Branch (Konza to Lake Magadi) .....	91
--	----

Total .....

---

1,625

as compared with the 1933 estimated mileage of 1,627 miles, the difference being due to the abandonment of Mombasa Old Station.

### *Steamship Services.*

	<i>Route Mileage.</i>
Lake Victoria .....	1,992
Lake Kioga .....	697
Lake Albert .....	829
Kagera River .....	198
	<hr/>
Total .....	3,716

as compared with 3,350 in 1933, the difference being due to revised services to operate in 1934.

### *Motor Services.*

	<i>Miles.</i>
Masindi Port-Butiaba .....	75

### *Revenue*

The estimate of Railway Revenue of £1,997,000 represents an increase of £277,000—equal to 15.54 per cent—as compared with the 1933 estimate.



Expenditure

**4. ORDINARY WORKING EXPENDITURE.**

The estimated Ordinary Working Expenditure has been increased by £28,004 as compared with the 1933 Estimate—an increase equal to 2.91 per cent. This increase and the explanations therefor are as follows:—

Abstract A.

**ENGINEERING EXPENSES.—Increase, £9,190.**

The cost of Headquarters Staff, District Staff and Subordinate Supervision of Truck has been increased by £764 the balance of £8,426 being in respect of additional provision for Maintenance of Bridges and Culverts (£2,155), Buildings and Works (£7,825), Telegraphs and Telephones (£54), New Minor Works (£1,500), Contingencies due to Robbers and Accidents (£250) and Passages (£530), against which there is a reduction of £3,888 in respect of Maintenance of Permanent Way (£2,661) and Miscellaneous Services (£1,227).

Abstract B.

**LOCOMOTIVE RUNNING EXPENSES.—Increase, £5,697.**

Of this increase of £5,697, the transfer from Abstract "C" to "B" of five Inspectors accounts for £3,398. The balance is mainly due to additional provision for Running Staff Mileage Allowance, Coal, Water, and Stores, all of which are governed directly by the Engine Mileage, an increase of 117,979 Engine Miles having been allowed for in 1934—equal to an increase of 4.05 per cent.

Abstract C.

**MAINTENANCE OF ENGINES AND ROLLING STOCK.—Increase, £18,666.**

Of this amount of £18,666, repairs to Engines, Coaching Stock and Goods Vehicles account for £18,137, which will be necessary in view of the increased mileage. The balance is due to increased provision for Passages, etc.

Abstract D.

**TRAFFIC EXPENSES.—Decrease, £5,625.**

Reductions have been made amounting to £3,932 in the provision for Staff, £3,712 for Stores (including Catering Stores), £650 for Passages and £1,008 in respect of miscellaneous items.

Against this, increased expenditure of £62 will be necessary in connexion with the Loading and Unloading of Trucks at the Port, owing to the additional traffic anticipated; £183 for Overtime for Running Staff, £2,381 for Increments and Promotions, £231 for Running Room Equipment and an increased provision of £830 to cover the cost of Printing and Stationery, Advertising, and Commission on the sale of Tickets.

Abstract E.

**GENERAL CHARGES.—Increase, £1,097.**

The closing of the Kenya Land Account has necessitated the cost of the Estates Branch (less £500 contributed by the Port) being debited to this Abstract. This results in an increase of £3,142 against which there are savings amounting in the aggregate to £2,045, leaving the net additional provision required under this Abstract at £1,097.

Abstract F.

**STEAMER SERVICES.—Decrease, £49.**

This reduction is mainly due to an estimated decrease in the cost of Maintenance, Stores and Fuel; other minor decreases accounting for the balance.

Abstract G.

**MOTOR SERVICES.—Decrease, £750.**

Reductions in the cost of Staff are responsible for £374 of this decrease and the balance to reduced provision in respect of Licences and Insurance, Passages and Uniforms.

Abstract H.

**MISCELLANEOUS EXPENDITURE.—Increase, £678.**

This increase is made up of an additional £350 required for Pensions and £328 additional in respect of Municipal Rates, the latter increased provision being necessary owing to increased Rates being payable at Mombasa.

**DEPRECIATION.—Increase, £1,244.**

The increase over the provision made in the 1933 Estimate is necessary to cover depreciation on new assets brought into service.

**TOTAL WORKING EXPENDITURE.—Increase, £30,148.**

The total estimated working expenditure, including Contributions to the Renewals Fund, of £1,358,938, which is £30,148 above the 1933 estimate, represents 68.39 per cent of the estimated Revenue, as compared with 76 per cent in the 1933 estimate. The estimated Ordinary Working Expenditure (i.e., exclusive of depreciation), which is £28,004 above the 1933 estimate, is equal to 51.49 per cent of the Estimated Revenue, as compared with 56.80 per cent of the 1933 Revenue Estimate.

**5. NET REVENUE ACCOUNT.**

There is a decrease of £9,487 in Loan Fund Charges, the details of the 1934 and 1933 estimates being:—

	1934	1933	
	£	£	£
Interest Charges	525,608	520,611	4,997
Loan Redemption Charges	93,769	108,253	14,484
Totals	619,377	628,864	9,487

A sum of £6,000 has been included in respect of the write-off of Dead Assets, which is mainly represented by the value of the assets abandoned owing to the closing of Mombasa Old Station.

Provision has also been included for £1,000 to cover the value of Obsolete Stores which may have to be written off.

In addition to the balance transferred from Revenue Account, a sum of £30,000 has been included in respect of Miscellaneous Receipts and £24,000 for Levy on Salaries and Wages.

The estimated surplus to be carried to the Combined Net Revenue Account is £55,685, compared with a deficit of £168,654 in 1933, an improvement of £224,339.

**6. MOMBASA PORT.**

The estimated Revenue of £316,200 reflects an increase of £8,715 as compared with the 1933 estimate, an increase equal to 2.83 per cent.

Ordinary Working Expenditure is estimated at £124,771, being made up of and comparing with the 1933 estimate as follows:—

	1934	1933	
	£	£	£
Departmental Expenditure	79,321	72,790	6,531
Payments to Contractors (Shore Handling and Lighterage)	45,550	51,364	5,814
Totals	£124,771	£124,094	£677

The provision for Depreciation at £30,337 represents an increase on the 1933 estimate of £150.

Depreciation

Total Working Expenditure.

Net Revenue Account.

Mombasa Port

Net Revenue Account.

7. NET REVENUE ACCOUNT.

Loan Fund Charges amount to :-

	£	£
Interest .....	180,906	
Redemption .....	34,991	
Total .....		215,897

Towards these charges the balance brought forward from Revenue Account of £161,092, and the proceeds of the Levy on Salaries and Wages of £1,000 amount to .....

	162,092
Leaving an estimated loss of .....	£53,205

which is carried to the Combined Net Revenue Account.

Combined Net Revenue Account, Railways & Harbours.

8. COMBINED NET REVENUE ACCOUNT.

The balances transferred to this Account from the Net Revenue Accounts of the Railways and Harbours are :-

		£
Railways : Surplus .....		55,685
Harbours : Loss .....		53,205
Net Surplus .....		£2,480

Abstracts L, M, & N.

9. EXPENDITURE FROM RENEWALS, BETTERMENT AND INSURANCE FUNDS.

Abstract L shows the expenditure contemplated during 1934 from Renewals and Betterment Funds in respect of Railways.

Abstract M shows the expenditure contemplated during 1934 in connexion with the Marine.

Abstract N shows the expenditure on works to be carried out at the Port of Mombasa during 1934.

Appendix I reflects the estimated position of the Renewals, Betterment and Insurance (Lake Marine) Funds at the 31st December, 1934.

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 gives particulars of all the items which appear in the various Abstracts under "Miscellaneous Expenses."

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

<p>Balance from Net Revenue Account (Harbours) .....</p> <p>Balance (Surplus) transferred to Deficit Account .....</p>	<p>£ 53,205</p> <p>2,480</p> <hr/> <p>£ 55,685</p>
<p>Balance from Net Revenue Account (Railways) .....</p>	<p>£ 55,685</p>

Net Revenue Account.

7. NET REVENUE ACCOUNT.

Loan Fund Charges amount to :-			
	£	£	
Interest	180,806		
Redemption	34,991		
Total		215,297	

Towards these charges the balance brought forward from Revenue Account of £161,093, and the proceeds of the Levy on Salaries and Wages of £1,000 amount to .....

	162,093
Leaving an estimated loss of	<u>£53,205</u>

which is carried to the Combined Net Revenue Account.

Combined Net Revenue Account, Railways & Harbours.

8. COMBINED NET REVENUE ACCOUNT.

The balances transferred to this Account from the Net Revenue Accounts of the Railways and Harbours are :-

		£
Railways : Surplus	55,685	
Harbours : Loss	<u>53,205</u>	
Net Surplus		<u>£2,480</u>

Abstracts L, M, & N.

9. EXPENDITURE FROM RENEWALS, BETTERMENT AND INSURANCE FUNDS.

Abstract L shows the expenditure contemplated during 1934 from Renewals and Betterment Funds in respect of Railways.

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G. D. RHODES, General Manager.

KENYA AND UGANDA RAILWAYS AND HARBOURS

COMBINED NET REVENUE ACCOUNT

	£	£
Balance from Net Revenue Account (Railways) .....	55,685	55,685
Balance from Net Revenue Account (Harbours) .....	53,205	
Balance (Surplus) transferred to Deficit Account .....	2,480	
		<u>£ 55,685</u>

## KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1934  
RAILWAYS—REVENUE ACCOUNT

Expenditure	1934	1933	Increase	Decrease	Earnings	1934	1933	Increase	Decrease
Engineering Expenses—					Passengers				
Locomotive Running Expenses	£ 179,996	£ 170,696	9,300		Parcels and Luggage	194,000	160,000	34,000	85,000
Maintenance of Engines and Rolling Stock	271,972	229,375	42,597		Live Stock	27,000	27,000		1,500
Traffic Expenses	161,855	143,189	18,666		Goods	17,000	15,000	2,000	257,800
General Charges	215,027	222,162	(7,135)		Telegraphs	1,717,200	1,695,000	22,200	
Motor Services	94,500	100,445	(5,945)		Miscellaneous	1,200	1,200		
Miscellaneous Expenditure	60,523	59,945	578			65,000	49,000	16,000	
Total Ordinary Working Expenditure—	1,023,843	984,189	39,654						
Depreciation	335,895	334,651	1,244						
Total	1,359,738	1,318,840	40,898						
Balance Net Earnings carried to Net Revenue Account	812,062	421,210	390,852						
TOTAL	£ 1,967,800	£ 1,750,000	237,800		TOTAL	£ 1,967,800	£ 1,750,000	237,800	

## RAILWAYS—NET REVENUE ACCOUNT

Interest Charges	525,998				Balance from Revenue Account (Railways)	628,000			
Loan Redemption Charges	93,769				Miscellaneous Receipts	30,000			
Write-off of Dead Assets	3,000				Payroll Salaries and Wages	1,000			
Write-off of Obsolete Stores	55,885								
Balance transferred to Combined/Net Revenue Account	882,062				TOTAL	£ 882,062			
TOTAL	1,560,662								

## KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1934  
HARBOURS—REVENUE ACCOUNT

EXPENDITURE	1934	1933	Increase	Decrease	EARNINGS	1934	1933	Increase	Decrease
Working Account—					Deepwater and Bulk Oil Berths—				
(1) Departmental Expenditure	£ 579,221				Imports	104,227	94,368	9,859	11,388
(2) Payment to Contractors (Shore Handling and Lightage)	30,337	124,094	(93,757)		Exports	185,221	98,039	87,182	5,179
Depreciation	45,550	30,187	15,363		Lightered Cargo—(including Coal)	4,208	3,137	1,071	186
TOTAL	£ 654,108	154,368	500,740		Imports	518	658	(140)	
					Exports	60,000	54,000	6,000	
Balance Net Earnings carried to Net Revenue Account (Harbours)	161,062	150,204	10,858		Port Dues	62,000	50,786	11,214	14,786
TOTAL	£ 316,800	207,485	109,315		Miscellaneous	316,200	207,485	108,715	

## HARBOURS—NET REVENUE ACCOUNT

Interest Charges	180,306				Balance from Revenue Account	161,062			
Loan Redemption Charges	34,991				Levy on Salaries and Wages	1,900			
Balance transferred to Combined (Railways and Harbours) Net Revenue Account	915,297				Balance Carried to Combined (Railways and Harbours) Net Revenue Account	53,206			
TOTAL	£ 1,130,594				TOTAL	£ 215,297			

RAILWAYS ESTIMATES

1934

ABSTRACT "A"—ENGINEERING EXPENSES

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IA—CHIEF ENGINEER'S HEADQUARTERS STAFF— (a) <i>Administrative and Engineering</i>								
1. Chief Engineer	1,600	1	1,750	1	1,750			
Pensionable Allowance	150							
2. Assistant Chief Engineer	1,250	1	1,250	1	1,250			
3. District Engineer	840 by 40 to 920		77		600		523	Part time only—Remainder under I. B. (a).
4. Miscellaneous Expenses (see Appendix V)		2	3,077	2	3,600	390	523	
			450		60			
Deduct Contribution from Port		2	3,527	2	3,660		133	Increase due to provision for Acting and Relieving Allowances
Total IA(a)			200		180		20	
(b) <i>Technical Office</i>		2	3,327	2	3,480		153	
1. Chief Draughtsman	840 by 40 to 920	1	920	1	920			
2. Senior Draughtsman (Engineering)	480 by 20 to 600	2	1,153	2	1,119	34		Normal increments
3. Senior Draughtsman (Architectural)	480 by 20 to 600	1	580	1	560	20		
4. Learner Draughtsman	180 by 12 to 240	1	204	1	180	24		Scale now incremental.
5. Clerk, Class II	315 by 18 to 405	1	387	1	369	18		Normal increment.
6. Typist, Class II	120 by 12 to 180						153	New shown as Shorthand Typist.
7. Shorthand Typist	144 by 12 to 240	1	165		133	185		Previously shown as Typist, Class II.
Carried forward		7	3,609	7	3,301	108		

**Railways**

ABSTRACT "A" ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1984		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
<i>Brought forward</i>						
1A—CHIEF ENGINEER'S HEADQUARTERS STAFF—Contd.						
(b) Technical Office—Contd.						
8. Surveyor (Asian)	Sh. per mensum 380 by 25 to 550	1	330	1	330	Normal increments
9. Draughtsman (Asian)	{ 150 by 15 to 340 } { 380 by 25 to 500 }	2	402	2	388	9
10. Clerk (Asian) Class V	150 by 15 to 240	1	144	1	135	9
11. Survey boys		3	50	3	52	
12. Plan Printers	20 to 60	2	29	2	50	21
13. Drawing Material		16	4,364	16	4,261	104
14. Drawing and Survey Instruments			25		300	250
15. Miscellaneous Expenses (See Appendix V)			210		25	55
		16	5,149	16	4,741	408
Deduct Contribution from Port			320		281	39
Total 1A(b)		16	4,829	16	4,460	369

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Due to new engagements on lower wages.

Extra provision to supply prints of Main Line Sheets to all sub-districts.

Increase due to provision for Acting Allowance.

DETAILS	Scale	ESTIMATE, 1984		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
1A—CHIEF ENGINEER'S HEADQUARTERS STAFF—Contd.						
(c) Central Office						
*1. Office Assistant to Chief Engineer	600 by 30 to 720	1	720	1	720	
2. Clerks, Class I	420 by 20 to 480	2	960	2	960	
3. " " " " Class II	315 by 18 to 405	1	405	3	1,197	792
4. Short-hand Typist, Special Grade	250 by 18 to 340	1	340	1	340	Two now shown under I, B (c).
5. Short-hand Typist	144 by 12 to 240	1	238	1	228	10
6. Clerk (Asian) Special Class	Sh. p.m. 440 and upwards	1	300	1	300	
7. Clerks (Asian) Class I	410 by 20 to 430	1	258	1	258	
8. " " " " Class III	310 by 20 to 350			1	180	180
9. " " " " Class IV	250 by 15 to 285	4	684	2	357	327
10. " " " " Class V	150 by 15 to 240			1	144	144
11. " (African) Class III	20 to 60	1	36	1	30	6
12. Messengers and Office Boys	10 to 30	4	58	4	60	2
13. Miscellaneous Expenses (See Appendix V)		17	3,999	19	4,774	775
			460		523	63
Deduct Contributions from Port		17	4,459	19	5,299	840
Total 1A (c)		12	4,279	19	5,161	882
Total 1A		35	12,858	37	13,101	686

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Now shown under I, B (c).

Two previously shown under I, B (c) Rly. and I, B (c) Port

Now shown under I, B (c).

Normal increment.

Estimated requirements.

Increase due to Acting and Relieving Allowances

Provisionable Post.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION	
		No.	£	No.	£		
<b>1B—DISTRICT STAFF</b>							
<i>(a) Administrative and Engineering.</i>							
1. District Engineers	£	3	2,683	4	2,970	Increase due to normal increments and inclusion of greater proportion of salary of officer included in 1 A (b) 3.	
2. Senior Assistant Engineers		2	1,500	1	720		287
3. Assistant Engineers		8	4,870	8	4,685		185
4. Motor Trolley Drivers, Trolley-men and Chainmen		27	732	37	969	237	Reduction due to extended use of Motor Trolleys. Previously underestimated.
5. Miscellaneous Expenses (see Appendix V)		40	10,775	50	10,200	485	Increase due to Acting and Relieving Allowances
Add Contribution to Port			371		354	17	
Total 1B(a)		40	11,146	50	10,644	502	
<i>(b) Technical Office.</i>							
1. Surveyors (Asian)	Shs. per mensem	3	930	3	915	15	Normal increments
2. Chainmen	350 by 25 to 550	8	118	12	173	55	Reduction in staff.
3. Miscellaneous Expenses (see Appendix V)		11	1,128	15	1,228	100	Estimated requirements.
Add contribution to Port			104		98	6	
Total 1B(b)		11	1,232	15	1,326	94	

Responsible Post.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION	
		No.	£	No.	£		
<b>1B—DISTRICT STAFF—Contd.</b>							
<i>(c) Clerical Offices.</i>							
1. Office Superintendent	500 by 20 to 600	1	580	1	560	20	Normal increment
2. Clerks, Class I	420 by 20 to 480	1	480	1	480		Two previously shown under 1A(c).
3. " " " II	315 by 18 to 405	3	1,185	1	358	827	Normal increment.
4. " " " III	240 by 15 to 300	1	300	1	300		Previously shown as Typist, Class II.
5. Shorthand Typist, Special Grade	250 by 18 to 340	1	340	1	337	3	One now shown as Shorthand Typist.
6. Shorthand Typist	144 by 12 to 240	1	168				
7. Typist, Class II	120 by 12 to 180	2	264	3	408	144	
Sh. per mensem							
8. Clerks (Asian) Special Class	440 upwards	2	618	2	618		Normal increments. One previously shown under 1B(d).
9. " " " Class I	410 by 20 to 430	7	1,759	6	1,348	251	Change in holder of post.
10. " " " II	360 by 20 to 400	1	216	1	224	8	One previously shown under 1A(c).
11. " " " III	310 by 20 to 350	2	372	1	210	162	One now shown under 1A(c).
12. " " " IV	250 by 15 to 295	5	824	6	1,071	237	Normal increments.
13. " " " V	150 by 15 to 240	4	576	4	568	8	One previously shown under 1B(d).
14. " (African) Class II	65 to 90	2	93				Additional appointments required for all District and sub-offices Covered by reduction of one in number of Asian Clerks, Class V under A.I.B.(d)
15. " " " III	20 to 60	5	149				Reduction of one and new engagements on lower wages
16. Messengers and Office Boys	10 to 30	8	122	9	175	53	
17. Miscellaneous Expenses (see Appendix V)			225		245	20	
Add contribution to Port		46	8,321	37	7,102	1,219	
Total 1B(c)		46	8,841	37	7,623	1,218	



**Railways**

**ABSTRACT 'A'—ENGINEERING EXPENSES—Contd.**

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
II.—MAINTENANCE AND RENEWALS OF PERMANENT WAY—	£					
1. (a) Maintenance Gangs		44,835		47,700	2,865	Due to reduction in gang strengths and wages.
(b) Artizans and Mates		3,025		2,958	67	
2. (a) Permanent Way Materials		2,900		3,220	1,320	Previous provision insufficient.
(b) Consumable Stores		650		2,500	2,290	Anticipated requirements.
(c) Tools		1,600		3,500	500	Actual requirements.
3. Ballasting		4,000		50,878	2,588	
4. Repairs to Formation				93	93	
Contribution to Port		57,310		59,971	2,661	
Total II		57,310		59,971	2,661	
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND GULLYWAYS—						
(a) Repairs		875		470	405	Increased expenditure necessary to overtake partially arrears of maintenance.
(b) Painting		2,100		950	1,750	
Total III		3,575		1,420	2,155	
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—						
1. Station Buildings and Workshops		3,300		2,880	500	
2. Station Machinery		2,800		718	2,142	
3. Staff Quarters		13,900		11,440	2,460	
4. Water Supply Installations		3,500		576	1,124	Increased expenditure necessary to overtake partially arrears of maintenance.
5. Roads and Platforms		1,300		984	316	
6. Inland Piers and Docks		4,600		960	20	
7. Sewerage and Sewage Disposal Works		740		192	548	
8. Rents and maintenance of Godown Areas		715		715		Previously provided for under Land Account.
Total IV		25,575		17,750	7,825	

**ABSTRACT 'A'—ENGINEERING EXPENSES—Contd.**

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
V.—MAINTENANCE AND MINOR RENEWALS OF TELEGRAPHS, TELEPHONES AND INSTRUMENTS	£					
1. Bush Clearing		8,070		8,016	54	Actual requirements.
2. Tools and Plant		2,850		2,750	100	
3. Fire Fighting Appliances		1,200		1,054	146	Actual requirements.
4. Conservancy		75		50	25	
5. Supply of Water		4,200		5,700	1,500	Previously overestimated.
6. Insurance of Motor Vehicles		4,500		4,500		
7. Insurance of Motor Vehicles		40		36	4	Estimated requirements.
Total V		12,805		14,130	1,225	
VII.—NEW MINOR WORKS		3,000		1,500	1,500	Anticipated requirements.
VIII.—CONTINGENCIES DUE TO FLOODS AND ACCIDENTS		500		250	250	
IX.—PASSAGES		3,530		3,000	530	Actual requirements.
X.—PRINTING AND STATIONERY		550		552	2	
TOTAL ABSTRACT 'A'		507	179,886	520	170,696	9,190





ABSTRACT "C"—MAINTENANCE OF ENGINES AND ROLLING STOCK

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933	Increase	Decrease	EXPLANATION
		No.	£				
<b>C1—(a) GENERAL SUPERINTENDENCE—</b>							
1. Chief Mechanical Engineer	L.350	1	1,350	1,300			Present Acting Works Manager for two months only. Change in holder of post. Normal increment. Normal increment
2. Works Manager	840 by 40 to 920	1	192	807	25		
3. Assistant Accountant	480 by 20 to 600 (600 by 30 to 720)	1	700	540	20		
4. Senior Foreman	480 by 20 to 600	2	1,190	1,160	20		
5. Chief Locomotive Draughtsman	600 by 30 to 720	1	720	720			
6. Miscellaneous Expenses (see Appendix V)			235	235			
Total C.1(a)		7	4,331	4,872	65		
<b>C1—(b) SUPERINTENDENCE—</b>							
1. Inspectors, Class II	480 by 20 to 540	2	1,060	2,661		1,601	3 posts transferred to Abstract B.1(a).
2. Inspectors, Class III	390 by 18 to 480	1	480	1,404		924	2 posts transferred to Abstract B.1(a).
3. Foremen	444 by 18 to 480 480 by 20 to 540	14	7,255	7,191	64		Normal increments.
4. Tial Driver	240 by 18 to 300		1,669	300		300	Post temporarily abolished.
5. Proportion of Salaries of Shed Foremen			900	1,492	117		Part charged to B.11.1 and 2.
6. Miscellaneous Expenses (see Appendix V)				900			
Total C.1(b)		17	11,304	13,948		2,644	

\* Provisional Year

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

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933	Increase	Decrease	EXPLANATION
		No.	£				
<b>C1—(c) OFFICE—</b>							
1. Junior Draughtsman, Class II	300 by 18 to 372	1	318	300	18		Normal increment
2. Senior Clerk	500 by 20 to 540	1	540	540			
3. Clerks, Class I	420 by 30 to 480	2	960	960			Normal increments.
4. " " " " " " " "	315 by 18 to 405	4	1,568	1,552	38		1 promotion from Junior Clerk.
5. " " " " " " " "	180 by 15 to 225	1	195	195		204	See Item No. 5.
6. " " " " " " " "	Up to 180	2	312	516	18		Normal increment
7. Junior Clerks	260 by 18 to 340	1	312	294	18		2 additional temporary posts and normal increments.
8. Short-hand-Typist Special Grade.	144 by 12 to 240	4	705	334	371		Normal increments
9. Short-hand-Typists	Sh. per mensem			954		18	
10. Clerks (Asian) Special Class	440 upwards	3	972	1,032			
11. " " " " " " " "	410 by 20 to 430	4	1,032	792			Normal increments
12. " " " " " " " "	310 by 20 to 350	4	792	470	177		1 additional appointment
13. " " " " " " " "	250 by 15 to 295	4	647	1,888	112		Normal increments
14. " " " " " " " "	150 by 15 to 240	15	2,000				
15. Clerks (African) Class I	95 to 150	4	234	232	2		
16. " " " " " " " "	65 to 90					22	Changes in holders of posts.
17. " " " " " " " "	20 to 30	10	160	182	53		Normal increments
18. Office Boys and Messengers	10 to 30	579	579	526			Items 3, 4, 5 and 6.
19. Proportion of Salaries of Shed Clerks			285	280	35		Estimated requirements.
20. Miscellaneous Expenses (see Appendix V)			11,621	10,812	809		NOTE.—Clerical Staff of Abstract "B" and "C" combined. Half of Items 2 to 15 charged to Abstract "B" and half to Abstract "C."
Deduct Abstract "B" Contribution			5,215	4,863		352	
Total C.1(c)		84	22,647	24,769		2,122	

Railways

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

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		INCREASE Decrease	EXPLANATION
		No.	£	No.	£		
C.II—MAINTENANCE OF ENGINES—	£						
1. Shop Repairs:							
(a) Labour			20,008		19,014	994	
(b) Materials			9,915		7,915	2,000	
2. Running Repairs:							
(a) Labour			24,375		23,569	806	
(b) Materials			10,447		6,110	4,337	
Deduct Port Contribution			64,745		56,608	8,137	
			750		750		
Total C.II			63,995		55,858	8,137	
C.III—MAINTENANCE OF COACHING STOCK—							
1. Shop Repairs:							
(a) Labour			10,350		8,350	2,000	
(b) Materials			5,305		3,305	2,000	
2. Running Repairs:							
(a) Labour			5,275		5,275		
(b) Materials			5,042		5,042		
Total C.III			25,972		21,972	4,000	
C.IV—MAINTENANCE OF GOODS STOCK—							
1. Shop Repairs:							
(a) Labour			9,722		5,732	4,000	
(b) Materials			6,066		4,086	2,000	
2. Running Repairs:							
(a) Labour			13,366		13,366		
(b) Materials			6,251		6,251		
Deduct Port Contribution			35,435		29,435	6,000	
			500		500		
Total C.IV			34,935		28,985	6,000	

} Due to increased mileage in 1934

Railways

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

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		INCREASE Decrease	EXPLANATION
		No.	£	No.	£		
C.V—MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.—	£						
1. Shop Repairs			5,600		5,600		
2. Running Repairs			1,197		1,177	20	
3. Fire Fighting Appliances			238		238		Estimated requirements
Total C.V			7,035		7,015	20	
C.VI—EUROPEAN APPRENTICES' HOSTEL	Expenditure £600 Receipts £600				50	50	
C.VII—AFRICAN APPRENTICES' HOSTEL			1,185		1,185		
C.VIII—PRINTING AND STATIONERY			317		317		
C.IX—DRAWING MATERIALS AND INSTRUMENTS			50		50		
C.X—PASSAGES			5,050		2,500	2,550	Estimated requirements
C.XI—NEW MINOR WORKS AND IMPROVEMENTS							
(a) New Minor Works			260		95	165	
(b) Alterations and Improvements			409		443	34	Estimated requirements
Total C.XI			669		538	131	
TOTAL ABSTRACT "C"		84	161,855	85	143,189	18,666	

Railways

ABSTRACT "D"—TRAFFIC EXPENSES

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I.—(a) SUPERINTENDENCE—</b>								
1. Superintendent of the Line	1,500	1	1,500	1	1,500	£	£	
2. Assistant Superintendent of the Line	1,000 by 50 to 1,200	1	1,200	1	1,200			
3. Assistant Superintendents, Class I	720 by 30 to 840	2	1,680	2	1,670	10		Normal increments.
4. District Traffic Superintendents, Class II	600 by 30 to 720	2	1,440	2	1,410	30		"
5. Asst. District Traffic Superintendents	480 by 20 to 600	3	1,760	2	1,200	560		One promotion from Item 7 and normal increments.
6. Asst. Traffic Superintendents	480 by 20 to 600	1	560		560		1,080	New designation and promotion from Item 7.
7. Traffic Officers	480 by 20 to 540			2	1,080			One promoted to Item 5 and one to Item 6.
8. Traffic Inspectors, Class I	500 by 20 to 540			5	2,265	439		Previous provision insufficient—one for part year only.
9. Traffic Inspectors, Class II	390 by 18 to 480	6	2,765					Normal increments.
10. Traffic Instructors, Class II	420 by 20 to 540	2	1,910	2	972	38		Normal increment.
11. Chief Train Controller	480 by 20 to 600	1	600	1	580	20		Normal increments.
12. Train Controllers	380 by 18 to 490	3	1,402	3	1,366	36		Promotion from Item 14.
13. Asst. Controller, Class II	255 by 15 to 285	1	255	1	240	240		Now shown under Item 13.
14. Asst. Controller, Class III	180 by 15 to 240			1	100	100		Anticipated requirements.
15. Acting Allowances		1	90	1	90			
16. Salary of Staff Car Driver		1	250	1	300			
17. Contribution to Port Dept.								
Total I(a)		24	14,612	28	14,134	478		Anticipated requirements
<b>(b) Miscellaneous Expenses (see Appendix V)</b>								
			750		775		25	
Total I		24	15,362	28	14,909	453		

\* Pensions Post.

Railways

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>II.—(a) OFFICES—</b>								
1. Senior Clerks	500 by 20 to 540	3	1,580	2	1,060	520		Promotion from Item 2 and normal increments.
2. Clerks, Class I	420 by 20 to 480	6	2,740	6	2,760		20	Changes in holders of posts and normal increments.
3. " " " II	315 by 18 to 405	2	923	4	1,551	628		Promotion to Item 2 and normal increments.
4. " " " III	240 by 15 to 300	2	600	2	575	25		"
5. " " " IV	180 by 15 to 225	2	350	2	431	19		"
6. Junior Clerks	Up to 180							"
7. Shorthand Typist, Special Grade	280 by 18 to 340	1	250					"
8. Shorthand Typist	144 by 12 to 240	3	525	4	675	250		Promotion from Item 8.
9. Typist, Class I	195 by 15 to 250	1	244	1	220	15		and normal increments.
10. " " " II	120 by 12 to 180			1	144		144	Promotion to Item 8.
11. Clerks (Asian) Special Class	Sb. per mensm	4	1,548	4	1,323	25		Normal increments.
12. " " " " " Class I	440 upwards	4	1,030	4	1,028	2		Changes in holders of posts, and normal increments.
13. " " " " " II	410 by 20 to 490			5	240		240	Provided under Item 14.
14. " " " " " III	360 by 20 to 400			1	150		150	One post in place of Item 13 and normal increments.
15. " " " " " IV	310 by 20 to 350			5	1,050	210		Normal increments.
16. " " " " " V	250 by 15 to 295			7	1,241	17		One post transferred from D. III (a) Item 27 and normal increments.
17. " " " " " (African) Special Class	150 by 15 to 240			12	1,583	168		Normal increments.
18. " " " " " Class I	150 upwards	1	126	1	114	6		Reduction in staff.
19. " " " " " Class II	95 to 150	5	370	5	470		101	Anticipated requirements.
20. Messengers and Office Boys	65 to 90	3	182	3	144	18		
21. Proportion of amount for Clerical Staff provided for under Abstract E. II.	10 to 30	14	168	18	230		62	
22. Contribution to Port Dept.			409		510		101	
			600		600			
Total II(a)		77	15,961	82	16,051		70	Estimated requirements.
<b>(b) Miscellaneous Expenses (see Appendix V)</b>								
			2,710		2,880		140	
Total II		77	18,691	82	18,901		210	

DETAILS	Scale	ESTIMATE 1944		ESTIMATE 1953		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—(c) STATION AND PIER STAFFS—								
1. Station Masters, Class I	480 by 20 to 500	1	480	4	1,814	480	441	Promotion from Item 2.
2. Station Masters, Class II	420 by 20 to 460	3	1,373	1	540	272		Promotion to Item 1 and normal increments
3. Goods Agent, Class I	480 by 20 to 540	1	272	1	272			Previously shown under Item 5
4. Asst. Station Master, Class I	255 by 15 to 300	1		1	225	225		Now shown under Item 4.
5. Asst. Station Master Class II	300 by 15 to 340	2	840	1	420	420		Previous provision insufficient
6. Assistant Goods Agents	255 by 15 to 355	1	255	1	240	255	240	Promotion from Item 8.
7. Goods Clerk, Class II	180 by 15 to 240	3	452	3	270	182		Promotions from Item 7.
8. Goods Clerk, Class III	Up to 180	1	453	1	435	18		Promotions from Item 11 and normal increments
9. Junior Clerks	390 by 18 to 480	5	375	5	375			Normal increment.
10. Weighing Machine Inspector								Changes in holders, and normal increments.
11. Traffic Apprentices								
12. Station Masters (Asian), Special Class	Sh. per mensem	3	1,032	31	988	33	270	Normal increments
13. " " " " Class I	470 upwards	8	2,160	9	2,430			One post shown under Item 14 and normal increments
14. " " " " Class II	410 by 20 to 450					240	1,948	From Item 13.
15. " " " " Class III	360 by 20 to 400	1	240	74	14,920	354	324	Reduction in staff and normal increments
16. " " " " Class IV	310 by 20 to 350	2	354	19	2,736	1,446		Previously shown under Item 15.
17. " " " " Class V	250 by 15 to 295	16	2,412	103	13,717	342	368	Reduction in staff.
18. Assistant Station Masters (Asian)	150 by 15 to 240	109	15,163	17	1,649	92		Regrading from Item 31 and normal increments.
19. Station Masters (African) Class I	190 upwards	3	342	13	2,356		1,200	Promotions from Item 20.
20. " " " " Class II	120 to 180	14	1,281	9	2,322		774	Promotions to Item 19 and normal increments
21. Year Foremen and Assistants (Asian)	380 by 25 to 450	13	2,448	7	500		1,856	Normal increments.
22. Crane Drivers, Fitters, Firemen, etc.	250 by 15 to 330	3	1,068	5	1,050			Reduction in staff and normal increments
23. Clerks (Asian) Special Class	440 upwards	6	1,568	9	1,568			Reduction in staff and normal increments.
24. " " " " Class I	410 by 20 to 430	259	46,590	271	48,246			
<i>Carried forward</i>								

DETAILS	Scale	ESTIMATE 1944		ESTIMATE 1953		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—(c) STATION AND PIER STAFFS—Contd.								
25. Clerks (Asian) Class III	Sh. per mensem	41	8,551	41	8,512	39		Normal increments.
26. " " " " Class IV	310 by 20 to 350	6	1,050	5	887	163		Promotion from Item 27 and normal increments
27. " " " " Class V	250 by 15 to 295	138	19,385	135	18,659	726		Previous provision insufficient. Staff retained against reduction in Items 23 and 24. Normal increments.
28. Clerks (African) Class I	95 to 150	12	866	15	1,016	150		Reduction in staff and normal increments.
29. " " " " Class II	65 to 90	35	1,890	30	1,560	330		Promotions from Item 30 and normal increments
30. " " " " Class III	20 to 60	70	2,319	72	2,306	13	12	Promotions to Item 29, changes in holders, normal increments
31. Signallers (Asian) Class I	150 by 15 to 205	28	3,152	30	3,164			Regrading to Item 18 and normal increments.
32. " " " " Class II	130 to 180	11	1,195	11	995	110		Normal increments.
33. " " " " Class III	90 to 120	40	2,686	40	2,764	44		
34. " " " " Class IV	50 to 80	52	1,894	40	1,375	519		
35. Telegraph Learners	20 to 40	45	999	45	800			Promotions from Item 35 and normal increments.
36. Telephone Operators (African)	50 to 90	3	156	3	162	156		Changes in holders of posts
37. Ticket Collectors (African)	50 to 90	3	156	3	156			Normal increments
38. Weighing Machine Fitters (Asian)	260 by 15 to 350	4	684	4	648	36		
39. Railway Agents at Kasanyi, Karungu and Musoma	150 by 15 to 230							
40. Headmen	30 to 60	3	300	3	300		82	Changes in staff.
41. Pointsmen	20 to 40	290	4,000	321	4,744		744	Reduction in staff, and normal increments
		1,093	96,579	1,107	97,246		667	
<i>Carried forward</i>								

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
<i>Brought forward</i>						
III.—(a) STATION AND PIER STAFFS.—Contd						
42. Porters and Lampmen	Sh. per mensm					
43. Sweepers	10 to 30	125	1,900	129	8,837	337
44. Watchmen	10 to 30	27	450	27	2,028	228
45. Office Boys and Messengers	20 to 50	50	700	55	500	30
46. Overtime	10 to 30	50	500	55	725	25
Total III(a)		1,280	108,529	1,318	109,886	50
III.—(b) LOADING AND UNLOADING OF VESSELS AND TRUCKS—						
1. Kilindini Harbour						
2. Other Ports and Stations						
Total III(b)						
III.—(c) MISCELLANEOUS EXPENSES (See Appendix V)						
Total III		1,280	123,231	1,318	125,069	1,788
IV.—(a) RUNNING STAFF—						
1. Guards	£	6	1,800	6	1,800	
2. Ticket Examiners	240 by 18 to 300	10	3,000	12	3,600	600
3. Guards (Asian)	Sh. per mensm	71	11,100	78	11,527	427
4. Guards (African)	180 by 15 to 340	12	648	8	313	336
5. Ticket Examiners (Asian)	60 to 110	2	408	2	402	6
	120 to 150					
	160 by 15 to 340					
Total IV(a)		101	16,957	106	17,642	685
Add Contribution to Abstract B. VI for Running Room Staff and Stores			610		389	221
Total IV(a)		101	17,567	106	18,031	464

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
IV.—(b) MISCELLANEOUS EXPENSES (see Appendix V)						
Total IV		101	23,717	106	24,011	294
V.—CLEANING OF CARRIAGES AND WAGONS—						
(a) Wages			150		180	
(b) Materials			6,000		5,800	200
Total V			2,250		2,370	120
VII.—STATION STORES (FUEL, LIGHTING, WATER ETC.)—						
(a) Fires, Lights, Water and General Stores for Carriages, Stations, Ports, Offices, etc.			1,750		1,910	160
(b) Wagon Covers, Ropes, etc.			960		940	20
(c) Office and Station Fittings and Equipment			500		500	
(d) Watch and Clock Repairs			372		394	22
Total VI			6,232		7,234	1,002
VII.—CLOTHING			1,100		1,680	580

DETAILS	Scale	ESTIMATE, 1944		ESTIMATE, 1953		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII.—(d) CATERING—								
1. Assistant Superintendent (Catering)	600	1	600	1	600			
2. Clerk, Class I	420 by 20 to 480	1	470	1	378	370	378	Regrading.
3. Clerk, Class II	315 by 18 to 405							
	Sls. per month							
4. Clerk, (Asian) Class I	410 by 20 to 430	1	258	1	250	8		Normal increment.
5. " " " II	310 by 20 to 350	1	196	1	180	6		" " "
6. " " " V	430 by 15 to 240	2	254	2	237	17	183	Post. abolished.
7. Inspecting Steward (Asian)	200 by 15 to 350	3	448	3	300	88		Changes in holders and normal increments
8. Chief Stewards and Cooks, Class II	150 by 10 to 200	5	570	5	655	12	85	Reduction in staff and normal increments
9. Chief Stewards and Cooks, Class III	130 by 10 to 140	4	432	4	288	12		Changes in staff and normal increments
10. Asst. Stewards and Cooks, Class I	110 by 10 to 120	4	300	4	288	12		" " "
11. Asst. Stewards and Cooks, Class II	80 by 10 to 100	16	913	15	870	43	45	Normal increments.
12. Asst. Stewards and Cooks, Class III	65 upwards	2	96	3	141	3		Reduction in staff
13. Cooks and Stewards (African) Class I	40 to 60	5	179	5	176	3		Normal increments.
14. Cooks and Stewards (African) Class II	45 upwards						40	Transfers to g (1) and changes in staff
15. Table Boys and Train Boys, Class I	30 to 40	30	408	32	448			" " "
16. Table Boys and Train Boys, Class II	16 to 38	31	365	32	403	47	38	Transfers to g (1) and changes in staff.
17. Office Boys	Up to 30	3	42	3	450	33	5	Anticipated requirements.
18. Travelling and Running Allowances								
Total VIII(d)		110	6,004	116	6,086		82	

DETAILS	Scale	ESTIMATE, 1944		ESTIMATE, 1953		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII.—CATERING—Contd.								
(d) Equipment and Uniforms	£		100		200		100	Anticipated requirements
(e) Snacks, Liquors, Licences			6,000		8,522		2,522	Anticipated requirements
(f) Laundry and Disinfectant:								
1. Wages		15	432	16	438	6	6	Reduction in staff.
2. Equipment			15	20	5		5	Anticipated requirements
3. Snacks, Power, etc.			258	310	52		52	" " "
Total VIII(f)		15	705	16	708		63	
(g) Mineral Water Factory:								
1. Wages		7	283	7	245	44		Previous provision insufficient.
2. Equipment			54	60	205	29	6	Anticipated requirements
3. Snacks			234					" " "
Total VIII(g)		7	577	7	510	67		
(h) Ice Plant:								
1. Wages		2	101	2	110	9		Changes in staff
2. Equipment			10	10				" " "
3. Snacks, Power, etc.			192	208			16	Anticipated requirements
Total VIII(h)		2	303	2	328		25	

**Railways**  
ABSTRACT "D" - TRAFFIC EXPENSES - Contd.

DETAILS	Scale	ESTIMATE, 1984		ESTIMATE, 1983		Increase	Decrease	EXPLANATIONS
		No.	£	No.	£			
VIII - Carriage - Contd.	£							
(c) Bedding Account		24	463	21	434	29		Transfers from (a), (16) and (17) Anticipated requirements.
1. Wages			532		30	502		
2. Equipment and Uniforms								
Total VIII(c)		24	995	21	464	531		
(d) Printing and Stationery			150		200		50	"
Total VIII		158	14,834	162	17,078		2,244	"
IX - (a) CLAIM INVESTIGATION AND COMPEN- SATION			300		370		70	"
(b) COMMISSION ON SALE OF PASSENGER TICKETS			600		280	200		"
Total IX			700		650	130		"
X - PRINTING AND STATIONERY			5,200		4,700	580		"
XI - PASSENGES			4,500		5,150		650	"
XII - ADVERTISING			500		400	100		"
TOTAL ABSTRACT (a)		1,240	216,527	1,691	222,152		5,625	

**Railways**  
ABSTRACT "D" - TRAFFIC EXPENSES

MILEAGE	ESTIMATE, 1984	ESTIMATE, 1983	Increase	Decrease	Increase %	Decrease %
Traffic Train Mileage	1,963,000	1,770,021	192,979		10.90	
Engineering, Fuel & Water Trains, etc.	465,000	490,000		25,000		5.10
Total Train Mileage	2,428,000	2,260,021	167,979		7.43	
Miscellaneous Mileage	600,000	650,000		50,000		7.69
Total Engine Mileage	3,028,000	2,910,021	117,979		4.05	
Freight Ton Miles	315,000,000	275,916,835	39,083,145		14.16	

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION	
		No.	£	No.	£				
<b>I.—ADMINISTRATION—</b>									
(a) 1. His Excellency the High Commissioner for Transport			1,000		1,000	£	£	Payable to H. E. the Governor, Kenya—See paras. 3 and 4 of Secretary of State's Kenya Despatch No. 651 of 16-7-1935 and Transport Despatch No. 153 of 24-12-1930. <i>1250/30</i> <i>Nov. 16 207/30</i>	
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		250				
4. Expenses of Railway Secretariat			820		880		60		
5. Miscellaneous Expenses—His Excellency the High Commissioner and Staff ( <i>see Appendix V</i> )			75		100		25		
Total I(a)			3,145		3,230		85		
(b) Expenses of Railway Advisory Council			260		300		40		
(c) Consulting Engineers' Fees and Crown Agents' Commission			350		350				
Total I			3,755		3,880		125		
<b>II.—(a) MANAGEMENT—</b>									
*1. General Manager	2,500	1	2,500	1	2,500				Estimated requirements
*2. Chief Assistant to General Manager	1,250	1	1,250	1	1,200				
*3. Legal Adviser	950 by 60 to 1,150	1	1,150	1	1,150				
*4. Administrative Assistant	720 by 30 to 840	1	840	1	840				
Total II(a)		4	5,740	4	5,740				

Pensionable Post.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>II.—(a) OFFICE—</b>								
1. Senior Clerks	500 by 20 to 540	3	1,608	3	1,580	28	£	Normal increments.
2. Clerks, Class I	420 by 20 to 480	2	893	1	474	419		One promotion from Class II.
3. " " II	315 by 18 to 405			1	399		399	Promotion to Class I.
4. " " IV	180 by 15 to 225	1	195			195		Promotion from Junior Clerk.
5. Junior Clerks	Up to 180	2	269	3	449		180	Normal increments, and one promotion to Clerk, Class IV.
6. Shorthand-Typists, Special Grade	250 by 18 to 340	2	568	2	550	18		Normal increments.
7. Shorthand-Typists	144 by 12 to 240	4	876	4	853	23		
8. Proportion of Telephonists' Salaries and Allowances	Sh. per mensm 440 upwards	1	46		43	3		Provided for in Abstract "D"
9. Clerk (Asian) Special Class	250 by 15 to 295	2	339	2	324	15		Normal increment.
10. Clerks (Asian) Class IV	150 by 15 to 240	1	144	1	144			Normal increments.
11. Clerks (Asian) Class V	10 to 30	13	175	13	175			
12. Office Boys and Messengers			850		585	265		Estimated requirements.
13. Miscellaneous Expenses ( <i>see Appendix V</i> )			100		100			Based on expenditure in 1933.
14. Expenses incurred on account of Distinguished Visitors			800		700	100		
15. Printing and Stationery			7,181	31	6,676	505		Proportion of salaries of Despatchers and Messengers chargeable to Absts. "A" and "D"
16. Deduct			423	31	431	8		
Total II(b)		31	6,758	31	6,245	513		

Railways

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—(c) PASSAGES	£							
Total			854	160	694			Estimated requirements
Deduct Contribution by Port and Har- bours		35	13,352	35	12,145	1,207		
Total II (a) (d) and (e)			2,403	2,204	199			
(d) ESTATES OFFICE—		35	10,949	35	9,851	1,098		
*1. Estates Officer	840 by 40 to 920	1	920	1	920			†Personal to present holder. Normal increment.
2. Office Assistant to Estates Officer	{ 500 by 20 to 800 1800 by 30 to 720 }	1	690	1	680	30		Normal increment.
3. Assistant Land Surveyor	480 by 20 to 600	1	538	1	518	20		Post abolished.
4. Survey Assistants	{ 390 by 18 to 480 480 by 20 to 640 }			1	180		180	Normal increment. Post abolished. Change in holder of post.
5. Junior Draughtsman, Class I	390 by 18 to 480	1	452	1	438	14		Reduction in staff.
6. Junior Draughtsman, Class II	300 by 18 to 372	1	240	1	372		372	Provision not required due to abolition of Land Account.
7. Shorthand Typist	144 by 12 to 240	1	240	1	180	60		
8. Headman	Sh. per mensem	1	25	3	70		45	
9. Porters and Office Boys	20 to 40	6	100	12	180		80	
10. Administration and Accounts Office Charges	10 to 30				240		240	
Total		12	2,965	22	3,758		793	

\* Pensionable Post.

Carried forward

Railways

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—(e) ACCOUNTS—								
*1. Chief Accountant	1,350	1	1,350	1	1,350			Normal increment, and change in designation
*2. Assistant Chief Accountant	960 by 50 to 1,100	1	1,057	1	1,007	50		Normal increments.
*3. Senior Assistant Accountant	720 by 30 to 840	3	2,403	3	2,315	88		
Total III (a)		5	4,810	5	4,672	138		
Total II (a)		12	3,920	22	4,978		1,058	
Total II		47	14,369	57	10,129	4,240		Due to abolition of Land Account.
Total III (a)		5	4,810	5	4,672	138		

\* Pensionable Post.

**Railways**

**ABSTRACT "E"—GENERAL CHARGES—Contd.**

DETAILS	Scale	ESTIMATE 1934		ESTIMATE 1933		INCREASE	DECREASE	EXPLANATION
		No.	£	No.	£			
<b>III—(c) OFFICE</b>								
1. Senior Clerks	500 by 20 to 540 360 by 38 to 480	3	1,620	3	1,620			Normal increments
2. Travelling Inspectors of Accounts	480 by 20 to 540 360 by 38 to 480	3	1,525	3	1,465	60		
3. Stock Verifiers	480 by 18 to 480 480 by 20 to 540	2	1,080	2	1,080			
4. Clerks, Class I	420 by 20 to 480	5	2,395	5	2,375	20		Normal increments
5. " " II	315 by 18 to 405	3	1,085	2	735	351		Normal increments and promotion
6. " " III	240 by 15 to 300			1	300		300	Reduction—See increase in (5)
7. Clerks, Class IV	180 by 15 to 225	2	375			375		See Reduction in (8)
8. Junior Clerks	Up to 180	2	288	4	498		310	Reduction—See (7)
9. Shorthand-Typists	144 by 12 to 240	3	588	3	662	36		Normal increments
10. Typist, Class I	195 by 15 to 250	1	195			195		See Reduction in (11)
11. " " II	120 by 12 to 180	1	180	2	360		180	Reduction—See (10)
12. Clerks (Asian) Special Class	Sh. per mensm 440 upwards	6	2,265	6	2,205	60		Normal increments
13. " " Class I	410 by 20 to 480	21	5,490	21	5,400			
14. " " II	360 by 20 to 400	7	1,536	7	1,536			
15. " " III	310 by 20 to 350	20	3,768	20	3,768			
16. " " IV	250 by 15 to 295	20	3,100	20	3,100			
17. " " V	150 by 15 to 240	35	4,935	34	4,500	195		Normal increments—See Reduction under E, II (2)
	<i>Carried forward</i>	<b>134</b>	<b>30,126</b>	<b>133</b>	<b>29,524</b>	<b>602</b>		

**Railways**

**ABSTRACT "E"—GENERAL CHARGES—Contd.**

DETAILS	Scale	ESTIMATE 1934		ESTIMATE 1933		INCREASE	DECREASE	EXPLANATION
		No.	£	No.	£			
<b>III—Accounts—(Contd.)</b>								
<i>Brought forward</i>								
(b) OFFICE—(Contd.)								
18. Clerks (African) Class I	Sh. per mensm 85 to 150	3	205	3	195	10		Normal increments
" " II	65 to 80						15	Reduction due to change in holders of posts.
" " III	20 to 30	13	225	13	240		600	Estimated requirements
19. Messengers	10 to 30						747	
20. Leave allowances to staff to be retired								
21. Miscellaneous Expenses (see Appendix V)								
22. Deduct Amount Debited to Provident Fund		150	32,384	149	33,134		750	
23. Deduct Contribution from Port Department			1,000		1,000			
24. Deduct Contribution from Land Account			1,000		1,000			
25. Deduct Contribution from other Departments for Mechanical Accounting			1,910		2,580		670	
<b>Total III (c)</b>		<b>150</b>	<b>23,474</b>	<b>149</b>	<b>28,434</b>	<b>40</b>		See Part Abstract E (IV)
<b>CASH OFFICE</b>								
1. Clerks (Asian) Special Class	Sh. per mensm 440 upwards	4	1,224	3	1,119	105		
2. " " Class I	410 by 20 to 430	3	774	2	516	258		
3. " " III	310 by 20 to 350	2	364	2	396		12	Reduction of one and changes in holders of posts
4. " " IV	250 by 15 to 295	1	150	1	177		97	
5. " " V	150 by 15 to 240	2	288	3	702		414	
6. Cash Counters (Asian)	50 by 5 to 90	2	96	2	120		24	
7. Clerk (African) Class II	90 by 10 to 120	1	54	1	54			
8. Messengers	65 to 90	5	91	5	91			
9. Miscellaneous Expenses (see Appendix V)	10 to 30	5	90	5	205		115	Anticipated requirements.
<b>Total III (c)</b>		<b>20</b>	<b>3,151</b>	<b>21</b>	<b>3,380</b>		<b>229</b>	

**Railways**

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
III.—ACCOUNTS—Contd.						
(a) PRINTING AND STATIONERY	£		550	365	15	Anticipated requirements
(b) PASSAGES			2,000			
Total III.		175	38,985	175	38,051	66
IV.—COLONIAL AUDIT—			4,125	4,000	125	Estimated requirements.
Fixed contribution			150		150	Port Department not previously charged.
Deduct Contribution from Port Department			3,975	4,000	25	
Total IV						
V.—(a) STORES DEPARTMENT—						
1. Stores Superintendent	1,000	1	1,000			Change in holder of post.
2. Assistant Stores Superintendent	720 by 80 to 840	1	725	840	114	Change in holder of post.
3. District Stores Superintendent	480 by 20 to 600		586	1,380	794	Change in holder of post and reduction of one post
Salary and Leave Allowances for retired Officers	600 by 30 to 720	1	279		279	
Total V(a)		3	2,601	4	3,220	619
(b) OFFICES AND STORES—						
1. Stores Accountant	500 by 20 to 600	1	493	576	83	Change in holder of post.
2. Senior Clerk	500 by 20 to 540	1	540			Change in holder of post.
3. Clerks, Class I	420 by 20 to 480	1	414	480	66	Reduction of one post. See Item 5.
4. " " II	315 by 18 to 405	2	394	781	387	See Item 4.
5. " " IV	180 by 15 to 225	1	210	210		Normal increment.
6. " " Junior	Up to 180	1	176	151	25	Normal increment and 1 promotion. See Item 8.
7. Clerks (Asian) Special Class	Sh. per mensem	2	584	300	284	See Item 7.
8. " " Class I	440 upwards	2	516	774	258	Normal increments.
9. " " " III	410 by 20 to 430	3	2,520	2,426	94	Promotions from Class V. See Item 11.
10. " " " IV	310 by 20 to 350	14	600		600	
11. " " " V	250 by 15 to 295	4				
Carried forward		28	6,427	24	6,028	399

\*Pensionable Post.

**Railways**

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
V.—(b) OFFICES AND STORES—Contd.						
11. Clerks (Asian) Class V	£	28	6,427	24	6,028	399
12. " (African) Class I	Sh. per mensem	5	675	9	1,224	549
" " II	150 by 15 to 240		172	4	162	10
" " III	95 to 90					See Item 10.
" " " III	65 to 90					Normal increments.
13. Sub-Storekeepers	420 by 20 to 480	3	1,580	3	1,584	46
14. Storemen, Class I	480 by 20 to 540	1	440	1	420	20
15. " " II	420 by 20 to 480	3	1,215	3	1,215	
16. Apprentices	315 by 18 to 405	1	60	1	60	
17. Storemen (Asian) Special Class	48 to 120	1	279	1	264	15
18. " " Class I	Sh. per mensem	3	768	3	768	9
19. " " " III	440 upwards	5	942	5	930	12
20. " " " IV	410 by 20 to 430	2	282	3	389	150
21. " " " V	250 by 15 to 240	2	95	2	95	
22. Motor and Crane Drivers and Firemen	20 to 60	5	100	5	100	
23. Messengers	10 to 30	8	110	8	110	
24. Carpenters (African)	11 to 11	1	11	1	18	
25. Store Porters and Labourers	10 to 20	130	1,650	130	1,650	
26. Casual Labour	10 to 20	100	270	100	270	
27. Insurance		1,200	1,200	1,200	1,200	
28. Miscellaneous Expenses (see Appendix V)		300	300	300	300	
29. Printing and Stationery		750	750	750	750	
30. Passages						127
Total V(b)		203	17,583	203	17,578	15
Total V(a) and (b)		206	20,164	207	20,798	634
Deduct contribution from Port Department			807		872	65
TOTAL V		206	19,357	207	19,926	569

**Railways**

**ABSTRACT "E"—GENERAL CHARGES—Contd.**

DETAILS	Scale	ESTIMATE, 1964		ESTIMATE, 1963		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VI.—WATCH AND WARD—	£							
(a) Railway Police			4,847		4,919		72	Estimated requirements
(b) Railway Watchmen			2,500		3,000		500	"
Total VI			7,347		7,919		572	"
VII.—POSTAL, TELEPHONE AND TELEGRAPH SERVICES			2,400		3,000		600	"
VIII.—USKEEP OF HEADQUARTERS OFFICES—								
1. Salary of Caretaker		1	200	1	200			
2. Wages of Cleaners		24	350	24	400		50	
3. Stores			100		150		50	
4. Electricity, Maintenance of Lifts and Water and Conservancy			750		720			Part recovered from Government Departments and credited to Miscellaneous Earnings
5. Other Expenses					150		150	
Total VIII		25	1,370	25	1,620		250	
IX.—PUBLICITY—								
(a) 1. Clerk	2655 (consolidated)	1	255	1	420		135	Change in holder of post
2. Local Advertising			150		50		100	Anticipated requirements
Total IX (a)		1	405	1	470		235	

**Railways**

**ABSTRACT "E"—GENERAL CHARGES—Contd.**

DETAILS	Scale	ESTIMATE, 1964		ESTIMATE, 1963		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IX.—PUBLICITY—Contd.	£							
(b) London Office and Overseas Advertising—								
4. Contribution to Central Office			900		1,000		200	
2. Railway Section								
(1) Salary of London Representative		1	600	1	690			
(2) Clerical Assistant			118		300		182	
(3) Travelling and Subsistence			25				25	
(4) Rent, Lighting, Heating, Stationery etc.			336				336	
(5) Advertising			750		500		250	Anticipated requirements.
Total IX (b)		1	2,624	1	2,400		224	
(c) Passages					100		100	
Total IX		2	3,034	2	2,670		364	
X.—FURNITURE AND EQUIPMENT FOR STAFF QUARTERS, ETC.			250		250			
XI.—MEDICAL SERVICES—								
Per Capita Payments to Governments of Kenya and Uganda			6,700		8,000		1,300	
TOTAL ABSTRACT "E"		455	101,542	466	100,445		1,097	

**Railways**

**ABSTRACT "F"—STEAMER SERVICES**

DETAILS	Scale	ESTIMATE 1934		ESTIMATE 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I.—(a) GENERAL SUPERINTENDENCE</b>								
1. Senior Marine Officer	1,000	1	1,000	1	1,000			Normal increment. " " and change in holder.
2. Senior Marine Engineer	720 by 30 to 840	1	802	1	742	60		
3. Engineer-in-Charge	720 by 30 to 840	1	705	1	720	45		
4. Salary and Leave Allowances for retired Officers					35		35	
Total I(a)		3	2,567	3	2,497	70		
<b>(b) HEAD OFFICE STAFF</b>								
1. Clerks (Asian) Special Class	Sh. per mensem 440 upwards	1	300	1	300			Promotion from Item 5. 1 Promotion to Class IV. Normal increments.
2. " " " Class I	410 by 20 to 430	3	774	3	774			
3. " " " " III	310 by 20 to 350	1	210	1	210			
4. " " " " IV	250 by 15 to 295	3	564	2	345	159		
5. " " " " V	150 by 15 to 240	3	432	4	575		143	
6. " (African) Class I	95 to 150	4	276	4	266	10		
7. " " " " II	65 to 90	4	72	4	72			
7. Office Boys and Messengers	90 to 60	4	72	4	72			
Total I(b)		19	2,558	19	2,542	26		
<b>(c) Miscellaneous Expenses (see Appendix V)</b>								
Total I			210		260		50	
<b>II—SUBORDINATE SUPERINTENDENCE</b>								
1. Foremen	{ 444 by 18 to 480 480 by 20 to 540 }	1	510	1	490	20		Normal increment.
Total II		1	510	1	490	20		

\* Feasible Post.

**Railways**

**ABSTRACT "F"—STEAMER SERVICES—Contd.**

DETAILS	Scale	ESTIMATE 1934		ESTIMATE 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>III.—RUNNING EXPENSES—</b>								
<b>(a) Superintendence:</b>								
1. Commanders	720 by 30 to 840	2	1,647	2	1,580	67		Normal increments.
2. Chief Officers	600 by 30 to 720	2	1,440	2	1,432	8		
3. Second Officers	{ 390 by 18 to 480 480 by 20 to 600 }	4	2,160	5	2,625		465	Reduced one officer.
4. Chief Engineers	600 by 30 to 720	2	1,332	2	1,225	107		Normal increments, promotion, and increase of 1 Second Engineer.
5. Second Engineers	{ 390 by 18 to 480 480 by 20 to 600 }	11	5,735	10	5,237	498		
6. Allowances to Engineers-in-Charge of Vessels	50		270		270			
Total III(a)		21	12,584	21	12,369	215		
<b>(b) 7. Tug Masters (Asian)</b>								
Sh. per mensem 250 by 15 to 300		3	691	3	672	19		Normal increments.
350 by 25 to 500		12	643	12	683		40	Due to retirement of senior staff.
50 to 90		11	2,457	11	2,340	117		Normal increments.
95 to 150		11	698	11	657	41		Normal increments, and provision for Apprentice Mate.
150 by 15 to 250		4	528	4	472	56		
45 to 60		1	30	1	36		6	
410 by 20 to 430		1	258	1	238			Normal increments and changes in staff
310 by 20 to 350		2	396	1	210	186	490	
250 by 15 to 295		5	894	8	1,384			
150 by 15 to 240		2	244	2	244			
95 to 150		2	87	2	84	3		
65 to 90								
20 to 60								
Total III(b)		54	6,574	54	6,960		386	
Total III(c)		75	26,324	75	26,400		76	
<b>(c) Miscellaneous Expenses (see Appendix V)</b>								
Total III			240		275		35	

\* Feasible Post.

**Railways**

ABSTRACT "F"—STEAMER SERVICES—Contd

DETAILS	ESTIMATE 1934		ESTIMATE 1933		EXPLANATION
	No.	£	Increase	Decrease	
IV—MAINTENANCE					
a. Vessels		7,850	7,000	250	Estimated requirements
b. Machinery in Shops		400	700	300	
c. Tools and Plant		70	150	80	
(d) Training of African Apprentices		150	150		
(e) Disinfecting Ships		75		75	Disinfecting by new Zyklon process
Total IV		8,545	8,600	55	
V.—GENERAL STORES—					
Ropes, Tarpaulins, Clothing etc.		1,000	1,000		
VI.—FUEL—					
(a) Fuel		11,000	11,000		
(b) Labour					
VII.—RUNNING STORES—					
Oil, Tallow etc.		600	874	274	
VIII.—NEW MINOR WORKS		300		300	

**Railways**

ABSTRACT "F"—STEAMER SERVICES—Contd.

DETAILS	Scale	ESTIMATE 1934		ESTIMATE 1933		EXPLANATION
		No.	£	Increase	Decrease	
IX.—MAINTENANCE OF CHANNELS—						
(a) Maintenance	£		80	100	20	
(b) Upkeep of Lights, Lakes Victoria and Albert			125	80	45	
(c) Survey:			205	180	25	
Total IX (a) and (b)			750	720	30	
*1. Marine Hydrographic Officer	{ 600 by 30 to 720	1	750	1	720	
2. Miscellaneous Expenses (see Appendix V)	{ 720 by 30 to 840	160	160	225	65	Normal increment
Total IX (c)		1	910	1	945	35
Total IX		1	1,115	1	1,125	10
X.—CATERING—						
(d) Salaries and Wages, etc.			4,500	4,500		
(e) Equipment						
(f) Stores, Liquors and Licences						
Total X			4,500	4,500		
XI.—PRINTING AND STATIONERY			150	150		
XII.—PASSAGES			1,500	1,500		
TOTAL ABSTRACT "F"		99	60,589	99	60,988	49

For painting and inspecting lights not painted since erection.

Normal increment

\* Pensionable Post.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I.—SUPERINTENDENCE—</b>								
1. Motor Transport Officer.		1	720	1	720			
2. Miscellaneous Expenses (see Appendix V)	600 by 30 to 720		25		25			
Total G. I.		1	745	1	745			
<b>II.—OFFICE—</b>								
1. Clerk (Asian) Class I	Sh. per menscm 410 by 20 to 430	1	186	1	252		252	Post abolished.
2. " " " Class III	310 by 20 to 350	1	65	1	186			
3. Clerks (African) Class I	95 to 150	1	54	1	65			
4. " " " Class II	65 to 90	1	41	1	54			
5. " " " Class III	20 to 50	1	18	1	41			
6. Office Boy	10 to 30	1	12	1	18			
7. Miscellaneous Expenses (see Appendix V)								
Total G. II.		5	376	6	628		252	
<b>III.—STATION STAFF—</b>								
1. Clerk (African) Class II	Sh. per menscm (65 to 90	1	65	1	65			
2. Labour			48		120		72	Reduction in staff.
3. Miscellaneous Expenses (see Appendix V)			71		71			
Total G. III		1	184	1	256		72	

\* Pensionable Post.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>IV.—ROUTING EXPENSES—</b>								
1. Drivers and Van Boys	Sh. per menscm { 90 to 150: 50 to 80: 35 to 45: 20 to 30	48	1,440	48	1,440			
2. Stores			3,500		3,500			
3. Licences and Insurance for Motor Vehicles			80		150		70	Anticipated requirements.
4. Clothing			60		50			
5. Overtime			5,350		6,100		220	
Total G. IV		48	5,390	48	6,100		220	
<b>V.—MAINTENANCE OF CARS—</b>								
(a) 1. Mechanics	£		1,440		1,440			
2. Mechanics (African)	360 by 18 to 480 Sh. per menscm 90 to 150	6	420	6	420			
3. Labour (African)			400		450		50	Reduction in staff.
4. Overtime			40		40			
5. Miscellaneous Expenses (see Appendix V)			44		40		4	Anticipated requirements.
Total G. V(a)		9	2,344	9	2,350		46	
<b>(b) Stores and Material</b>								
Total G. V.		9	3,344	9	3,190		154	Anticipated requirements.
<b>VI.—PASSAGES OF OFFICIALS</b>								
TOTAL ABSTRACT "G"		64	10,649	65	11,399		360	Anticipated requirements.
							750	Anticipated requirements.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I. President Fund and Gratuities from Revenue Account	£							
II. Expense of Indian Agency			25,000		20,000		4,000	Anticipated requirements.
III. Legal Expense			1,000		1,000			
IV. Exchange and Brokerage			50		50			
V. Pensions and Gratuities			10,000		6,000	4,000		Estimated requirements
VI. Suggestions Scheme			15,650		15,300	350		For details, see Appendix IV
VII. Municipal Rates			25		25			
VIII. Management Expenses of Loans			6,348		6,020	328		Increased rate at Bombay.
IX. Subscriptions to Research Societies and Committees			1,450		1,450			
X. Investigations in connection with Standardization of Railways in Africa.			500		500			
XI. Loss on Stores			100		100			
<b>TOTAL ABSTRACT "H"</b>			<b>90,623</b>		<b>59,945</b>	<b>678</b>		

## HARBOUR ESTIMATES

1934

Expenses

ABSTRACT "A"—PORT ENGINEERING EXPENSES.

DETAILS	Scale	ESTIMATE, 1964		ESTIMATE, 1963		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>IA—HEADQUARTERS STAFF.</b>								
(a) Administrative and Engineering ..	£	..	200	..	180	20	..	Increased proportion of Head Office charges to cover acting and relieving allowances.
(b) Technical Office ..	..	..	320	..	281	39	..	
(c) Clerical Office ..	..	..	180	..	138	42	..	
Total IA ..	..	..	700	..	599	101	..	
<b>IB—DISTRICT STAFF.</b>								
(a) Administrative and Engineering—	£	..	..	..	..	..	..	Normal increments
1. Assistant Engineers ..	..	1	650	1	660	30	..	
2. Motor Trolley Drivers, Trolley-men and Chairmen ..	{ 480 by 20 to 600 600 by 30 to 720	3	54 100	3	49 63	5 37	..	
3. Miscellaneous Expenses (see Appendix V)	..	4	844 371	4	772 354	72 ..	17	Normal increments Based on actual expenditure in 1963.
Deduct Contribution from Railway ..	..	4	473	4	418	55	..	
Total IB (a) ..	..	..	..	..	..	..	..	Due to re-organisation of Engineering Department.
(b) Technical Office—	Shs. per month	1	219	1	231	..	21	
1. Supervisor (Asian)	350 by 25 to 550	2	37	..	..	37	..	
3. Chairman ..	..	3	247	1	281	16	..	
Deduct Contribution from Railway ..	..	..	104	..	98	..	6	Due to re-organisation of Engineering Department.
Total IB (b) ..	..	3	143	1	133	10	..	

ABSTRACT "A"—PORT ENGINEERING EXPENSES.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>1A—HEADQUARTERS STAFF.</b>								
(a) Administrative and Engineering .. .. .	£		208		180	20		Increased proportion of Head Office charges to cover acting and relieving allowances.
(b) Technical Office .. .. .	..		323		281	38		
(c) Clerical Office .. .. .	..		186		138	42		
Total 1A .. .. .	..		700		599	101		
<b>1B—DISTRICT STAFF.</b>								
(a) Administrative and Engineering—	£							Normal increment.
1. Assistant Engineers .. .. .			650	1	660	80		
2. Motor Trolley Drivers, Trolley-men and Chairmen .. .. .	{ 480 by 20 to 600 600 by 30 to 720 }		54	3	49	5		
3. Miscellaneous Expenses (see Appendix V) .. .. .	..		100	..	63	37		Normal increments. Based on actual expenditure in 1933.
Deduct Contribution from Railway .. .. .	..		844	4	772	72	17	
Total 1B (a) .. .. .	..		473	4	418	55		
(b) Technical Office—	Sha. per mensem							Due to re-organisation of Engineering Department
1. Surveyor (Asian) .. .. .	350 by 25 to 550	1	210	1	231	37	21	
2. Chairman .. .. .	..	2	37	..	..	..	..	
Deduct Contribution from Railway .. .. .	..	3	247	1	231	16	..	6
Total 1B (b) .. .. .	..	3	104	..	98	..	..	..
Total 1B (c) .. .. .	..	3	143	4	133	10	..	..

ABSTRACT "A"—PORT ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE 1954		ESTIMATE 1953		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>1b.—DISTRICT STAFF—Contd.</b>								
(c) Clerical Officers—								
1. Clerk, Class II	315 by 18 to 405 Shs. per mensum	1	405	1	387	18		Normal increment.
2. Clerk (Asian) Class I	410 by 20 to 490	1	255	1	258		24	Change in holder of post.
3. Clerk (Asian) Class III	310 by 20 to 350	1	186	1	210		177	New showa under I. A. (c) (Railway). One additional post to replace Class IV Asian Clerk.
4. Clerk (Asian) Class IV	250 by 15 to 295	2	233	1	144	94	30	Additional post required.
5. Clerk (Asian) Class V	150 by 15 to 240	1	30				56	Due to re-organisation of Engineering Department.
6. Clerk (African) Class III	20 to 80	3	56					
7. Messengers and Office Boys	80 to 30							
8. Miscellaneous Expenses (see Appendix V)		9	1,173	5	1,176		3	
			59		59			
Deduct: Contribution from Railway—		9	1,202	5	1,226		3	
Trest 1b (c)			529		521	1		
9. Subordinate Supervision of Works—		9	703	5	705		2	
1. Inspector of Works, Class I	500 by 20 to 540 Shs. per mensum	1	540	1	540			Change in holder of post.
2. Sub-Overseer (Asian) Class I	300 by 15 to 330	1	180	1	198		18	Normal increment. Additional post necessary.
3. Landle Overseer	380 by 18 to 480	1	480	1	480			Previously shown under I.B. (c)
4. Clerk (African) Class I	Shs. per mensum 95 to 150	1	81	1	75	6		
5. Clerk (African) Class III	95 to 60	1	36			36		
6. Messengers and Office Boys	30 to 30	1	15			15		
7. Motor Drivers, Trolleyman & Chainmen	30 to 30	2	64			64		
8. Miscellaneous Expenses (see Appendix V)		8	1,293	1	1,293	103		Based on actual expenditure in 1953.
			128		60	60		
Deduct: Contribution from Railway		8	1,516	1	1,383	163		Anticipated requirements.
Trest 1b (c)			758		676		82	
		8	753	4	677	81		

Harbours

ABSTRACT "A"—PORT ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE 1954		ESTIMATE 1953		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>1b.—DISTRICT STAFF—Contd.</b>								
(c) Subordinate Supervision of Track—								
1. Permanent Way Inspector, Class 3	500 by 20 to 540	1	540	1	540			
2. Apprentice Permanent Way Inspector, Class 3	48 to 120 <sup>a</sup> Shs. per mensum	1	71			71		
3. Sub-Permanent Way Inspector (Asian) Class 3	150 by 15 to 240	1	114			114		
4. Sub-Permanent Way Inspector (African) Class I	95 to 150	1	60	1	69		69	Due to re-organisation of Engineering Department.
5. Clerk (African) Class I	95 to 150	1	60			60		
6. Clerk (African) Special Class	150 upwards	1	108	1	108		108	
7. Trolleyman and Chainmen		9	125	6	87	28		
		13	910	9	814	96		
Deduct: Contribution from Railway			318		285		33	Anticipated requirements.
Total 1b (c)		13	592	9	529	63		
Total 1b		37	2,669	23	2,462	207		
Total A1		37	3,269	23	3,061	318		

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## ABSTRACT "A"—PORT ENGINEERING EXPENSES—Contd

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1933	ESTIMATE, 1934		ESTIMATE, 1933	ESTIMATE, 1934		EXPLANATION
		No.	£		No.	£		Increase	Decrease	
II.—MAINTENANCE AND MINOR RENEWALS OF PERMANENT WAY—	£									
1. (a) Maintenance Gangs		76	970	76	960	10	101			Provision included in A. IV
(b) Artizans and Mates			165		266					Actual minimum requirements.
2. (a) Permanent Way Materials			459		150	340				
(b) Consumable Stores			24		16					
(c) Tools			100		100					
3. Ballasting			50		50					
4. Repairs to formation										
Contribution from Railway			1,775		1,376	399				Railway proportion of expenditure now provided for in Railway Abstract "A"
Total II		76	1,775	76	1,283	492				
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—										
(a) Repairs			75			75				Essential requirements not previously provided for
(b) Painting			75			75				
#Total III			75			75				
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—										
1. Station Buildings and Workshops			1,000		600	400				Actual minimum requirements. Includes proportion of amount previously provided for in A. II (1) (b).
2. Station Machinery			175		90	85				
3. Staff Quarters			770		760	10				
4. Water Supply Installations			75		60	15				
5. Roads and Platforms			775		400	375				
6. Coastal Docks, Harbours, Jetties, Wharves and Quays			520		500	20				
7. Sewerage and Sewage Disposal Works			24		30		6			
Total IV			3,339		2,440	899				

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## ABSTRACT "A"—PORT ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1933	ESTIMATE, 1934		ESTIMATE, 1933	ESTIMATE, 1934		EXPLANATION
		No.	£		No.	£		Increase	Decrease	
V.—MAINTENANCE AND MINOR RENEWALS OF TELEGRAPHS, TELEPHONES AND INSTRUMENTS	£									
VI.—MISCELLANEOUS SERVICES—										
1. Bush Clearing			260		280		20			Actual minimum requirements.
2. Tools and Plant			184		50	134				
3. Fire Fighting Appliances			20		15	5				
4. Contingency			950		1,100	165	150			Previously estimated.
5. Supply of Water			1,315		1,150	165				Previously under estimated.
6. Insurance of Motor Vehicles			3			3				
7. Rentals			600			600				Previously shown under Abstract H. IX
Total VI.			3,332		2,595	737				
VII.—NEW MINOR WORKS			415		250	165				Actual requirements.
VIII.—CONTINGENCIES DUE TO FLOODS AND ACCIDENTS										
IX.—PASSAGES			60		100		40			Actual requirements.
X.—PRINTING AND STATIONERY			25		30		5			
TOTAL ABSTRACT "A"		113	12,380	99	9,759	2,631				

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## Harbours

## ABSTRACT "B" — MARINE WORKING

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
<b>I.—SALARIES AND WAGES—</b>						
*(a) 1. Senior Pilot						
Duty Allowance						
•2	Pilots	3	1,702	3	1,761	Abolished Based on actual expenditure in 1933
Overtime						
3.	Shore Boatswain	1	464	1	446	Normal increment.
Miscellaneous Expenses <i>see</i> Appendix V.						
Total I(a)						
Total I(b)						
(b) 1.	Dhow Inspector (Asian)	1	162	1	162	Post abolished.
2.	Dhow Inspector (African)	1	159	1	150	Normal increments.
3.	Mooring Foreman (Asian)	5	242	5	237	Normal increments.
4.	Signal Staff (Asian and African)	25	647	25	619	Additional post necessary.
5.	Mooring Gang (African)	1	177	1	177	Normal increments.
6.	Clerk, Asian, Class IV	1	144	1	148	Normal increments.
7.	Clerk, Asian, Class V	1	60	1	60	Normal increments.
8.	Messengers	1	175	1	129	Normal increments.
9.	Dhow Registrar	1	175	1	129	Normal increments.
10.	Overtime					Not now required.
Miscellaneous Expenses <i>(see</i> Appendix V)						
Total I(c)						
Total I(d) and (b)						
<b>II.—HARBOUR LIGHTING AND BUOYING AND COAST LIGHTING</b>						
<b>III.—SHIPS SURVEYING FEES, SIGNAL EQUIPMENT, MOORING BUOYS, ETC.</b>						
<b>IV.—WATER SUPPLIES TO SHIPS</b>						
*Provision for Post						

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## Harbours

## ABSTRACT "B" — MARINE WORKING—Contd.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
<b>V.—STEAM TUGS—</b>						
1.	Tug Master	1	413	1	395	Change in designation (no change in salary scale) normal increment.
2.	Assistant Tug Master	2	870	1	467	Change in designations (no change in salary scale).
3.	Tug Engineers			1	492	Normal increments.
4.	Assistant Tug Engineer			2	245	Normal increments.
5.	Mechanics			2	291	Normal increments.
6.	Mates (Asian)			2	599	Normal increments.
7.	Third Engineers (Asian)			2	1,550	Normal increments.
8.	Crews (African)			1,700	2,000	Additional provision required for Slipping Tugs.
9.	Running Stores and Slipping Tugs			369	445	Based on actual expenditure in 1933.
10.	Overtime			350	205	Includes provision for relief necessary owing to deferred leave.
Miscellaneous Expenses <i>(see</i> Appendix V)						
Total V						
<b>VI.—LAUNCHES AND BOATS, MOMBASA—</b>						
1.	Nahotha (Asian)	1	198	1	198	Normal increment.
2.	Third Engineer (Asian)	1	119	1	110	Normal increment.
3.	Motor Boat Drivers (African)	4	199	4	182	Normal increment.
4.	Crews (African)			559	559	Normal increment.
5.	Running Stores			585	550	Normal increment.
6.	Overtime			100	100	Normal increment.
Total VI						
<b>VII.—LAUNCHES AND BOAT LAMU—</b>						
1.	Third Engineer (Asian)	1	156	1	148	Normal increment.
2.	Crews (African)			183	187	Normal increment.
3.	Running Stores			125	125	Normal increment.
4.	Materials			20	20	Normal increment.
5.	Miscellaneous Expenses <i>(see</i> Appendix V)			42	42	Normal increment.
Deduct contribution by Government						
Total VII						
<b>VIII.—PASSAGES—</b>						
TOTAL ABSTRACT "B"						
		54	17,436	54	15,748	Increase due to leave deferred owing to Motor room.

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ABSTRACT "C"—MAINTENANCE OF MECHANICAL PLANT

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
I.—SUPERVISION AND MAINTENANCE — 1. District Locomotive Superintendent	£	2	882	2	846	See Item No. 6. Normal increments
2. Mechanics	Sbs. by 18 to 480	1	225		225	9 months salary only. To relieve a mechanic proceeding on leave.
3. Electrician Artizan	300 by 18 to 420	1	135	1	30	Post abolished.
4. Clerk, Class III, African	Sbs. 20 to 60	4	1,242	3	876	1/3rd salary only charged to Port. Due to re-organisation consequent on change in Port Manager.
5. Clerk, Class II	315 by 18 to 405	4	240		240	Mechanical supervision required consequent on change in Port Manager.
6. Add. Contribution in respect of Supervision by District Locomotive Superdt.		4	1,482	3	876	Additional staff, material, and stores are essential to ensure that maintenance of cranes and electrical equipment is kept up to a proper standard.
Total I		26	2,819		1,900	Anticipated requirements.
II.—EQUIPMENT ASHORE — 1. Labour (Asian and African)		12	882		700	Additional equipment necessary.
2. Materials			610		1,150	
3. Store			410		410	
Total II		12	1,882		1,850	
III.—EQUIPMENT ABOARD — 1. Labour (Asian and African)						
2. Materials						
3. New Minor Works						
Total III						

Harbours

ABSTRACT "C"—MAINTENANCE OF MECHANICAL PLANT—Contd.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		EXPLANATION
		No.	£	No.	£	
IV.—WORKSHOP AND SLIPWAY MACHINERY — 1. Tools and Plant	£	28	28	10	18	
2. Running Stores		56	56	50	6	
3. Power		80	80	50	30	Based on actual expenditure in 1933.
Total IV		164	164	110	54	
V.—MAINTENANCE OF LOCOMOTIVES AND PORT TRUCKS — (a) Maintenance of Locomotives		750	750	750		Additional provision necessary to overtake arrears of maintenance.
(b) Maintenance of Wagons		500	500	400	100	
Total V		1,250	1,250	1,150	300	
VI.—OVERTIME		250	250	162	88	Based on actual expenditure in 1933.
VII.—PASSAGES		320	320	279	41	Based on actual requirements.
VIII.—MISCELLANEOUS EXPENSES (see Appendix V)		22	22	65	43	Based on actual requirements.
TOTAL ABSTRACT "C"		42	8,189	6,392	1,797	

ABSTRACT "D"—SHORE WORKING AND LIGHTERAGE

DETAILS	Scale	ESTIMATE, 1934	ESTIMATE, 1933	Increase	Decrease	EXPLANATION
		No. £	No. £	£	£	
<b>I.—YARD WORKING—</b>						
1. Yard Master	£	1 540	1 540			
2. Yard Foremen	360 by 18 to 480 } 480 by 20 to 540 } 300 by 18 to 420 }	3 1,133	2 818	315		1 additional appointment necessary to provide relief owing to leave.
3. Clerks, Asian, Class III	Sh. per mensmen	1 180	1 180			
4. Clerks, Asian, Class V	310 by 20 to 350	3 213	3 209	4		( $\frac{1}{2}$ paid by Railway)
5. Clerks, African, Class III	150 by 15 to 240	1 36	1 36			Normal increments.
6. Janitors, African	20 to 60	4 159	4 148	11		Additional staff necessary.
7. Porters	20 to 40	12 245	8 174	71		
8. Overseers	20 to 50	3 66	3 63	3		
9. Miscellaneous Expenses (see Appendix V)		180	180		98	Based on actual requirements.
		32	185			
<b>Total I</b>		28 2,944	23 2,533	311		
<b>II.—LABORING AND SHIPPING CARGO—</b>						
1. Cargo Inspector	300 by 18 to 420	1 420	1 420			
2. Clerk, Asian, Class III	Sh. per mensmen	1 210	1 210			Normal increments.
3. Clerk, Asian Class V	310 by 20 to 350	5 716	5 696	20		Normal increments.
4. Clerk, African Class II	150 by 15 to 240	1 81	1 75	6		( $\frac{1}{2}$ paid by Railway).
5. Messengers	65 to 90	9 86	9 86			Estimated requirements
6. Porters	10 to 30	19 399	19 399			Estimated requirements
7. Overseers	10 to 30	30 60	30 60			
8. Clothing		50 50	50 50			
9. Miscellaneous Expenses (see Appendix V)		70	70		50	Estimated requirements
<b>Total II</b>		36 2,112	36 2,016	96		

ABSTRACT "D"—SHORE WORKING AND LIGHTERAGE.—Contd.

DETAILS	Scale	ESTIMATES, 1934	ESTIMATES, 1933	Increase	Decrease	EXPLANATION
		No. £	No. £	£	£	
<b>III.—CRANE WORKING—</b>						
1. Crane Drivers, African	£	40 1,947	33 1,663	284		
2. Foremen, African	Sh. per mensmen	3 120	8 120	45		Additional staff necessary.
3. Cable Boys	50 to 100	8 170	170 170		170	
4. Running Stores	25 to 45	170	110 60			
5. Overtime		2,000	3,700		1,700	Estimated requirements. See D. V. (6).
6. Electrical Power		51 4,862	41 5,763		881	
<b>Total III</b>		45,550	51,364		5,814	Reduction in Rates.
<b>IV.—PAYMENTS TO CARGO HANDLING CONTRACTORS—</b>						
<b>TRACTORS—</b>						
1. Locomotive Power, Fuel, etc.		4,000	4,000			
2. Wagon Hire		620	600	20		
3. Claims		100	100			
4. Telephones to Ships		75	75			
5. Tarpsaulins etc.		600	60	540		Estimated requirements.
6. Lighting		1,250		1,250		See D. III (6)
<b>Total V</b>		6,645	4,835	1,810		
7. Passages		423	134	289		Increase due to deferred leave.
<b>TOTAL ABSTRACT "D"</b>		62,456	100 66,645		4,189	

## Harbours

## ABSTRACT "E"—GENERAL CHARGES

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—EXPENSES OF ADMINISTRATION AND MANAGEMENT								
II.—EXPENSES OF HARBOUR ADVISORY BOARD								
III.—(c) SUPERINTENDENCE								
1. Port Manager and District Traffic Supt.	1,000	1	1,000	1	1,350		350	
2. Shore Assistant to Port Manager	780 by 30 to 840	1	420	1	420		420	
3. Port Captain	840 by 40 to 920	1	520	1	920		85	
4. Miscellaneous Expenses (see Appendix V)			300		385		85	
Deduct contribution from Railway			2,220		3,075		855	
Total III (c)		2	250		500		250	
Total III (c)		2	1,970	3	2,575		605	
(d) Office								
1. Office Superintendent	500 by 20 to 600	1	600	1	592		8	
2. Clerk, Class I	490 by 20 to 480	1	475	1	301		174	
3. Clerk, Class II	315 by 18 to 405	1	258	1	357		107	
4. Shiphand Typist	144 by 12 to 240	1	150				150	
Sh. per incense							5	
5. Clerk, Asian, Class I	440 by 20 to 480	2	516	2	511			
6. Clerk, Asian, Class II	310 by 20 to 350	2	430	2	420			
7. Clerk, Asian, Class IV	260 by 15 to 295	13	2,289	10	1,729		540	
8. Clerk, Asian, Class V	150 by 15 to 240	2	283	3	418		130	
9. Telephone Operators African	50 to 90	2	107	2	92		10	
10. Watchmen	10 to 30	1	143	2	143		5	
11. Miscellaneous Expenses (see Appendix V)			650		980		330	
Deduct contribution from Railway			5,568		5,543		25	
Total III (d)			600		600		325	
Total III (c) and (d)		25	5,268	22	4,943		325	
Total III (c) and (d)		27	7,238	26	7,518		280	

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## ABSTRACT "E"—GENERAL CHARGES—Contd

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1933		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IV.—(c) ACCOUNTS								
(d) Audit								
Total IV			1,150		1,000		150	
V.—STORES EXPENSES								
VI.—TELEPHONES AND TELEGRAMS								
VII.—WATCH AND WARD								
(a) Port Police			807		832			
(b) Port Watchmen			300		300			
Total VII			1,909		1,860		49	
VIII.—EXPENDITURE AND EQUIPMENT FOR STAFF								
(a) Officers			50		50			
(b) PASSENGER			679		387		292	
Total VIII			729		437		292	
IX.—UNCLASSIFIED EXPENDITURE								
Total ABSTRACT "E"		27	15,426	26	16,131		705	

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## Harbours

## ABSTRACT "F"—MISCELLANEOUS EXPENDITURE

I. Provident Fund and Gratuities from Revenue Account								
II. Medical Services			1,400		1,250		150	
III. Pensions and Gratuities			330		300		30	
IV. Educational Grants			570		570			
V. Legal Expenses			50		50			
VI. Municipal Rates			6,014		5,718		296	
VII. Management Expenses of Loans			510		510			
Total ABSTRACT "F"			8,874		7,888		986	

Estimated Requirements.

Previously shown under Abstract H. F.

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ABSTRACT "J"—DEPRECIATION

CONTRIBUTION TO RENEWALS FUND

Railways	£ 329,697
Minor	6,188
Marine	
Harbours	90,837
TOTAL	£ 366,292

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.	£ 103,148	£ 18,600
2. New Running Sheds and Re-arrangement of Yards and Running Sheds	1,200	12,180
3. Increased Station Accommodation, Replacement of Temporary Buildings at Wayside Stations and Station Equipment	12,810	4,113
4. Alterations and Additions to Piers and Ports	6,620	5,075
5. Quarters for Staff	..	253
6. Nairobi Workshops Extensions and Improvements	..	750
7. Plant and Machinery	..	386
8. Locomotives and Rolling Stock	2,025	623
9. Motor Services	1,830	1,570
10. Sundry Renewals and Betterments as required	..	..
TOTAL	£ 127,633	£ 43,560
		£ 171,193

\*Includes provision for works not completed in 1933.

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

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

PARTICULARS	ESTIMATED ALLOCATION		
	Renewals	Betterment	Total
1. Reconditioning Lake Steamers	£ 1,600	£	£ 1,600
2. Conversion of s.s. "Winifred" to Lighter		3,350	3,350
TOTAL	£ 1,600	3,350	£ 4,950

\*Subject to reapportionment as between "Renewals," and "Betterment" in accordance with regulations governing allocations of actual expenditure between Capital Account and Renewals and Betterment Accounts.

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

PARTICULARS	ESTIMATED ALLOCATION		
	Renewals	Betterment	Total
1. Renewals of Permanent Way etc	£ 2,430	720	£ 3,150
2. Improvements to Buildings, Water Supplies, etc.	3,175	1,380	4,555
TOTAL	£ 5,605	2,100	£ 7,705

\*Subject to reapportionment as between "Renewals" and "Betterment" in accordance with regulations governing allocations of actual expenditure between Capital Account and Renewals and Betterment Accounts.

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

	Railways (including Motor Services) and Marine		Harbours		Total of all Funds	Deficit Account	Available Balance
	Renewals	Betterment	Renewals	Betterment			
Estimated Balance, 31-12-1933	£ 1,384,983	£ 130,232	£ 121,702	£ 3,987	£ 1,640,874	£ 315,792	£ 1,325,082
Contributions, 1934	335,895		30,337		366,232	Cr. 2,489	368,712
Total	£ 1,720,878	£ 130,232	£ 152,039	£ 3,987	£ 2,007,106	£ 313,302	£ 1,693,804
Withdrawals, 1934	129,223	46,910	5,605	2,100	183,848		183,848
Estimated Balance, 31-12-1934	£ 1,591,645	£ 88,322	£ 146,434	£ 1,887	£ 1,823,258	£ 313,302	£ 1,509,956



APPENDIX IV—Pensions and Compensation Gratuities, 1934

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY		Kenya and Uganda Railways and Harbours
				Colony of Kenya	Uganda Protectorate	
Mr. B. Eastwood, C.M.G.	27-10-1918	General Manager	1,005	11	3	61
" H. Chrundlock	1-11-1911	Assistant Loco. Superintendent	217	16	4	29
" A. F. Brunner	9-7-1919	Chief Engineer, Superintendent	650	2	9	188
" C. S. Hunter	1-6-1919	District Engineer	426	5	0	59
" J. W. Sweeney	31-12-1920	Assistant Traffic Manager	417	7	0	378
" L. G. P. Versker, R.N.R.	1-3-1921	Commander, Uganda Railway Marine	207	0	0	41
" A. W. Read	1-3-1921	Chief Storekeeper	552	0	0	26
" E. H. Briffin	28-4-1921	District Station Master	65	19	9	50
" W. Grant	3-11-1921	Superintending Engineer, Marine	365	0	0	0
" S. Campbell	14-9-1921	District Engineer	170	3	4	66
" E. G. Wilson, C.B.E.	2-1-1922	General Manager	782	13	4	156
Comdr. C. C. Garrett, R.N.R.	2-3-1923	Traffic Manager, Busoga Railway Marine	285	11	5	156
Mr. R. Lane	8-8-1923	Assistant Traffic Manager	291	1	6	291
" T. A. Whitaker	7-12-1923	Chief Mechanical Engineer	7	6	8	11
" J. W. Henton	20-12-1922	Assistant Chief Accountant	884	0	0	11
" W. McGregor Ross	3-4-1923	Assistant Engineer	264	13	4	93
" F. C. Ford	4-1-1924	Works Manager	331	17	6	121
" G. W. Wickett	28-4-1924	Chief Engineer, Lake Steamers	346	0	0	69
" Mr. W. J. McLane	11-5-1924	Commander, Lake Steamers	281	6	0	71
Comdr. R. M. Reynolds, R.N.R. (Retd.)	11-5-1924	District Engineer	413	6	0	141
" Mr. G. F. W. Harnell	23-2-1926	Locomotive Superintendent	347	4	4	171
" Robert Hill	7-10-1927	Press Superintendent	530	10	6	159
" St. C. Grant Davie	12-1-1928	District Engineer	384	3	5	111
Mr. R. Mercer	28-10-1927	Commander, Lake Steamers	188	3	8	23
" St. C. Bosanquet, R.N. (Retd.)	27-4-1928	Chief Engineer, Lake Steamers	608	13	10	215
" C. M. Bunbury, I.S.O.	28-9-1928	Assistant Chief Engineer	398	5	9	315
" C. B. Blencowe R.N.R.	2-12-1928	Commander, Lake Steamers	614	5	11	214
" R. W. Faulner, O.B.E.	9-4-1930	Deputy Chief Accountant	280	19	4	373
" G. W. Ingelby	31-10-1930	Chief Traffic Superintendent	275	18	2	197
" G. W. Bullock	29-2-1931	Chief Engineer, Lake Steamers	315	11	3	238
" F. Baker	29-2-1931	Senior Assistant Superintendent	302	3	6	238
" J. S. Halliwell	29-8-1931	Locomotive Superintendent	325	6	0	285
" A. F. Marsh	15-9-1931	Comdr. Lake Steamers	284	15	4	142
" S. H. Carter	1-7-1931	Chief Engineer, Lake Steamers	284	15	4	260
<i>Carried forward</i>			15,423	8	10	9,692
				11	4	5,237
				0	8	16
				0	8	10

\* Temporary Bonus added to Pension vide Colonial Office Despatch, Kenya 343 of 12-5-1928; Mut 15016/28.

(1) Compensation Allowance of £100/0 per annum abated with effect from 1-1-1932, vide Crown Agents letter No. 20 P/W. A/H. 1078 of 22-3-1932.

(2) Includes £195/14/5 per annum a Special additional Allowance vide Colonial Office despatch, Kenya 2920 of 27-3-25/35.24 r/h

APPENDIX IV—Pensions and Compensation Gratuities, 1934—(contd.)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY		Kenya and Uganda Railways and Harbours
				Colony of Kenya	Uganda Protectorate	
<i>Brought forward</i>			15,423	8	10	9,692
Captain T. F. Limnell	19-9-1931	District Engineer	523	0	0	363
Mrs. A. E. Lucas	3-2-1931	Surveyor	405	1	4	51
Mr. W. N. Low	9-4-1931	Dy. General Manager, Chief Accountant	905	5	2	188
" H. E. Goodship, C.B.E.	13-11-1931	Revenue Accountant	352	10	10	272
" F. Jarrett	13-11-1931	Stores Superintendent	179	7	4	5
" A. M. Carter, M.B.E.	13-11-1931	Stores Superintendent, Headquarters	344	4	9	461
" R. B. G. G. G. G.	19-11-1931	Chief Engineer, Lake Steamers	291	1	10	286
" J. Anderson	21-1-1932	Catering Manager	402	18	0	206
" R. D. W. Crockett	7-2-1932	Commander, Lake Steamers	207	11	3	277
Captain A. N. Newitt	18-2-1932	Chief Engineer, Lake Steamers	394	17	6	278
Mr. W. E. Woods	27-2-1932	Marine Superintendent	553	13	6	346
Comdr. F. M. Jenkins, M.B.E.	1-3-1932	Divisional Superintendent	429	7	10	307
" H. A. Swan	11-4-1932	Chief Marine Engineer & Work Manager	605	7	6	335
" H. A. Swan	15-9-1932	Works Manager, Steamers	145	16	3	241
" Mr. C. F. Hennessey, R.N.R.	15-9-1932	Senior Quantity Surveyor	277	3	4	66
" Mr. F. C. Bridle	19-10-1932	Assistant Port Captain	434	0	10	96
" Mr. F. C. Greenwood, R.D., R.N.R.	19-12-1932	District Traffic Superintendent, Class I	568	9	5	317
" Mt. H. W. Gauld	7-1-1933	London Representative	374	4	4	395
" W. W. McHardy	11-1-1933	Engine-in-Charge, Steamers Services	374	5	4	290
" G. P. Ellis	20-1-1933	District Engineer	435	19	5	256
" W. A. McClelland	5-9-1933	Works Manager	171	15	1	374
" S. Tootill	2-10-1933	Assistant Stores Superintendent	194	3	3	274
" R. L. Braas	8-9-1932	Assistant Loco Superintendent	26	3	0	26
" A. H. Thompson	11-10-1932	Driver	26	3	0	26
" Bugh Din	11-10-1932	Arizan	26	3	0	26
Compensation Gratuities on account of Committed Pensions			26,016	19	11	11,946
Add for New Pensions				13	0	300
				0	8	2800
				0	8	604
				0	8	16,660

(3) £54/9 p.a. payable by Sierra Leone Government Railways.  
 (4) £79/10/1 p.a. see Port and Harbours and £87/6/1 payable by Government of Federated Malay States.  
 (5) £29/4/7 p.a. see Port and Harbours and £17/1/95 payable by Tanganyika Railways.  
 (6) £262/15/0 p.a. payable by Nigerian Government.  
 (7) £29/15/0 p.a. see Port and Harbours and £87/6/1 payable by Government of Federated Malay States.  
 (8) £18/17/4 p.a. see Port and Harbours.

**APPENDIX IV—Pensions and Compensation Gratuities, 1934—(Contd.)**  
PORT AND HARBOURS.

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda, Railways and Harbours	Total Pension	PAYABLE BY		Kenya and Uganda Railway and Harbours
				Colony of Kenya	Uganda Protectorate	
Mr. M. Lopes	7-2-1928	Clerk	83 0 7	69 0 0	15 8 7	
S. A. Wajudin	16-9-1928	Engineer S.L. "Mvita"	48 4 8	34 0 0	14 4 8	
A. M. D'Souza	3-1929	Clerk	50 5 3	72 0 0	8 8 0	
A. P. D Souza	30-4-1929		324 14 9	113 8 0	11 58 9	
Abdul Gaffoor	5-9-1929	Engineer S.L. "Raani"	64 8 0	56 0 0	8 8 0	
Shahk Ahamed Sk. Esmail	15-9-1930	Crane Driver	68 4 0	53 18 0	9 6 0	
J. Furado	24-12-1932	Clerk Class I	78 12 10	40 0 0	38 12 10	
Capt. A. N. Nevitt		Comdr. Lake Steamers			79 10 1	
Mr. T. Neilson		Divisional Supdt.			29 4 7	
Lt. Comdr. F. C. Greenwood R.D. R.N.R.		Asst. Port Captain			39 18 0	
Mr. H. W. Gauld		Dist. Traffic Supdt. Class I			35 17 4	
Compensation Gratuities					299 16 11	
Gratuities on account of commuted pensions					160 0 0	
Add. for New Pensions					160 0 0	
					70 3 1	
					570 0 0	
				Total		

**APPENDIX V—Summary of "Miscellaneous Expenses"**

ABSTRACT HEAD	Office Expenses	Travelling Allowances	House Allowances	Relieving and Acting Allowances	Motor Allowances	Mechanical Accounting	Contingencies	TOTAL
<b>RAILWAYS.</b>								
A I A (a) ..		40		384	10		16	450
A I A (b) ..	115			75			20	210
A I A (c) ..	195		210	12				460
A I B (a) ..	300	300		165	156		69	990
A I B (b) ..	10	60					10	80
A I B (c) ..	45	5	150				25	225
A I B (d) ..		140			210		50	400
A I B (e) ..		1,300	90				190	1,580
B I (a) ..	50	240			32		50	546
B I (b) ..	50		195	174		90	50	385
B II ..	10	20					20	100
B IV ..			100				20	220
C I A ..	15	50	150				20	235
C I B ..		505	375				20	900
C I C ..	50		195				50	295
D I (b) ..	150	100	400		100		300	750
D II (b) ..	100		500		70	2,000	40	2,710
D III (c) ..		100	250	350			100	800
D IV (b) ..			150					150
E I (a) 5 ..		75						75
E II (b) 13 ..	75	25	450	250	25		25	950
E II (d) 11 ..	50	200			80		120	450
E III (b) ..	90	350	700	45	3	610	30	1,828
E III (c) ..	22	50				18		90
E V (b) 26 ..	560	70	160		45	65	300	1,200
F I (c) ..	20	85		25	60		20	210
F II (c) ..		50		75			115	240
F IX (c) 2 ..	20	75					65	160
G I 2 ..	15	10						25
G II 7 ..			12					12
G III 3 ..	25	15	6				25	71
G V 5 ..			24				20	44
£	1,967	3,865	3,817	1,555	791	2,783	1,793	16,571
<b>PORT AND HARBOURS.</b>								
A I B (a) 3 ..	24				63		13	100
A I B (c) 8 ..	36						14	50
A I B (d) 8 ..	14				96		15	120
B I (a) 4 ..					60		40	100
B V (II) ..				326	24			350
B VII (5) ..			42					142
C VIII ..	10				12			22
D I (10) ..	60				12		20	92
D II (9) ..				50			20	70
E III (a) 4 ..				192	108			300
E III (b) 11 ..	532				3	15	50	650
£	726		42	568	378	15	187	1,696

**APPENDIX VI—Statement of Wasting Assets  
(RAIL SERVICES)**

DETAILS OF ASSETS	Capital Expenditure as at 31st Dec. 1932	Estimated Life
<b>BRIDGE WORK.—</b>	£	Years
Major Bridges . . . . .	902,543	75
Minor Bridges . . . . .	573,957	100
<b>FENCING . . . . .</b>	19,527	12½
<b>TELEGRAPH.—</b>		
Telegraph . . . . .	67,822	15 <sup>8</sup> / <sub>18</sub>
Tyer's Tablet Instruments . . . . .	48,416	15 <sup>5</sup> / <sub>18</sub>
Permanent Way . . . . .	4,300,038	33½
<b>STATIONS AND BUILDINGS.—</b>		
<i>Stations and Offices.</i>		
Temporary . . . . .	96,171	25
Permanent . . . . .	519,241	100
<i>Workshops and Stores.</i>		
Temporary . . . . .	185,420	25
Permanent . . . . .	1,206,186	100
<i>Station Machinery . . . . .</i>	808,912	22 <sup>2</sup> / <sub>3</sub>
<b>ROLLING STOCK.—</b>		
Locomotives . . . . .	1,425,827	20
Carriages and Wagons . . . . .	2,478,929	30
<b>PLANT.—</b>		
Engineering . . . . .	43,874	6½
Locomotive . . . . .	190,423	15
Transportation . . . . .	7,757	20
Stores . . . . .	22,354	25
<b>JETTIES AND FERRIES</b>	238,604	25
<b>TOTAL</b>	13,187,882	

**APPENDIX VII—Statement of Wasting Assets  
(LAKE MARINE)**

Details of Assets	Capital Expenditure as at 31st December, 1932	Estimated Life
Steamers, Tugs, Lighters, Plant, etc. . . . .	£ 516,355	years 33½

**APPENDIX VIII—Statement of Wasting Assets  
(MOTOR SERVICES)**

Details of Assets	Capital Expenditure as at 31st December, 1932	Estimated Life
Motor Vans, Lorries and Trailers . . . . .	£ 30,990	years 5

**APPENDIX IX—Statement of Wasting Assets  
(HARBOURS)**

Details of Assets	Capital Expenditure as at 31st Dec. 1932	Estimated Life
	£	Years
Kilindini Old Pier . . . . .	20,490	66½
Wharf and Jetties . . . . .	23,874	33½
Fenders . . . . .	1,903	10
Railways and Sidings . . . . .	94,432	33½
Electrical Installation, Cranes and Equipment . . . . .	189,838	20
Crane Roads . . . . .	19,272	33½
Macadamized Roadways . . . . .	39,719	10
Tugs, Launches and Pontoons . . . . .	66,944	20
Lights, Buoys and Beacons . . . . .	21,281	13½
Water Supply . . . . .	5,115	33½
Brick Transit Sheds . . . . .	347,390	100
Truck Sheds and Goods Sheds, etc. . . . .	95,467	50
Fencing . . . . .	2,221	33½
Stations and Offices, etc. . . . .	11,737	25
Godowns . . . . .	5,589	50
Staff Quarters . . . . .	41,231	100
<b>TOTAL</b>	1,006,276	