

1934

23324

1934

23324

KENYA

C0533/452

K.M. Railway Estimates 1935

Previous

Subsequent

597-19/16/35

R. 297

FINANCIAL  
Estimates

1. High Cmr. Transport 124 \_\_\_\_\_ 21st November 1934.  
Spares to Library. Trans. 12 copies of K.U.R. & H. Estimates 1935 and states that his comments will follow at a later date.
2. High Cmr. Transport 133 Resd. (Air Mail) 6th December, '34.  
Encls. a copy of the General Managers memo, and a copy of Report by a sub-committee of the Harbour Advisory Board together with a memo. by the Acting Port Manager on the sub-committees Report. Furnishes his obsene. on the Estimates 1935.
3. A/Col. Secretary 3pa. (omnibus) \_\_\_\_\_ 21st November '34.  
Spares to Library. Trans. 12 copies of K.U.R. & H. Estimates 1935

The High Commissioner has budgeted for a net surplus of £60,151 on the Railways and Harbours in 1935. The Railways are expected to show a net surplus of £117,567 and the Harbours a net loss of £57,416. (The existing deficit a/c is discussed overleaf).

The following is a comparison of the estimates of Revenue and Expenditure for 1934 and 1935.

Earnings.

Railways

	Actuals 1933 £	Estimated 1934 £	Revised Estimate 1934 £	Estimate 1935 £
	2,088,162	1,987,000	2,107,289	2,087,000.
Working Expenditure	990,054	1,023,043.	995,845	1,067,430.
		(Renewals) 335,895		(Renewals) 336,067
		1,358,938		1,403,497.
		1935 Earnings	2,087,000	
		Working Expenditure	1,403,497	
		Balance of net earnings.	683,503.	

Railways

Railways. Net Revenue Account.

Interest Charges	525,981	Balance	
		as above	683,503.
Loan Redemption Charges	100,955	Levy on Salaries	23,000
Write off	2,000	Interest on Cash Balances	40,000
Balance X	117,567		
	<u>746,503</u>		<u>746,503</u>

X Net Surplus

It will be observed that the 1935 Estimate of Railway earnings approximates closely to the actual earnings for 1933. It is deliberately conservative.

Ordinary working expenditure has been increased by £44,587 over the 1934 estimate, an increase of 4.34%. The principal increases are Engineering Department £13,618, and Maintenance of Engines and Rolling Stock £29,494.

Harbours.

Earnings.

Estimated 1934	Estimated 1935.
£	£
316,200.	324,936.

Working Expenditure

124,771	137,905
Renewals 30,337	Renewals 30,324
155,108	168,129.

1935. Earnings	324,936
Working Expenditure	168,129
Balance of net earnings	156,807

Harbours. Net Revenue Account.

Interest Charges	180,714	Balance as above	156,807
Loan Redemption Charges	35,009	Levy on Salaries.	1,500
		Balance X	57,416
	<u>215,723</u>		<u>215,723</u>

X Net Surplus

Deficit Account

The balance of the accumulated deficit at the 31st December 1933, was	£	317,946
The latest estimate of this year's probable surplus is		<u>200,000</u>
which would reduce the deficit as at 31st December 1934, to		117,946
If the 1935 estimated surplus of is realised, the debit balance as at 31st December 1935, will be		60,151
		<u>£57,795</u>

The High Commissioner states, however, that the latest revenue returns make it possible that at the end of 1934 the deficit will be almost eliminated, so that if the estimated surplus for 1935 is realised, and he has every hope that it may be exceeded, the estimated deficit at the end of December, 1935, will be converted into a surplus.

Railway Maintenance. Full provision has been made in the Estimates for 1935 for a programme for over-taking arrears of maintenance over a period of 3 years.

Renewals Fund.

It will be observed that provision for the Renewals Fund contribution has been maintained at 2½% of the capital cost of wasting assets. The amount of the contribution has been the subject of considerable correspondence with the Treasury. The Treasury have agreed to the contribution on a 2½% basis in 1935, but only on certain conditions which are now being examined on 23029/34.

Salary Levy.

The Levy has been retained in 1935, but the argument is put forward that the only justification for its retention is on what might be termed

psychological grounds.

*Now*  
*22/12/34*

The High Commissioner has been told that the Secretary of State is unable to agree to the remission of the levy in 1935, but that he is prepared to consider the matter when the results of the current year's working are available. We may therefore await the recommendations of the Railway Advisory Council in March 1935.

? Send a copy of the despatch and of the Estimates to the Treasury. Say that the Secretary of State considers that the High Commissioner is to be congratulated on the results which have been achieved in the current year, and that he feels sure that their Lordships will agree that the forecast for 1935 is most satisfactory. Go on to say that with the exception of the amount to be contributed to the Renewals Fund in 1935, regarding which a separate communication will be sent, the Secretary of State proposes to approve the Estimates.

*A. J. Bottomley*  
*21. 12. 34.*

Sir J. Campbell.  
Sir C. Bottomley.

The action to be taken on this paper is clearly as proposed by Mr. Grossmith and the figures of the railway are clearly set out in his minute and in the despatch and memorandum.

The important thing is the position as regards the so-called "deficit". The position there is set out at (e) in paragraph 2 of the Governor's despatch. At the end of this year, assuming that the Estimates for 1934 are not improved upon, the deficit will be

£117,946. The result of the 1935 estimated working would be to produce a surplus of £60,151 leaving a net deficit in December 1935 of £57,795. The High Commissioner, however, thinks that the 1934 estimated surplus of £200,000 is very much below the mark and that it is possible that the deficit will be very nearly wiped out during 1934. If so the Kenya Uganda Railway, after every kind of juggling has been done, will show a surplus in 1935, and the question will then arise as to what is to be done with it. On this point correspondence is proceeding with the Governors so I do not mention it here beyond saying that it can either be used to reduce taxation generally (i.e. paid into general revenue of Kenya and Uganda in some agreed proportion - any just proportion will probably give as much to Uganda as to Kenya if not more), or to use it for the reduction of railway rates. The latter method would inure almost entirely to the benefit of Kenya, at least it would not be the fault of the Kenya settler if it didn't. So I do not expect that it will find favour with the Governor of Uganda.

It is quite clear from the despatch that the removal of the salary levy will have to be very seriously considered during 1935. As I have said before, it would be a difficult thing to remove the salary levy for the employees of the K.U.R. and not do anything about it for the Officials of the Kenya Government. But the Railway is a separate institution and we can treat it as such and face the situation which will arise when the levy is removed from the Railway Officials. The Kenya Unofficials are at present talking about the bloated salaries of Officials and urging that they should be reduced

*It is also possible  
to have a separate  
system which will be  
a separate  
distinct entity  
"closed system"*  
*27/12/34*



In the last sentence of 29 on that paper.  
Sir Joseph Byrne anticipated that by  
31<sup>st</sup> Dec. 1934 the increased Railway  
earnings would have sufficed to  
eliminate the deficit account (renewals)  
entirely. If that prediction is  
fulfilled, and the 1935 Estimates  
prove an accurate forecast, there  
should be available by the end of  
1935, £60,151 after provision (at 2½%)  
for Renewals.

If the salaries levy is removed  
during 1935, with effect from the 1<sup>st</sup> Jan.,  
the above surplus will be reduced by  
the amount estimated to be received from  
the levy, viz: £24,500. In that  
case, the free surplus would be only  
£35,651.

On the other hand, if the  
Renewals rate is reduced to 2%  
the amount available will be  
£133,429 after deducting the  
levy.

The two Commissions are to  
submit any letter when they  
and at Exeter at the end of  
month which I do not think  
we can afford not to  
Every letter bears these  
marks.

views.  
to the Committee, the S. H.  
should see  
S. J. Campbell should also see  
C. C. B. 12.1.35

19.14/1934  
23.12.34

14/1/35

after the transfer the right  
to a deposit fund  
to spend as a force  
to be kept in a fund  
might have to be  
Probably a reduction in  
operation + direction  
longer will be the best  
continuous way  
19/11

Seen: thanks.

I'd be all in favour of the rate-reduction, abolition-of-levy, method of utilising any surplus, in the conditions stated. A point we must not forget is that the 1% renewal rate was linked up with the reduction of debt service charges in 1945-48. If there is to be no reduction then, that proposal would require re-examination.

2. There was rather a pungent comment in the City article in the "Times", a short time ago, on the railway working. "Rates up: quantity handled down. The wrong way of working the thing, in depressed conditions", was the substance of it.

The 22-1-35.



It's all due to the 'Railway as a separate entity' policy dear to Gen. Hammond. I don't hold with it for many reasons - all no doubt but we have got it.

110. 2000 22.4

5. H. G. Transport Tel 1 12 January 35  
Trusts that approval of Estimates may shortly be conveyed.

6. Extract from The Times of 10 Jan 35.

5. I have reminded Treasury (Mr. Hale), who promises to expedite reply to 4.

6. Mr. M. Hardy (S. 110) has promised to send me a note, together with statistics later than those in 2506.

Wait  
B. 23/1

H. A. Hardy (S. 10)

23 Jan 35

Enclose copy of note on Times article, together with other traffic returns for Nov & Dec.

I understand that Mr. Fisher may give publicity to this Note in E. Africa. The Railway should see to it.

Francis  
26/1

See E. Africa for 24 Jan, which prints it. Cotton and 5% margin, don't pay.

110. 2000 22.4

8. Treasury 28 January 35  
Concern in husband to approve Estimates 1935 with the sanction of provision for contributions to Councils that

9. H. G. tel No. 2 (2 am) 30 January 1935

Office for the  
H. G. tel No. 2  
Required file No. 9 on 30/1/35  
(action to be taken on 23/1/35)

2. Mr. Hardy's reply  
1/2/35

10 H.C. Transport 35 10 April 35

Furnished explanation of certain differences which occur in the Administrative Estimates 1935 as compared with those of Kenya.

11 H.C. Transport 39 15 April 35

Furnished explanation of certain differences which occur in the Administrative Estimates 1935 as compared with those of Uganda.

Nos 10 & 11. The explanations are satisfactory? Cutby

(S. Am. 617 on 23/03/35)

A. J. Guinness  
19/4/35

11.4 Kind  
22.6  
above

M

12 H.C. Transport, No 107 14.12.35

Requests that approval may be accorded to the provision for renewals in the 1935 Estimates at an early date since the accounts will be closed early in Feb. next

The position as regards Renewals and contributions is still under examination in the Dept.

I submit a Draft of a letter to the Secy (Planning) in connection  
A. J. Guinness  
17/1/36

It having been decided to let the renewal question simmer until the Kenya Loan requirements were out of the way we are now faced with the necessity of settling what Kenya is to do in regard to renewals for the year just over. In the Estimates for 1935 they calculated the renewals on the basis of 2 1/2%. The Treasury, though inclined to stick out for their 3 1/2% suggested a compromise of allowing 3 1/2% less one half of the contribution to Sinking Funds. That proposal was not acceptable to any of us, and has not been put to the K.U.R.

It may be a matter of interest to set out the present position in regard to the Railway. According to the 1934 Estimates there would have been at the end of that year a deficit on the Renewals Account calculated as £117,946. When the 1935 Estimates were being framed it was expected that 1935 would show a gross profit on the year's working reducing the deficit at the end of the year to £57,595.

The Estimates proved much too low for various reasons. 1934 actually realised enough to wipe out the deficit entirely and leave a small surplus, after all charges had been met, of £26,708. According to a despatch just received the 1935 working has been even better and will produce a surplus of £255,000. For 1936, after making reductions in rates amounting to an estimated total of £150,000 they are still budgeting for a surplus of £38,112 which they want to transfer to reserve, so that the expected surplus at the end of 1936 will be £319,000 in round figures, net including £10,000 which is shown as expenditure against a possible

depreciation

depreciation of investments.

The 1936 <sup>estimates</sup> figures give the Railway a net surplus of £107,026 and the Harbours a deficit of £68,914.

Renewals are shown on the same <sup>2 1/2%</sup> basis. In the 1935 estimates the total for renewals was £366,391. Of this £329,869 was for the Railway, £6,198 for the Motors and £30,324 for the Harbour. The capital value of the wasting assets was set out as £13,194,764 Railway, £50,990 Motors, and £1,350,699 Harbours. It thus appears that the depreciation rate has been calculated at 2 1/2% on the Railway, 20% on the Motors and just under 3% on the Harbour. It therefore follows that the figures given in Mr. Freeston's minute of 29th November 1934 on £329/34 are not quite correct, but the difference is not very great.

For the purposes of the 3'11%, 2 1/2% or 2% renewals it is necessary, I think, to leave the Motors and Harbours out of consideration and take the Railway alone, 3'11% on the Railway capital would be £410,357. The difference between this and £329,869 actually shown, is £80,488 so that the Railway could have provided the full 3'11% and yet had a substantial surplus. If the Treasury suggestion of 3'11% less one half the Sinking Fund payment was adopted the payment by the Railway would have been £359,879 <sup>£30,000</sup> an increase of £30,000. On the similar figures for 1936 I work out that on the Treasury basis the Railway would pay an

additional

additional £29,108, which is within their surplus.

It follows then that the Treasury may say that the Railway should now make provision at the full rate, especially as they are able to do so and yet reduce rates and show a small surplus, and we may have trouble on that score. I think, therefore, that I <sup>shall</sup> ~~should~~ probably have to take Mr. Speed rather more into our confidence than is done in Mr. Grossmith's draft and tell him the outcome of the Railway working in 1934 and 1935, at the same time pleading for permission to allow the Railway to base their renewals provision on the 2 1/2% for the year just ended and also for the year 1936 if we cannot get it down lower. (If we can get consent to 2% renewals then Sir G. Rhodes will be able to build up a substantial reserve very quickly and will probably be able to go in for further rate reductions.)

2% involves a  
charge of £263,893.

21.1.36

I agree. But it seems to me that this long drawn-out controversy cannot reach any definitive point, till there is agreement between the 3/3 and the Chancellor. The possibilities of settlement, as between the Depts., seem to be exhausted.

2. The position, as we here <sup>see</sup> ~~put~~ it, has deteriorated since the matter was last considered. Kenya wishes for further help for the settlers;--desires to add another half million to the Land Bank resources, and to utilise £200,000 of this for short-term advances to them. That matter is ~~now~~ under consideration; but the demand will almost certainly have

to be met, in some form. Rate reductions of £10,000 will help; but they will certainly not pacify Kenya. What the settlers and the Govt: alike ~~will~~ <sup>will</sup> almost certainly press for is further rate reductions, to ease the "producing" position. The railway says it cannot give these till it has a stabilising fund behind them; and, so far, the Govts: have supported that view. Everything, then, depends on securing such a fund, to a reasonable amount, as rapidly as possible. For that, we need the 4% rate:--a rate which we here all think is fully justified, in the circumstances of this case.

A decision now to impose the 3.11% rate (or that rate, minus  $\frac{1}{2}$  the sinking fund payments) would I think be violently resented in Kenya. It has already been explained how very difficult it would be for the G.O. or the Kenya Govt:, to reply to the criticisms which such a decision would undoubtedly evoke.

The 22nd January, 1936.

Dear Howard,

Please refer to the ideas on the above. It is all a bit hazy but the need for maintaining this again has been felt more in touch with the Treasury over the same question.

Then I think a certain statement of the position should be made to the Govt. It is common. It may be possible to discuss the possibility that their chances of getting the

The £5,500,000 will be increased by keeping the traffic down.

C.S.  
23.1.36

13 To C.S.B. Speed (T.J.) (L.S.K. 12) up 11/2/36

Rec'd to the person  
by X on per page.

14 Speed. 5.32902/03/8. 15 Feb. 1936.  
No. 13 and comments on revised figures now submitted. But must add to news that 1935 int. to renewals fund will be on the full national basis less half the Railway sinking fund int. for that year. That 1936 estimate shall be as similar procedure.

The Treasury appear to me to have gone quite mad on the subject of renewals in the Kenya-Uganda Railway. The question of what is or is not a proper amount for renewals is in the last resort one to be decided by the Secretary of State for the Colonies and the General Manager and the High Commissioner and not by the academic reports of the Treasury.

In any case, things being as they are we have got to a standstill, or thought we had until 1938, and as long as it is agreed that everything is provisional till then it does not really matter into which compartment of the till the money goes. The money will be there anyhow and whether it is called reserve or renewals does not really matter.

I had, of course, not overlooked the Treasury's suggestion that the full renewals contribution might be reduced by one half the amount put down.

put down for the Sinking Fund, but in my letter to Mr. Speed I merely pointed out that the full renewals contribution at the rate of 3.11 per cent could actually be met, much more, therefore, could a contribution on the Treasury basis and I am not concerned to dispute it.

I think that the only thing to do is to tell the Treasury that we have not overlooked the Chancellor's proposal but we do not think that it is altogether right and we know that it would not satisfy the Kenya-Uganda people; and say that in any case the whole finances must be regarded as provisional, that it can all be reviewed as promised in 1938 and that meantime it does not really matter whether the spare cash is called surplus or betterment or renewals, as long as it is not spent and as long as it is understood that they have placed these various items without prejudice to eventual settlement. If it is later agreed that the 2½ per cent renewals can be adopted, at any rate up to 1946 when the loans fall in, then there will be no need for further adjustment. If, on the other hand, 2 per cent or the Treasury system or the full 3.11 is decided upon, then it will be possible to make the adjustment without doing anything more drastic than book entries.

J. S. W. Flood  
27.3.36

Wait for a reply to the letter to Mr. Bridges which Mr. Flood has drafted on 30/7/36

W.S.B. 20.3

FOR SUPPLEMENTARY ESTIMATES, 1935

SEE (2) ON 38179/16/36

Noted on 38179/16/35

replied for a time on 38177/16/35

Handwritten notes at bottom left, partially illegible.



Telephone No. 1 WHITESHALL 1234.

In any reply  
please quote Regd. No.

S.32902/03/8.



14R  
TREASURY CHAMBERS,  
WHITEHALL, S.W.1.

15th February, 1936.

Dear Flood,

[13] Many thanks for your letter of the 4th February about the Kenya - Uganda Railways Renewals Fund.

The agreement which I reached with Freeston in September 1934 was that, while the estimate for the railway year 1935 might be compiled on the assumption of a renewals contribution at the rate of 2½%, the actual contribution made should be increased up to 3.11% (or whatever the appropriate percentage may be) if the outturn of the year justified it.

The figures which you have been kind enough to send me seem to show that a renewals contribution on the life basis is amply justified.

I think you may have overlooked the fact that we have agreed that, while the full actuarial contribution ought to be made, an abatement from this contribution can be allowed of half the amount contributed to the railway's sinking fund.

J.E.W. Flood, Esq., C.M.G.,  
Colonial Office.


I gather from the Estimate for the railway for 1934 that sinking fund contributions are about £100,000 a year. You tell me that the renewal contribution on a life basis for 1935 would be £410,000 odd. If you subtract from this figure half the sinking fund contribution you are left with a contribution to the renewals fund in 1935 of £360,000, i.e. £30,000 more than the contribution which you are actually making and not £80,000 as suggested in your letter. If sinking fund contributions are higher than the figure I have quoted the difference is proportionately less.

The alternative which you suggest, namely that surpluses after allowing 2½% renewals contribution should be credited to a Reserve fund, was referred to in the Chancellor's letter of the 26th April last. In that letter the Chancellor drew attention to the 1924 arrangement under which profits were to be put to betterment and said that, if the Secretary of State was satisfied that the time had come

[W]  
35179/5/35

come to review that arrangement, he would be willing to consider proposals for the creation of a general reserve fund. That offer is of course still open and I note that you propose to consult us soon on the point. In the meantime we must adhere to the view that the 1935 contribution to renewals fund should be on the full actuarial basis less half the Railway Sinking fund contribution for that year and that the estimates for 1936 should assume a similar procedure.

It is worth remembering that there is at any rate in theory a considerable sum owing to the renewals fund in respect of arrears. We are not disposed to press this point to an issue, but it is at least a solid reason why you should now, when you can clearly afford it, set aside the proper amount annually instead of an arbitrary percentage which has no relation to the life of the fixed assets and whose only justification is the distinctly unsound one that the Railway does not at present need so much.

Yours sincerely,  


B

C.O.

Mr. Grossmith.

Mr. Flood do-1.

Mr. J. Campbell

Sir C. Parkinson.

Sir G. Tomlinson

Sir C. Bottomley

Sir J. Shuckburgh

Permt. U.S. of S.

Party. U.S. of S.

Secretary of State.

FOR MR. FLOOD'S SIGNATURE.

The second 9 1/2  
cents are new.

Downing Street,

Anst. W<sup>o</sup> 114

4 FEB 1935  
January, 1935

Dear Speed,

C.O.  
R 1 FEE  
D IX

I enclose a copy of a

despatch from the High Commissioner for

Transport, Kenya-Uganda, regarding the

provision for the Renewals Fund in the

Railway Estimates for 1935. In your

letter to Preston of the 15th of

September 1934 (No. S. 32902/03/8) you

said that the Treasury agreed that

the Railway Administration might be

authorised to compile their Estimates

for 1935 on the basis of a 2 1/2 per cent

contribution to the Renewals Fund on

condition that we told the

Administration that if, in the outturn

of the year, there is a surplus, that

surplus should not, as heretofore, be

credited to the Renewals Deficit

Account but should first make good

the

DRAFT. for Comm

E.B.B. SPEED, ESQ., M.C.

(Filing)

No 23  
23029/34

16 December, 1934  
(12)

FURTHER ACTION.

the difference between the sum actually contributed to the Renewals Fund and the sum which would have been contributed on the 3 1/2% <sup>per cent</sup> basis.

As you know, there was a subsequent exchange of letters between Sir Philip Cunliffe-Lister and the Chancellor of the Exchequer. Since the receipt of the Chancellor's letter, the matter has been under constant examination both in the Department and in Kenya, and it is hoped that it will be possible shortly to send to the Treasury the results of our further investigations. In the meantime the High Commissioner for Transport will find it necessary to close the accounts for 1935. We should ~~therefore~~ be glad to learn whether there would be any objection to our informing him that the contribution on the 2 1/2% <sup>per cent</sup> basis for 1935 is approved but without prejudice to anything the Treasury may decide as a result of the further representations which we propose to make.

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

DRAFT.

FURTHER ACTION.

It would not, however, be honest of me not to tell you the Railway situation as we now know it. Briefly, as you know, in 1934 the K.U.R. Estimates were framed so as to leave the Renewals Deficit Account still open at the end of the year, and showing £117,946 to the bad. When the 1935 Estimates were being prepared it was expected that there would be a further profit on that year's working which it was thought would amount to £60,000, leaving a deficit of £57,946. <sup>but</sup> ~~£57,946.~~ <sup>about £58,000</sup>

The Estimates, however, <sup>found out</sup> proved to be very much too conservative. The actual receipts in 1934 have proved sufficient to wipe out the deficit entirely and leave a small surplus, after all charges had been made of £26,708; while, according to a despatch just received, the 1935 working has shown better results still, and is expected

expected to produce a surplus of £255,000. For 1936 the Railway is budgeting for a surplus of £38,112 after meeting all charges, including Renewals at 2½ per cent. on the Railway, and meeting the deficit on the Harbour. These amounts are being put to a General Reserve, which at the end of 1936 will amount to £319,000 in round figures. For 1936 various reductions in the rates on commodities have been announced and brought into force as from the 1st of December last, which it is calculated would cost £150,000 in a normal year. Yet, in spite of this, they still expect to show a surplus as I have said above.

You will thus see that if the basis of 3.11 per cent. for Renewals is insisted upon, the Railway can actually meet it. In the 1935 Estimates for instance, the sum for Renewals on the Railway was £329,869 <sup>on the total</sup> with a capital value of £13,194,764. 3.11 per cent. of this would give £410,367, £80,488 more than the sum

C. O.

Mr.

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

DRAFT.

FURTHER ACTION.

15  
sum actually shown. The £255,000 which they expect to save (the figures are not definite yet, but will almost certainly not be far wrong) would allow them to pay this and put a lot to Reserve.

*be carefully*  
~~of that sum we had hoped~~

that the 2½ per cent. will be allowed for 1935 and for 1936 too, even if we cannot get agreement on the <sup>rates</sup> ~~proposal~~ <sup>General Manager's</sup> proposal of 2 per cent. Renewals, <sup>which</sup> ~~as you have said is what we & the Kenya people would prefer.~~ The information I have given you

above shows that the Railway has been reducing rates in order to help the farming community in Kenya, native as well as European, and it has succeeded in amassing a small Reserve. With this Reserve the Railway can

go in for further rate reductions, <sup>if it is allowed to put renewals at 2½ % or less;</sup> and it is beginning to look to us <sup>possibly</sup> here as being the only relief for the European farmers in Kenya and, <sup>(unless there is to be a grant in aid)</sup> therefore, the only chance of Kenya <sup>avoiding</sup>

avoiding a grant-in-aid is for the Railway  
to be enabled to reduce its rates. If the  
3.11 per cent. is insisted upon, then the  
Railway will be unable to reduce rates any  
further, and will go on accumulating a  
<sup>fund</sup> ~~balance~~ against Renewals which it does not at present  
want, while in 1946 it hopes to be able to  
get rid of a large proportion of its heavy  
burden of interest, <sup>and then</sup> when the whole financial  
position will need readjusting.

*But, for the moment, we  
do not ask you to agree to  
anything beyond the proposal  
at the end of the second paragraph  
of this letter.*

YOURS SINCERELY

(Signed) E. W. FLOOD



2224/30

By Air Mail

Rep. 9  
17

TRANSPORT  
KENYA-UGANDA

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,  
GOVERNMENT HOUSE,

NAIROBI,  
KENYA.

NO. 104

REC  
24 DEC 1935  
C. O. REGY

December, 1935.

*Keep to file 1/1/36*

Sir,

I have the honour to refer to your telegram No. 2 dated the 30th January, 1935, in which you accord sanction to this Administration's Estimates for the year 1935, with the exception of provision for renewals, and also to your Transport despatch, Kenya-Uganda, No. 60 dated the 2nd August, 1935, in which it is stated that no decision has yet been reached with regard to the question of contributions to the Renewals Fund, and to ask that your approval may be accorded to the provision for renewals in the 1935 Estimates at an early date, since the accounts for this year will be closed early in February next.

13/3  
copy to Secy Gen (1/1/36)

I have the honour to be,

Sir,

Your most obedient, humble servant,

*C. G. L. L. L.*  
for HIGH COMMISSIONER.

THE RIGHT HONOURABLE

J. H. THOMAS, M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, S.W.1.



OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,  
GOVERNMENT HOUSE,

NAIROBI,  
KENYA.

TRANSPORT  
KENYA-UGANDA

No. 39



15th April, 1935

Sir,

I have the honour to invite your attention to certain differences which occur in this Administration's Estimates for 1935 as compared with those of the Uganda Protectorate, and to explain how these differences are caused.

1. Uganda 1932 Loan (a)

	£	£
Estimates of Uganda Protectorate, page 10, Item I. Interest		44,145
Estimates of this Administration, page 78, Item I. Interest	44,371	
Less re-imbursments from Uganda Government in respect of telegraph line (included in the last item of page 78, 2420)	226	44,145

2. Uganda 1932 Loan (b)

Estimates of Uganda Protectorate, page 10, Item I. Sinking Fund		4,415
Estimates of this Administration, page 78, Item I. Sinking Fund	7,395	
Less re-imbursments from Uganda Government in respect of telegraph line (included in the last item of page 78, 2420)	30	7,365

Difference 2,942

This difference is due to this Administration making provision for ten months' Sinking Fund in respect of £2,000,000 (Uganda) 1932 Loan, the first half-yearly payment being due on the 1st September 1935, whereas the Uganda Government provides for the half-yearly payment only in their Estimates for 1935.

S...

3. Medical attendance Railways and Marine Staffs

Estimates of Uganda Protectorate, page 10, Item 2	1,000
Estimates of this Administration, page 49	<u>1,220</u>
Difference	<u>220</u>

This amount of £1,220 is included in the sum of £6,440 shown under Abstract E.XI on page 49 of this Administration's Estimates.

4. Anti-malarial clearing

Estimates of Uganda Protectorate, page 10, Item 3	90
Estimates of this Administration, page 41	<u>80</u>
Difference	<u>10</u>

The amount of £80 is included in the sum of £3,300 shown under Abstract A.VI (a) on page 41 of this Administration's Estimates.

5. Municipal Expenditure.

Estimates of Uganda Protectorate, page 10, Item 4	600
Estimates of this Administration, page 41	<u>578</u>
Difference	<u>22</u>

The sum of £578 is included in the amount of £3,300 shown under Abstract A.VI (a) on page 41 of this Administration's Estimates.

6. Scavenging Railway areas in other Townships.

Estimates of Uganda Protectorate, page 10, Item 5	350
Estimates of this Administration, page 41	<u>310</u>
Difference	<u>40</u>

The sum of £310 is included in the amount of £4,400 shown under Abstract A.VI (a) on page 41 of this Administration's Estimates.

3 -

7. <u>Contribution from this Administration for maintenance of telegraph wires and other services.</u>	2
Estimates of Uganda Protectorate, page 11, Item 10	1,750
Estimates of this Administration, page 21	1,780
Difference	30

8. Telegraph line Kenya-Uganda border to Mbalemti

The amount of £157 shown in the Uganda Protectorate Estimates of page 41 Head XXIIIa Item 2, is provided for in this Administration's Estimates under re-imbursements from Uganda Government and is included in the sum of £420, the last item on page 48 of this Administration's Estimates. The difference of £1 is due to rounding off shillings to pounds. (Vide paragraph 2 above)

9. Interest on unspent balances of £2,000,000 (1932) Uganda Loan.

The amount of £175 provided in this Administration's Estimates on page 78 in respect of interest on unspent balances of the £2,000,000 (1932) Loan is not shown in the Uganda Estimates since the unspent balance of the transport portion of this loan is in this Administration's hands.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

  
 C. G. L. Walker  
 HIGH COMMISSIONER.



10

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

TRANSPORT

KENYA-UGANDA

No. 35

RECEIVED  
- 6 MAY 1935  
C. O. REGY

10cc April, 1935

Sir,

I have the honour to invite your attention to certain differences which occur in this Administration's Estimates for 1935 as compared with those of Kenya Colony, and to explain how these differences are caused.

1. Contribution from Railway for maintenance of Railway telegraph wires and other services

Estimates of Kenya Colony and Protectorate, page 15, item 10 £ 6,300

This Administration's Estimates, page 21, Abstract A.5 6,520

Difference 220

The figure of £6,520 is included in the amount of £8,300 shown on page 21 of this Administration's Estimates, the balance of £1,780 being in respect of telegraph lines in Uganda.

The amount of £220 shown above is due to a slight difference in the method of estimating on the part of the two Administrations.

2. Audit

Estimates of Kenya Colony and Protectorate, page 18, item 21 £ 3,525

This Administration's Estimates, page 46 4,185

Difference 600

The difference is due to payment of allowance to the Auditor, travelling allowances and proportionate expenditure....

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

expenditure in respect of Home Colonial Audit, paid direct.

3. Police

Estimates of Kenya Colony and Protectorate, page 18, items 22 and 23,		£
	Railways	£5,002
	Harbours	<u>2,039</u>
		7,041

This Administration's Estimates,  
Pages 48 and 72 7,141

Difference 100

The difference is due to provision for travelling allowances paid direct by this Administration.

4. Contribution in lieu of rates

Estimates of Kenya Colony and Protectorate, page 18, item 25	9,710
--	-------

This Administration's Estimates, pages 56 and 72	<u>11,095</u>
---	---------------

Difference 1,385

At the time this Administration's Estimates were prepared no information was available as to what the assessments, in regard to rates, would be in 1935. It was, however, understood that there might be a slight increase and this Administration's Estimates were framed accordingly.

5. Interest on unspent balances

In this Administration's Estimates, pages 78 and 79, the sum of £3,876 is shown for interest on unspent balances of £3,500,000 (1924), £3,500,000 (1928) and £3,400,000 (1930) (Railways and Harbours) Loans. This sum is in respect of interest due to this Administration upon its portion of the unspent balances of the Loans. These payments in Kenya Colony's accounts are allocated as minus entries to the Revenue sub-head: "Interest, Surplus and Loan Balances" and for this reason the figures appearing on page 17, Item X, 4. of the Kenya Colony Estimates are shown as £3,000 instead of £6,876.

6. Reimbursements of Stamp Duty Reserve Fund.

On page 78 of this Administration's Estimates a sum of £816 in respect of reimbursements of Stamp Duty Reserve Fund is shown. This forms part of the sum of £1,200 on page 61 of the Kenya Colony's Estimates for 1935 - Item I, "Interest on Borrowings".

I have the honour to be,

Sir,

Your most obedient,

humble servant,

*C. G. Lather*

per HIGH COMMISSIONER.

C. O.

23344/34

39

Mr. Justice 30/1 etc

Kangra

Codent sent  
7.0 pm  
30.1.35  
JHW

Mr.

Mr. Parkinson.

Mr. Tomlinson.

Sir C. Bottomley.

Sir J. Shackburgh.

Parlt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

No. 2 Your despatch 16 Dec.

DRAFT. Tel.

(1)

133 Received o Estimate

Hughson  
Nandi

approved with exception of  
provision for renewals on  
which I shall advise you  
later.

SECRET

Any reply to this letter should be addressed to—

THE SECRETARY

TREASURY,

WHITEHALL, LONDON, S.W.1.

and the following number quoted:

S.39419.



TREASURY CHAMBERS.

January, 1935.

RECEIVED  
28 JAN 1935  
O. O. REGY

Sir,

I have laid before the Lords Commissioners of His Majesty's Treasury Mr. Flood's letter of the 6th January, 1935 (28324/34) enclosing a copy of the draft Estimates of the Kenya and Uganda Railways and Harbours Administration for the year-1935, together with a copy of a despatch dated the 6th December from the High Commissioner for Transport.

NOH

(2)

In reply I am to request you to inform Secretary Sir Philip Cunliffe-Lister that My Lords concur in his proposal to approve the Estimates, with the exception of the provision for contributions to the Renewals Fund in 1935, regarding which They note, a separate communication will be sent to Them.

I am to say that My Lords share the Secretary of State's satisfaction with the progress that has been made.

Sir,

Your obedient servant,

*A. V. ...*

The Under Secretary of State,  
Colonial Office.

003

13 4

# His Majesty's Eastern African Dependencies

WMcH/ND

KENYA, UGANDA,  
TANGANYIKA, ZANZIBAR.

TELEPHONE: WHITEHALL STR/4/3.  
ANY COMMUNICATION RESPECTING THIS  
MATTER SHOULD BE ADDRESSED TO THE  
SECRETARY  
REF. QUOTING

TRADE & INFORMATION OFFICE.

Grand Buildings,  
Trafalgar Square  
(ENTRANCE IN THE STRAND)  
London, W.C. 2

NYASALAND,  
NORTHERN RHODESIA

GARCES: EAMATTERS, LONDON.  
TELEGRAMS: EAMATTERS, RAND, LONDON.

23rd January, 1935.

Dear Mr. Freeston,

With reference to our conversation on the telephone this afternoon I enclose herewith copy of the note I made on the "Times" article on the Railway financial position, together with the approximate traffic returns for the months of November and December.

I am now getting these reports by Air Mail and shall send you them as received for future months.

Yours sincerely,

*G. M. Hardy*

L.B. Freeston, Esq., O.B.E.  
Colonial Office,  
Downing Street,  
London S.W.1.

The Section of the City Notes in the "Times" of January 14th dealing with the Kenya & Uganda Railways finances appears to have been written without full knowledge or appreciation of the facts. The figures quoted are correct, but the writer would seem to have overlooked the fact that a higher revenue with a lower aggregate tonnage is capable of being produced otherwise than by raising rates viz. by a larger proportion of the total tonnage consisting of more valuable commodities carrying normally a higher rate of freight.

There was in fact no great material alteration in freight rates on the Kenya & Uganda Railways during 1934 and the drop in the total tonnage carried is more than accounted for by the decrease in the tonnage of cotton seed and maize, both commodities carrying very low rates of freight.

Complete statistics for 1934 are not yet available but an examination of the figures for the first ten months shows that the decrease in Cotton Seed was 49,529 tons and of Maize 23,574 tons compared with 1933, a total of 72,903 or 12,128 tons more than the drop in the total of public traffic. On the other hand there are substantial increases in the tonnages of Cotton Cloth, Cotton Blankets, Kerosine Oil, Petrol, Motor Cars, Coffee, Iron and Steel, all yielding high rates of freight.

It is also, I think, generally admitted by both the producing and trading classes that the Kenya & Uganda Railways & Harbours Administration have made very drastic reductions in expenditure to meet the financial difficulties facing East Africa. Working expenditure, which in 1929 was £1,669,563 was brought down to £1,121,145 in 1933, a reduction of £548,418 or approximately 30%, while the operating ratio (i.e. the percentage of ordinary working expenditure to earnings) in 1933 was 46.21%, a figure which is equalled by few Railway undertakings in any part of the world.

The Railway has no desire to make large profits and in fact any profits go back into the undertaking by way of increased facilities or reductions of rates, but with a deficit account of £317,946 at the end of 1933 and no general reserve fund, it would appear to be sound finance to make and keep the Railways & Harbours self-supporting rather than let them become a liability that would fall on the Governments of the two Territories served.

KENYA AND UGANDA RAILWAYS AND HARBOURS.

Railways - (Including Branch Lines, Marine and Motor Services).

Approximate Traffic Return for the month ending 30th Nov. 1934.

	Passengers	Parcels & Luggage	Livestock	Goods	Telegraphs and Misc- ellaneous.	Total	1933 Corres- ponding Periods	Increase on 1933	Decrease on 1933
	£	£	£	£	£	£	£	£	£
Monthly Estimated	12,155	3,198	1,366	120,653	3,009	142,381			
Monthly Approximate	13,120	4,145	1,192	149,901	3,417	171,375	147,448	23,927	
Increase	965	945	-	28,648	-	28,994			
Decrease	-	-	167	-	1,597	-			
Estimated from Jan. 1st 1934 to 30th November 1934.	140,329	33,600	15,434	1,532,059	54,002	1,825,654			
Approximate from Jan. 1st 1934 to 30th November 1934	148,417	34,327	15,623	1,788,291	43,554	2,030,212	1,932,689	97,523	
Increase	8,088	727	189	206,202	-	204,558			
Decrease	-	-	-	-	10,648	-			

Adjusted to actual to end of September 1934.

T. W. W. 14/1/36 6 29

#### Kenya and Uganda Railway Receipts

The producing and trading classes in Kenya and Uganda will read with mixed feelings that the receipts of the Kenya and Uganda railways for the first 11 months of 1934 were £97,523 larger at a total of £2,030,212. The announcement is accompanied by a statement that for the first 10 months the export traffic railed to the coast was 66,510 tons less, that the import traffic railed from Kilindini Harbour was 6,915 tons less, and that the total public traffic was 60,775 tons less. The train mileage shows a decrease of 312,187. Apparently therefore the additional receipts are due to higher rates. It is an

important part of the case of the producing and trading classes that the Administration has failed to reduce expenditure at a time when the country is passing through a trying period owing to low prices. The country has had six years of deficits, and although the past year closed with a deficit the expenditure for the coming year is to be even higher than last year. High administrative charges and dear railway freights at a time when prices are unremuneratively low can only have the effect of hastening the depletion of the working dash resources of the producing and trading elements. It ought to be the aim of the Administration to conserve these in a depression such as the country is now passing through by reducing the overhead costs of production and trade.

RECEIVED

14 JAN 1935

C. O. REGY

530

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

Dated 12th January, 1935. Received 2.15 p.m. 12th January.

No. 1.

No 1 My despatch of the 16th December No. 133 reserved. Trust  
that approval of this Administration's Estimates 1935 may shortly  
be conveyed.

C. O.

Mr.  
Mr.  
Mr.

Mr. Parkinson.  
Sir G. Tomlinson.  
Sir C. Bottomley.  
Sir J. Shuckburgh  
Permt. U.S. of S.  
Parly. U.S. of S.  
Secretary of State.

**DRAFT.**

The Secretary  
Treasary

~~draft Estimates~~  
~~6 December 1934~~

23324/24

Dr 31/4

Grossmith 31/1/34  
Cliffe 1/1 P

Approved by  
Su



8 January, 1935

I am etc to transmit  
to you, to be laid before  
the Lord Commissioners of  
the Treasury, a copy of  
the draft Estimates of  
the Kenya and Uganda  
Railways and Harbours  
Administration  
for the year 1935.

Together with a copy  
of a despatch dated  
the 6<sup>th</sup> of December from  
the High Commissioner for  
Transport.

2. Sir Philip Cunliffe-Lister  
Considers that the  
High Commissioner is to  
be congratulated on  
The

FURTHER ACTION.

Reciev  
v. minutes

the results which have  
been achieved during the  
past year, and <sup>to be so done</sup> ~~facts~~ <sup>are</sup>  
that their Lordships will  
agree that the forecast  
for 1935 is most satisfactory.

He accordingly proposes to  
approve the Estimates,  
with the exception of the  
~~amount~~ <sup>portion</sup> <sup>for</sup> <sup>contributions</sup> to be contributed  
to the Renewals Fund in  
1935, regarding which a  
separate communication will  
be sent to you.

Yours etc

(Signed) J. E. W. FLOOD

32  
2

AIR MAIL



OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,  
GOVERNMENT HOUSE,

NAIROBI,

KENYA.

TRANSPORT

KENYA-UGANDA

RESERVED

NO. 133

RECEIVED  
14 DEC 1934  
C. O. REGY

6th December, 1934.

Sir,

No 1

I have the honour to refer to my Transport despatch, Kenya-Uganda, No.124 of the 21st November 1934, which forwarded twelve copies of the Estimates of this Administration for the year 1935, and to enclose herewith, as they give a full and detailed explanation of these Estimates, a copy of the General Manager's memorandum which he placed before the Railway Advisory Council to assist them in their consideration of the draft Estimates and also a copy of the Report by a sub-committee of the Harbour Advisory Board which had been appointed by the Board to examine the Harbour Estimates, together with a memorandum by the Acting Port Manager on the sub-committee's Report, both of which were considered by the Harbour Advisory Board before the draft Port Estimates were passed.

2. In view of the details included in the enclosed memoranda, it is unnecessary for me to comment at length on the Estimates, but there are a few items which I desire to mention.

Copy to Secy. (a)  
Amuel Tel 10

(a) Railway Revenue. The estimate of £2,087,000 originally suggested by the Administration and passed by the Railway Council is, in my opinion, conservative and it almost exactly coincides with the actual revenue for the year 1933.

(b) Railway Expenditure. The estimate of expenditure is 244,367 greater than the estimate for the current year.....

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

year, the majority of which increased expenditure is caused by the need to overtake arrears of maintenance, of buildings, works, coaching stock and goods stock, an increased expenditure which it has been realised for the last two years would be necessary.

The ratio of estimated ordinary working expenditure to that of estimated revenue is again most satisfactory and there is a slight decrease over that of last year notwithstanding the special provision to overtake maintenance arrears.

(c) Depreciation. The provision to the Renewals Fund is £336,067 and is based upon 2½% of the capital cost of the wasting assets as no decision has yet been received with regard to the proposed revised Basis of contribution, vide your telegram No.5, Confidential, of the 22nd June 1934, and my Confidential despatch, Transport Kenya-Uganda, of the 27th December 1933.

*No 18*  
*23029/34*  
*No 1*  
*23029/34*  
*man*

(d) Harbours. The Estimates, as in the case of the Railway, very closely accord with the Harbour actuals for 1933 and, as in the case of the Railway, in my opinion the estimate of revenue is a conservative one.

(e) Combined Net Revenue Account. The estimated Railway surplus is £117,567. The estimated Harbour deficit is £257,416, leaving a balance of £60,151 to be transferred to the Deficit Account. The estimated deficit at the end of this year was £117,946, but the latest revenue returns make it possible that at the end of the year the deficit will be almost eliminated, so that if the

estimated.....

estimated surplus for 1935 is realised, and I have every hope that it may be exceeded, the estimated deficit at the end of December 1935 will be converted into a surplus.

3. In connection with the Estimates for 1935, I invite reference to my Confidential despatch, Transport Kenya-Uganda, dated the 4th October 1934 and to your Confidential telegram No. 10 of the 26th October 1934, on the subject of levies on salaries, in which you state that you will be prepared to reconsider the matter when final results of the current year's working are available, and to inform you that the Railway Advisory Council, when considering the Estimates for 1935, asked that the question of levies should be referred to them again for review when the accounts for the first half of 1935 are available. The General Manager, in forwarding to me his remarks on the Railway Advisory Council minutes made the following comments, which I forward to you in extenso so that you may be aware of his views:—

"In connection with this (levy on salaries) an interesting debate took place.

Council were informed that to justify the retention of the Levy on the financial position of the Railway was no longer possible as the present position was sounder than it had ever previously been.

As the High Commissioner is aware, this is due in the main to the following:—

1. Renewal Fund: The sum of money now accumulated in this Fund is considerable, and, as the High Commissioner is aware from previous correspondence with the Secretary of State, is greater than anticipated requirements.
2. The cost of administering the Railway on a unit basis is now lower than it has ever been in the history of the Railway.
3. The cost of Salaries on a unit basis is now lower than it has ever been in the history of the Railway and compares more than favourably with other railways

operating...

operating under similar conditions.

4. The average charges to the public for transport services are now lower than they have ever been in the history of the Railway.
5. The actual revenue earned at the present time is in the neighbourhood of that earned in 1926, although the work done is considerably increased since that date, while working expenditure is some £200,000 less than it was during that year.
6. Full provision has been made in the Estimates for 1935 for a programme for overtaking arrears of maintenance over a period of three years.
7. Operating efficiency, as disclosed by the Annual Report for 1933, was greater than ever before in the history of the Railway and it may be stated that the results for the present year will in many directions be an improvement upon the figures for 1933.
8. Many dangers that previously existed in the rating structure have been removed.
9. No other Railway, so far as I am aware, publishes a Deficit merely because it is unable to meet the whole of its contribution to the Renewal Fund.
10. In the case of this Administration, the published Deficit was created by circumstances largely outside the control and in many cases against the advice of the Railway Administration, such as, for example, the delay in controlling road competition, amounting for at least £150,000, undue reductions in rates, grants to industries, delays in adjusting uneconomic and wasteful rates, etc., etc., all of which tended to dissipate reserves and bring about the deficit.

In view of these facts, it places me in a position of considerable embarrassment and forces me to contest the point, when it is stated that the Levy must be retained owing to the critical financial position of the Railway.

One member from Uganda explained that, in his view, the Levy must be retained as there was a 30% reduction in the cost of living and if bonuses were to be given when costs go up, as was done after the War, deductions should be made when costs come down.

A Kenya member contended that the rates had been put up substantially in the past three years and that this could only be justified if the Railway staff were penalised also.

Another Kenya member suggested that the Levy might come off when the Administration was in a position again to reduce rates.

The Chief Secretary, Uganda, fully recognised the position of the General Manager and considered that the cost of living and rating problems were separate and distinct issues which should not in any way be linked up with the question of a Levy on Salaries introduced admittedly at a time of real financial crisis. In his view, the only justification for the retention of the Levy now was on what might be termed psychological grounds

As the High Commissioner is aware, I am in full agreement with the latter view and I trust it will be found possible to avoid reference to the present financial position of the Railway when the retention of the Levy is under consideration.

As this is a matter to which the rank and file of the Administration, totalling over 15,000, including Africans, Asians and Europeans, many of whom are drawing comparatively low rates of pay, attach a great deal of importance, I again respectfully suggest that the Secretary of State should be fully informed of the position, particularly in view of the Colonial Secretary's reply to Captain the Hon. H. E. Schwartz in Legislative Council on December 20th, 1933, with regard to this matter.

It will be noted by the High Commissioner that Council have asked for this matter to be referred to them again for review when the accounts for the first half of 1935 are available. In view, however, of the telegram received from the Secretary of State, it is probable that the High Commissioner may wish to have this matter reviewed by Council at an earlier meeting."

I also desire to invite your attention to the speech by the Chief Secretary, Uganda, delivered at the last meeting of the Uganda Legislative Council when he introduced a motion extending the Levy on Salaries (Transport Services) Ordinance for another year; copies of this speech will doubtless be forwarded to you by the Uganda Government.

*Noted from Uganda*

I shall arrange for the Railway Advisory Council to reconsider this question of salary levy on Railway servants about March next year, as soon as the results of this year's working are available.

4. In view of the bad seasons and general depression which have affected East Africa and Kenya in particular, during the past two years, I consider that the financial situation....

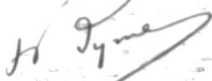
situation of this Administration is most satisfactory and that it compares favourably with that of any other Colonial railway with whose financial position I am acquainted.

5. Both the Legislative Councils of Kenya and Uganda have passed the Estimates for this Administration for 1935 without amendment, and I submit them for favour of your sanction.

I have the honour to be,

Sir,

Your most obedient, humble servant,



HIGH COMMISSIONER.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

DRAFT ESTIMATES OF REVENUE AND EXPENDITURE - 1935.

Draft Estimates of Revenue and Expenditure for the year 1935 are circulated herewith, for consideration by Council.

2. ESTIMATE OF RAILWAY EARNINGS:

The following figures may assist Council in considering the estimate of Railway Earnings which it is suggested should be adopted:-

	1935	1934	1933
	<u>Estimate</u>	<u>Revised Estimate</u>	<u>Actuals</u>
	₹	₹	₹
Passengers	136,000	161,364	160,786
Parcels and Luggage	36,000	37,255	35,592
Livestock	18,000	18,423	19,373
Goods	1,827,800	1,842,905	1,821,927
Telegraphs	1,200	1,322	1,498
Miscellaneous	48,000	48,820	48,366
<b>TOTALS</b>	<b>2,087,000</b>	<b>2,107,289</b>	<b>2,088,162</b>

3. It will be seen that the 1935 Estimate suggested for adoption approximates closely to the actual Earnings for 1933, and it may be stated that a close approximation also obtains in the case of the Revenue Estimate adopted for the Port of Mombasa.

4. For the information of Council, the following figures are given, showing the export tonnages of the staple products of these territories in 1933, the corresponding estimated tonnages for 1934 and the estimated tonnages employed in framing the 1935 Draft Estimates:-

<u>COMMODITY</u>	<u>1933</u>	<u>1934</u>	<u>1935</u>
Cotton	54,823	55,000	52,000
Cotton Seed	84,768	32,000	30,000
Coffee	29,745	26,000	25,000
Sisal	18,927	18,000	18,000
Maize	49,598	23,000	30,000

5. The estimate of 22,087,000 suggested for adoption is deliberately conservative.

RAILWAY EXPENDITURE ESTIMATE:

6. The following are the train and Engine Miles and Ton Miles used as a basis for estimating expenditure which is affected by these mileages and the corresponding figures in the 1934 Estimates:-

	<u>1935</u>	<u>1934</u>
<u>Ton Miles</u>	303,150,000	315,000,000
<u>Train Miles</u>		
Public	1,932,200	1,963,000
Departmental	480,000	465,000
	<hr/>	<hr/>
	2,412,200	2,428,000
Other Engine Miles	565,000	600,000
	<hr/>	<hr/>
TOTAL Engine Miles	2,977,200	3,028,000

7. The following figures compare the 1935 estimated expenditure under each Abstract with the estimated and probable actual expenditure for 1934 and the actual expenditure for 1933:-

	1935 Draft Estimate	1934 Printed Estimate	1934 Revised Estimate	1933 Actual Expenditure
ABSTRACT	£	£	£	£
A. Engineering	193,504	179,886	175,723	162,350
B. Loco Running	227,876	231,072	223,602	230,540
C. Maintenance of Rolling Stock	191,349	161,855	159,808	146,904
D. Traffic Ex- penses	223,403	216,527	214,864	212,650
E. General Charges	98,302	101,542	99,721	97,669
F. Steamer Services	62,825	60,889	61,089	60,927
G. Motor Services	11,131	10,649	10,717	10,307
H. Miscellaneous Expenditure	59,040	60,623	50,324	68,707
	<hr/>	<hr/>	<hr/>	<hr/>
	1,067,430	1,023,043	995,848	990,054

8. Dealing now with each of the Abstracts, the following explanations are given:-

9. ABSTRACT A. - ENGINEERING EXPENSES:

1935 Estimate.....	193,504
1934 Estimate.....	179,886
	<hr/>
Increase	£13,618

10. This Abstract is inflated to the extent of £1,909 by reason of the fact that it includes the provision for the Estates Branch which in 1934 was embodied in Abstract E.

11.....

11. Excluding this £1,909 the actual increase in Engineering Expenses provided for is £11,709, the principal increases being:-

(i)	Increased provision partially to overtake arrears of maintenance of buildings and works (26028) and return to normal standard of maintenance (£1372)	7,400
(ii)	New Minor Works	2,000
(iii)	Normal Increments, Passages, etc.	2,888

(The total of these items is somewhat offset by sundry reductions under various sub-heads of Abstract A)

12. The additional expenditure under (i) includes provision for overtaking approximately one-third of the accumulated arrears. It has been fixed so as to enable all such arrears to be overtaken within a reasonable period with the present normal Engineering establishment and represents the maximum which economically can be expended with that establishment during 1935.

13. In the case of New Minor Works, the additional provision also will enable a proper proportion of such deferred works to be undertaken.

14. ABSTRACT B. - RUNNING EXPENSES:

- 1935 Estimate	227,876
1934 Estimate	<u>231,072</u>
Reduction	<u>£ 3,196</u>

15. On the basis of total Engine Miles, the estimated expenditure included in this Abstract is equal to -

1935 Shs. 1.53 per engine mile
1934 Shs. 1.52 " " "

This increase is due to:-

- (a) the reduced estimated total Engine Miles;
- (b) normal increments; and
- (c) the fact that Running Allowances were under-estimated in 1934.

16. The principal reductions are under the head of Fuelling and Cleaning Engines £1,272 and provision for fuel 24,334. This latter reduction is mainly due to improved methods adopted to reduce fuel consumption. The estimate has been framed on the assumption that prices for fuel throughout 1935 will not exceed current prices.

17. There is also a reduction of £1,154 in the requirements for passages.

18. Against the total of these reductions of £6,760 increased provision has been made in respect of -

(i)....

(i) Superintendence and Office	£ 899
(ii) Running Staff and Running Shed Staff	749
(iii) Running Allowances	1,846
(iv) New Minor Works	150

19. The increases under (i) and (ii) are in respect of normal increments and junior promotions; the additional amount included for Running Allowances is accounted for by the fact that the current year's expenditure under this sub-head has been under-estimated; while the increase under New Minor Works is due to the fact that previously the expenditure was included with the corresponding provision in Abstract C. It is now correctly reflected in this Abstract.

20. ABSTRACT C - MAINTENANCE OF ENGINES AND ROLLING STOCK:

	£
1935 Estimate	191,349
1934 Estimate	161,855
Increase	29,494

21. The main feature of this Estimate, in fact the only one that calls for comment, is the additional provision made for:-

22. Maintenance of Coaching Stock	Increase	8,872
" " Goods Stock		21,899
" " Machinery, Tools, etc.		2,060
		<u>32,831</u>

23. The total provision made in the Abstract will enable full repairs to be undertaken during the year on 160 Coaching Units at an average cost of £160 per unit and 1,600 Goods Units at an average cost of £25 per unit.

24. In the case of Locomotives there are no arrears of Maintenance.

25. The provision made in the estimate is regarded as the maximum that economically can be expended during 1935 and the provision of corresponding additional amounts in the succeeding two years should enable the whole of the Coaching and Goods Stock now in traffic to be placed in a thorough state of repair before the end of 1937.

26. ABSTRACT D. - TRAFFIC EXPENSES:

	£
1935 Estimate	223,403
1934 Estimate	216,527
Increase	6,876

27. On a ton mile basis the estimated expenditure is equal to:-

1935	Cents 1.47 per ton mile
1934	Cents 1.37 " " "

28. This increase is due mainly to two factors:-

(a) The....

(a) The lesser ton mileage provided for (the reduction is approximately 12,000,000 ton miles); and

(b) Special expenditure provided for.

29. So far as (a) is concerned, the actual ton miles may possibly exceed the estimate without any corresponding increase in expenditure.

30. Under the head "Superintendence", the reduced requirements for Miscellaneous Expenditure practically accounts for the reduction of £119.

31. OFFICE EXPENDITURE reflects an increase of £710 which represents the provision for normal increments and certain junior promotions.

32. STATION AND PIER STAFF: Of the increase of £5,228, the sum of £4,680 has been included to cover the cost of additional staff required to overtake staff leave which has accumulated during recent years. The additional staff to be employed will be engaged on a temporary basis, but it is anticipated that most, if not all of them, will be required ultimately to replace normal wastage.

33. LOADING AND UNLOADING OF VESSELS AND TRUCKS:

The increase of £1,328 is due to the additional tonnage anticipated which is reflected in the estimated Goods Earnings.

34. CATERING:

Effect has been given under this head to the regrading of the Assistant Superintendent recommended by Council, which recommendation has been approved by the High Commissioner.

35. Under other heads of this Abstract, slight fluctuations only are reflected which call for no special explanation.

36. ABSTRACT E. - GENERAL CHARGES:

	£
1935 Estimate	98,302
1934 Estimate	<u>101,542</u>
Decrease	3,240

37. As the 1934 Estimate included £3,420 on account of the cost of the Estates Branch (provided for in Abstract A in the 1935 Estimates) the real position is that there is an increase in the comparable expenditure in this Abstract of £180.

38. ADMINISTRATION AND MANAGEMENT:

The provision for local publicity and advertising, which was shown separately in the 1934 Estimates, is now included under "Management". The amount included for local advertising has been increased from £150 to £250.

39. There appears to be no other item under these two heads requiring any explanation.

40. ESTATES BRANCH:

As already indicated, the Estates Branch, consequent on

the transfer of the Estates Officer, has been absorbed into the Engineering Department, the position of Estates Officer having been abolished.

41. This re-organisation has resulted in an economy of over £1,000 per annum, and, as the Office Assistant to the Estates Officer (now designated Office Assistant (Lands) in Abstract A.) will be called upon to undertake many of the non-technical duties previously performed by the Estates Officer, Council is asked to review, in the light of this, the proposal that the post of this Officer should be made pensionable.

42. ACCOUNTS:

Provision has been made in the Estimates for strengthening the Senior Staff of the Chief Accountant's Department by the addition of two Assistant Accountants on the scale 2480/220/2600/230/£720. If this is agreed to, it will be possible to reduce the number of Senior Clerks by two and of Clerks Class I by one.

43. The Chief Accountant has expressed his concern regarding the strength of the Senior Officers of the Accounting Department, the personnel of which, as Council is aware, has been curtailed considerably during recent years.

44. In 1930, the total establishment of the Department numbered 293 and the cost of the Department was £63,061 (exclusive of Audit - £4,846).

45. In the 1935 Estimates, the personnel provided for is 162 - a reduction of approximately 45% - and the estimated cost (exclusive of Audit - £3,975) is £38,530 - a reduction of £24,531, equal to 39%.

46. The following is a comparison of the senior posts and salary scales in 1930 and those now considered necessary:-

<u>1 9 3 5</u>		<u>1 9 3 0</u>	
Scale		Scale	
1 Chief Accountant	£1,350	1 Chief Accountant	£
1 Asst. Chief Accountant	950-50-1100	Salary	1,400
		Allowance	100
			1,500
		1 Deputy Chief Accountant	
			950-50-1100
		Allowance	50
		1 Revenue Accountant	
			720-30-840
			840-40-920
3 Senior Asst. Accountants	720-30-840	1 Senior Asst. Accountant	720-30-840
2 Asst. Accountants	480-20-600	3 Asst. Accountants	480-20-600
7	600-30-720	7	600-30-720

47. It will be realized by Council that such a large reduction as is shown in paragraphs 44 and 45 throws upon the present Senior Officers of the Accounting Department considerable additional responsibilities. A staff of 5 Senior Officers is altogether inadequate properly to carry out the important responsibilities of that Department, particularly as ordinary and sick leave has to be provided for; and, although this has been accomplished during the last three years, it is definitely unsafe to endeavour to carry on any longer with such a weakened establishment.

48. It is, therefore, strongly recommended that the present staff be increased by 2 Assistant Accountants and that the number of Senior Clerks be reduced correspondingly, with a reduction also of one Clerk, Class I.

STORES DEPARTMENT:

49. The increase of 2793 in this Department's estimated expenditure is represented by normal increments and four additional junior appointments.

WATCH AND WARD:

50. The increase under Railway Police is accounted for by a change in the holder of the post of Assistant Superintendent and by normal increments.

LONDON OFFICE AND OVERSEAS ADVERTISING:

51. The provision is practically the same as in 1934.

FURNITURE AND EQUIPMENT:

52. The increase of 2100 is due to the fact that the previous provision has been found to be inadequate.

ABSTRACT "F" - STEAMER SERVICES

53.	1935 Estimate	262,825
	1934 Estimate	<u>260,889</u>
	Increase	<u>1,936</u>

54. RUNNING EXPENSES:

The increase of 2702 in the European Establishment is mainly due to the additional Second Engineer required, consequent upon the re-introduction of a weekly service on Lake Kioga, which the increase in traffic on that Lake has necessitated.

55. MAINTENANCE:

The increase mainly represents the estimated cost of re-conditioning the "Speke" and the "Stanley". In addition, the "Speke" requires re-acking and in Abstract K, and Appendix X this latter work is provided for as a charge to the Renewals Fund at an estimated cost of 2498.

56. A separate memorandum will be submitted to Council regarding the....

the general condition of the Administration's Lake Marine craft, as requested at Council's last meeting.

57. ABSTRACT "G" - MOTOR SERVICES

	£
1935 Estimate	11,131
1934 Estimate	<u>10,649</u>
	<u>Increase 482</u>

58. The increase, which is mainly under Running Expenses and Stores for the maintenance of the Road Motor vehicles, is due to the increased mileage anticipated in order to deal mainly with the tobacco traffic handled by this Service. This increased expenditure will be offset by increased earnings.

59. ABSTRACT "H" - MISCELLANEOUS EXPENDITURE

	£
1935 Estimate	59,040
1934 Estimate	<u>60,623</u>
	<u>Reduction 1,583</u>

60. The additional item - XII, Investigation in connection with proposed Superannuation Fund - is the outcome of the intimation given to Council at its meeting in October 1933, of the intention to investigate the possibility of introducing a Superannuation Fund.

61. It has been ascertained through the Secretary of State that the cost of the Government Actuary's investigations into the matter are unlikely to exceed £350. Certain small expenditure also will be incurred in the Chief Accountant's Department in collating the data required for the actuarial investigation.

62. It is anticipated that the 2400 included in this Abstract will cover all likely expenditure on this investigation.

63. As previously intimated, a report will, in due course, be submitted to Council in regard to this matter.

RAILWAY REVENUE ACCOUNT

ORDINARY WORKING EXPENDITURE:

64. The total estimated Ordinary Working Expenditure of	£
representing an increase over the 1934 estimate of	1,067,430
is equal to 51.49% in the case of the 1934 Estimates.	44,387

65. Excluding the special provision included to overtake maintenance arrears in the case of Engineering Expenses, Rolling Stock and Steamships and in respect of accumulated leave (Abstract D) the percentage is 49.08%

DEPRECIATION:

66. The increase of £172 in the contribution to the Renewals Fund represents the provision required to cover additional assets

placed....

placed into service.

67. The contribution of 2335,067 is based upon 2 1/2% of the capital cost of the wasting assets, no decision having yet been given by the Secretary of State in regard to the proposed revised basis of contributions to this fund.

68. TOTAL WORKING EXPENDITURE:

The total working expenditure of £  
is an increase over 1934 Estimates of 1,403,497  
of the total being equal to 67.25% of the Revenue as 44,559  
compared with 68.39 in the 1934 Estimates.

NET REVENUE ACCOUNT:

69. The balance transferred from Revenue Account of £ 683,503  
shows an increase of 55,441  
accounted for by:-  
Increased Revenue Estimate £ 100,000  
Less " Expenditure 44,559  
(Mainly to overtake arrears) 44,559  
55,441

70. A comparison of the Net Revenue Accounts in these and the 1934 Estimates is:-

	<u>1935</u>	<u>1934</u>		<u>1935</u>	<u>1934</u>
	£	£		£	£
Interest Charges	525,981	525,608	Balance from Revenue a/c (Rys.)	683,503	628,062
Loan Redemption Charges	100,955	93,769	Levy on Salaries and Wages	23,000	24,000
Write-off of Dead Assets	1,000	5,000	Miscellaneous Receipts	40,000	30,000
Write-off of Obsolete Stores	1,000	1,000			
Balance transferred to Combined Net Revenue Account	<u>117,567</u>	<u>55,685</u>			
	<u>746,503</u>	<u>682,062</u>		<u>746,503</u>	<u>682,062</u>

71. The increase in the Loan Redemption is due to:-

(i) The fact that the first payment of Sinking Fund Charges in respect of the Uganda 1932 (£2,000,000) Loan, of which the Railway proportion is 287,421, becomes due in 1935;

and

(ii) That the effect of the revised method of Branch Line

Accounting....

Accounting, recommended by Council at its last meeting to be given effect from the 1st November 1934, (which recommendation has been approved by the High Commissioner) will relieve the Kenya Government of payment of Interest Charges to an estimated extent of £1,374.

72. The increase under Miscellaneous Receipts is due to the increase in the Administration's Cash Balances and investments.

COMBINED NET REVENUE ACCOUNT:

	£
73. Against the Railway surplus of	117,567
has to be deducted the estimated loss on the Port of Mombasa of	<u>57,416</u>
	60,151
Leaving	
to be transferred to the credit of the Deficit Account.	

DEFICIT ACCOUNT:

74. The balance of the accumulated deficit at the 31st December 1933, was	£ 317,946
The latest estimate of this year's probable surplus is	<u>200,000</u>
which would reduce the deficit as at 31st December 1934, to	117,946
If the 1935 estimated surplus of is realized, the debit balance as at 31st December 1935, will be	<u>60,151</u> <u>£57,795</u>

PROPOSED EXPENDITURE ON RENEWALS AND BETTERMENT:

75. This will be covered by a separate memorandum.

APPROXIMATE POSITION OF RENEWAL AND BETTERMENT FUNDS:

76. This is given in Appendix I.

Ref. No. E.F.52.

GENERAL MANAGER'S OFFICE,  
NAIROBI.

12th October, 1934.

ESTIMATES - 1935.

PROGRAMME OF WORKS CHARGEABLE TO RENEWALS AND BETTERMENT FUNDS

Council is asked to recommend provision being made for expenditure in respect of Works chargeable to Renewals and Betterment Funds, as shown in Abstracts "L" and "M" on pages 74 and 75 of the Draft Estimates for 1935.

The amounts are:-

Railways and Motor Services	£ 179,171
Lake Marine Services	465
<b>TOTAL</b>	<b>179,636</b>

2. Of this £179,636, a sum of £121,012 represents the estimated unexpended balances on works already authorised, leaving an amount of £58,624 in respect of essential new works.

3. Full details of the individual works already authorised and proposed are shown on pages 87 - 90, as well as the estimated expenditure to the end of 1934, during 1935 and during subsequent years.

4. Whilst Council is asked to recommend provision being made as shown under Abstracts "L" and "M", each new work costing more than £750 will, as heretofore, be submitted with full details for Council's specific recommendation before any actual expenditure thereon is incurred.

Ref. No. E.F. 499

GENERAL MANAGER'S OFFICE, NAIROBI

23rd October, 1934.

## MEMORANDUM FOR HARBOUR ADVISORY BOARD

Meeting to be held on 10th October, 1934.

SUBJECT:

1935 DRAFT ESTIMATES.

S.7/S.H.

PARTICULARS

AND

REMARKS:

The Sub-Committee appointed at minute 358 to review the 1935 Draft Estimates of the Port and Harbours sat on the 28th September and 1st of October. I attach herewith a copy of the Chairman's Report along with copy of the Draft Estimates.

Certain queries have been raised by the Sub-Committee, replies to which are as follows:-

ABSTRACT A - ENGINEERING.

The remark "Contribution of £300 in respect of Harbours Office etc." at A I A (1) (b) is misleading. The actual contribution is £200, the remaining £100 being "relieving allowances" for District staff and Subordinate Supervision of Works and should be shown under item Miscellaneous at A I B I(c) and A I B 4 (b).

In accordance with the Sub-Committee's request for separate details of Deferred Maintenance and ordinary annual maintenance, the AG. Chief Engineer has supplied the following:-

	Ordinary Maintenance.	Deferred Maintenance.
	£.	£.
A.IV (a) Station Buildings and Workshops	8000	1,400
A.IV (c) Staff Quarters	800	1,000

A list of new minor works shown at A.VII is attached herewith.

ABSTRACT B - MARINE ROVING.

A statement showing expenditure and revenue in connection with Coast Navigational Lighting will be presented at the meeting of the Board.

RECOMMENDATION

ABSTRACT C - MAINTENANCE OF MECHANICAL PLANT.

In reply to the Sub-Committee's request for information in connection with this Abstract, the Chief Mechanical Engineer writes:-

"The amount allowed for is to cover normal maintenance and there is no provision made for deferred maintenance work as all arrears have been brought up to date."

A list of staff included under the various heads "labour" is appended,-

C.II.A.1 - LABOUR \$1,150.

Asian Artisans "B" Grade	...	...	2	
" " Daily Paid	...	...	5	(Includes 1 additional Artisan.)
African Artisans "C" Grade	...	...	5	
Labourers	...	...	1	

C.II.B.1 - \$1,220.

Asian Artisans "B" Grade	...	...	4	
" " Daily Paid	...	...	1	
African Artisans "B" Grade	...	...	5	(Includes 2 additional Artisans for 1935.)
" " "C" "	...	...	6	
Labourers	...	...	4	

C.III.A - LABOUR \$277.

Asian Artisans "B" Grade	...	...	1	
" " Daily Paid	...	...	3	
African " " "B" Grade	...	...	5	(Includes 1 additional Artisan for 1935.)
" " "C" "	...	...	5	
" " Daily Paid	...	...	3	
Labourers	...	...	2	
Watchman	...	...	1	
Casual Labour \$150 (for overhaul of S.T. "main").				

EXTRACT B - SHOE MAKING AND LIGHTERAGE.

The duties of the clerk shown at B.II 3 and the 19 Porters referred to at para 11 of the Sub-Committee's report are as follows,-

1. High Level Gudrun Clerk.

Receives loaded and empty trucks placed in the Siding and supervises placing and points.  
 Makes out Mailage Tickets.  
 Collects Harbour Mailage and Demurrage.  
 Labels trucks for the Harbour.  
 Keeps record of demurrage, daily record of requests for trucks, arrival and departure times of locos, truck position (Stock report).  
 Tally and seal trucks for up country.  
 Keeps record of coffee arriving from up country at Export Rates in and out.  
 Keeps Export register.

12. Porters.

Water gangs,  
 Gangway gangs,  
 Telephones to ships and Garbage cans,  
 Cleaning and whitewashing trucks,  
 Fire drill and attending to Equipment,  
 Messenger's boys for shifting cargo,  
 Lashing and Tarpauling trucks, collecting Tarpaulins from down loads, Reconditioning Port tarpaulins.  
 Keeping Points and Crossings cleaned up, also weighbridge  
 Labelling trucks for up country and Sidings.

It is pointed out that it is impossible at Kilindini Harbour to keep a certain amount of what is Railway work entirely apart from Port work and overlapping is unavoidable.

ABSTRACT E - GENERAL CHARGES.

In reply to the query raised at para 12 of the Sub-Committee's report, the Hon. AG. General Manager writes:-

"The basis on which the sum of £2,408 (Expenses of Administration and Management) is 15% of the total provision shown under the following sub-heads of Abstract 'H' Railways:-

H.I.(a) 1, 2, 3 and 8.

- I.(c)
- II.(a) Total.
- II.(b) and (c) Total.

If you refer to page 48 of the 1934 Estimates, you will observe that the amount charged to Port in respect of these heads was £2,403.

The figure of £2,503 on page 70 includes £200 in respect of Estates Office charges.

These Estates Office charges have been reduced to £200 in the 1935 Estimates and are now shown under Abstract 'A'."

ABSTRACT F - MISCELLANEOUS EXPENSES.

The reduction of Municipal Rating charges at F.V., the Hon. AG. General Manager explains is due to certain areas of Port Lands having been ceded to Government and Municipality i.e., area for Aerodrome and the Shimassi Road which is being widened before being handed over to the Municipality.

REVENUE ESTIMATE.

Attached is a statement showing:-

1. Draft Estimate of Revenue and Expenditure with tonnages, 1935,
2. Estimate of Revenue and Expenditure with tonnages revised in accordance with known figures up to August, 1934,
3. Actual Revenue and Expenditure with tonnages for 1933.

TONNAGES.

Exports of General Cargo	To end Aug. '34.	114,000
Exports of " "	-do-	261,206.
Exports of Bulk Oils	-do-	74,637
Exports of Bunker fuel Oil and Bulk Oils	-do-	2,116.
Miscellaneous earnings, (less Surcharge)	To end Aug. '34	2.
		28,480
Marine Earnings (less Surcharge)	-do-	37,236.

Renovals & Betterments Port 1935.

I attach herewith programme of Port Renovals and Betterments, 1935, for the information of the Board.

*R. Bayne*

AG. PORT MANAGER.

53

REPORT OF THE SUB-COMMITTEE ON  
HARBOUR EXPENDITURE OF 1923 AND RECOMMENDATIONS  
FOR 1924.

The draft estimates were forwarded to members on the 27th of September and were examined by the Sub-Committee at meetings held on the 30th of September and the 1st of October. Mr. V. B. Atkinson, the Acting Chief Engineer, and Mr. Newhook, the District Locomotive Superintendent, were in attendance at the former meeting, and the Port Manager and Acting Secretary to the Board attended both meetings.

2. Before examining the estimates in detail, the Sub-Committee wish to make certain comments regarding the method in which they have been prepared and presented.

It is understood that, in regard to certain of the expenditure Schedules I, e, abstract A, C, E, and F the estimates are prepared without the collaboration of the Port Manager. Certain of these schedules include charges for services which are shared by the railway and the Harbour, allocations to each being determined either on a track-mile basis or in accordance with an arbitrary division of costs made by the departmental Head. The Sub-Committee does not suggest for a moment that these allocations are made without meticulous regard to all the factors affecting the division of work and the time of officers and employees, but it is suggested that in future the allocation of these overlapping services should be made in consultation with the Port Manager, who, in the opinion of the Sub-Committee, should collaborate in the preparation of the Harbour expenditure estimates as a whole, with the exception of freight charges which are not subject to control.

3. There appears to be some lack of uniformity in the method of estimating throughout the expenditure schedules. For example, while relieving and acting allowances are for the most part included under miscellaneous expenditure, a summary of which has been supplied, provision for reliefs is also included under general items e. & item A.I.A.(b). Technical Office includes a relieving allowance. The former method appears to the Sub-Committee to be the more suitable.

It is also observed that while the other expenditure schedules give details of charges in respect of personal emoluments with the designations and salary scales of all employees other than casual labour, no such details are shown under Schedule C (Maintenance of Mechanical Plant). The Sub-Committee understands that the items shown under this schedule as "Labour" include salary provisions for technical and clerical employees, and has been unable to ascertain any reasons why the names and salaries of such employees are not shown in detail.

4. Where staff is inter-changeable between the railway and the Harbour the annual provision for passages in the Harbour estimates is necessarily very uneven in its incidence under the present system of providing for actual passages as they happen to fall due. The Sub-Committee suggests that consideration be given to the possibility of "padding" the annual charge to the Harbour under this item by averaging out re-imburements due to the railway over a period of years.

5. The scrutiny of estimated figures of both revenue and expenditure cannot be satisfactorily made in the absence of comparative figures. In the case of the revenue account, total of actual receipts in 1923 only are shown and in the case of

of the expenditure schedule the estimated figures of expenditure for 1931 only are shown. It is suggested that, in future, the following comparative data should be given in the case of both revenue and expenditure estimates;

- (1) actual figures for the preceding year;
- (2) sanctioned estimates for the current year, and
- (3) revised estimates for the current year based on actual working results.

It is also suggested that similar comparative data of tonnage handled should be supplied, and that detailed statements with similar comparative figures should be furnished showing the items comprising the general revenue headings "earnings on Marine Charges" and "Miscellaneous Earnings".

It is noted that the monthly revenue returns supplied to members do not follow in detail the form of the estimated revenue account and it is suggested that future returns might be prepared in this form.

6. REVENUE ACCOUNT.

The basis of the revenue estimate is the estimated tonnage of imports and exports i.e.

Imports	175,000 tons
Exports	345,000

The sub-committee consider that the import tonnage figure is a conservative one, which is supported by the records of tonnage handled during last year and during the present year to-date.

After a detailed consideration of crop prospects and other data, the sub-committee recommend the acceptance of an export tonnage of 345,000 tons as a reasonable maximum.

Receipts from wharfrage appear to be reasonably assessed on a valuation of general imports at £5,500,000.

The sub-committee is satisfied that the estimate as a whole may be regarded as sound.

7. EXPENDITURE.

The total expenditure provided for in the schedule by way of departmental expenses is £25,012, representing an increase of £5,531 on the estimated expenditure for the current year as follows:

	1930	1931	INCREASE	Decrease
Engineering	13,876	12,300	1,576	-
Marine working	27,028	17,438	9,590	-
Maintenance Mechanical Plant	8,763	8,189	574	-
Shore working and lightering	18,037	16,906	1,131	-
General charges	15,187	15,416	-	229
Miscellaneous Expenses	7,728	8,574	-	1,146
<b>Total</b>	<b>£ 85,619</b>	<b>70,088</b>	<b>15,531</b>	<b>-</b>

The additional £3,681 includes certain items which were not budgetted for in 1934 or which represent increases attributable to special circumstances i.e.

(1) Increase Maintenance of minor repairs of buildings and works (mostly arrears)	£4,788
(2) Water supply (previously under- estimated).	£1,500
(3) Services (not provided for in 1934)	<u>£3,344</u>
	<u>£7,632</u>

Against this amount a sum of £1,134 representing savings in respect of municipal rates has to be offset, so that the increase in what appear to be normal recurrent charges is £3,196, as follows :-

Actual increase	£3,681
Add saving on rates	<u>1,134</u>
	£10,828
Less exceptional items	<u>£ 7,632</u>
	<u>£ 3,196</u>

It is understood that this increase of over £3,000 includes maintenance charges shown under Abstract C which are not of a recurrent nature but provided for over taking arrears. The sub-committee understands that a statement is being prepared to show the proportion of these charges attributable to deferred maintenance and the proportion representing recurrent expenditure.

8. ABSTRACT A. ENGINEERING.

The following observations are made regarding individual items :-

A.I.A.(b). Technical Office. As stated in paragraph 3 this item includes a relieving allowance, the actual contribution to the Estates Office being £200 only.

A.I.A.(c). Miscellaneous Expenses. The increase of £60 under this item is required for the purchase of instruments etc., and is non-recurrent.

A.I.A.(3). Two additional clerical appointments are provided for and the Chief Engineer assured the sub-committee that the new appointments were unavoidable, partly owing to the necessity of keeping staff records and a depreciation register both of which represent work not previously undertaken.

A.IV.(a/g). Deferred maintenance of buildings and works.

The Chief Engineer assured the sub-committee that it was essential in the interests of good work that the work of overtaking arrears of maintenance should not be delayed. A four years programme has been drawn out and the present estimates provide for 25% of the anticipated outlay.

The sub-committee wish to draw attention to the desirability of distinguishing between deferred and ordinary maintenance under this head.

It would appear that the cost of this work should be borne by the Railway and not by the Harbour.

The Acting Port Manager has undertaken to ascertain the duties on which the 19 porters shown under item 6 are employed.

2. V. (7). WORKING HOURS: The Sub-Committee understands that this provision can be reduced from C10 to C77, the share of the Mechanics salary being shown under District C Item II, c(1).

12. ARTICLE "A" GENERAL CHARGES.

Item I. Expenses of Administration and Management.

The Sub-Committee was unable to obtain information as to the basis on which this contribution is assessed, and suggests that the Board should be furnished with particulars of the Administrative and Management charges included in this item and the basis of their allocation.

13. ARTICLE "B" MUNICIPAL CHARGES.

Item I. Municipal rates. The Acting Port Manager has been requested to obtain information as to how this reduction of municipal rating charges has been effected.

14. The Sub-Committee recommends that the Board should record its approval of these estimates subject to the reservations made in the preceding paragraphs.

MR. G. D. KING: CHAIRMAN.

MR. A. F. S. CHIFF: MEMBER.

MR. H. H. COLEMAN: MEMBER.

MR. R. V. WILKINS: MEMBER.

Mombasa, 2nd October, 1934.

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C.F.Y./CS.



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C. O. REGY

58

TRANSPORTKENYA-UGANDA

NO. 124

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

21st November, 1934.


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 1935. 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,

  
for HIGH COMMISSIONER.

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.



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

1935



# 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

1935

# Memorandum by the General Manager

## RAILWAYS, MOTOR, MARINE AND PORT SERVICES

1. A comparison of the estimated Revenue and Expenditure for 1935 with the Estimates for 1934 is given in the Summarized Revenue Account Statements.

2. The total Route Mileage of Open Lines during 1935 will be as follows:—

<i>Main Line.</i>	<i>Miles.</i>
Mombasa to Kampala .....	881

### *Principal Lines.*

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

### *Minor and Branch Lines.*

Solai Branch (Rongai to Lake Solai) .....	27
Yala Branch (Kisumu to Butere) .....	43
Kitale Branch (Leseu to Kitale) .....	41
Namasagali Line (Mbulamuti to Namasagali) .....	19
Kampala-Port Bell Line .....	6
Thomson's Falls Branch (Gilgil to Thomson's Falls) .....	48
Nanyuki Branch (Nairobi to Nanyuki) .....	145
	<hr/>
	1,538

### *Lines Worked but not-Owned.*

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

Total ... 1,624

as compared with the 1934 estimated mileage of 1,625 miles, the difference being due to the resiting of Mbulamuti Station and realignment of the line in the vicinity of the new station.

### *Steamship Services.*

	<i>Route Mileage.</i>
Lake Victoria .....	2,072
Lake Kioga .....	697
Lake Albert .....	829
Ragera River .....	196
	<hr/>
Total .....	3,796

## 3. REVENUE.

The estimate of Railway Revenue of £2,067,000 represents an increase of £100,000—equal to 5.83 per cent—over the estimate for the year 1934.

Revenue

## 4. ORDINARY WORKING EXPENDITURE.

The estimated Ordinary Working Expenditure has been increased by £44,397 over the 1934 Estimate—an increase of 4.34 per cent. This increase and the explanations thereof are as follows:—

Expenditure

ENGINEERING EXPENSES.—Increase, £13,618

Abstract A.

The increase under this head includes £2,688 in respect of staff increments and passages; £6,628 for the purpose of partially overtaking arrears of

maintenance of Buildings and Works; and £1,372 to enable a return to be made to the normal maintenance standard; £2,000 for necessary New Minor Works; and £1,900 in respect of the transfer of the Estates Branch, provision for which was formerly made in Abstract "E".

**Abstract B. LOCOMOTIVE RUNNING EXPENSES.—Decrease, £3,196.**

The provision of Fuelling and Cleaning Engines has been reduced by £1,372, whilst the provision for Fuel has been reduced by £4,334. Passage costs are reduced by £1,154. Increased provision is necessary in respect of Superintendence and Offices (£809), Running and Running Shed Staff (£749), Running Allowances (£1,846), and New Minor Works (£150).

**Abstract C. MAINTENANCE OF ENGINES AND ROLLING STOCK.—Increase, £30,404.**

The provision for maintenance of Carriages and Wagons has been increased by £30,771. This additional sum includes provision for the partial overtaking during 1935 of deferred maintenance of these assets during the last few years.

Increases for maintenance of Machinery, Tools and Plant, Pumps, etc. (£2,060), and New Minor Works (£1,126), are similarly necessary.

Reductions in respect of Running Repairs to Engines (£3,802), African Apprentices' Hostel (£285), and Passages (£550), are shown.

**Abstract D. TRAFFIC EXPENSES.—Increase, £6,876.**

The provision for Station and Pier Staffs is increased by £5,228. Of this amount, £4,820 is required for additional staff to relieve staff whose leave had to be deferred owing to the lack of necessary relief. An increase of £1,328 is shown in respect of Loading and Unloading of Vessels and Trucks, due to anticipated increased tonnage. Additional provision under a number of heads is practically compensated by the reduced provision made under other heads.

**Abstract E. GENERAL CHARGES.—Decrease, £5,240.**

This decrease is due to the transfer of the Estates Branch to Abstract "A".

**Abstract F. STRAHER SERVICES.—Increase, £1,936.**

This increase is mainly due to the necessity for overtaking deferred maintenance of vessels and machinery, expenditure during the past three years having been curtailed to such an extent that the full maintenance of the Administration's assets could not be carried out.

**Abstract G. MOTOR SERVICES.—Increase £482.**

An increase in Running Expenses (£200), Maintenance of Cars (£101), and Passages (£80), is necessary.

**Abstract H. MISCELLANEOUS EXPENDITURE.—Decrease, £1,363.**

The decrease is due to an estimated reduction of £2,500—in respect of Exchange and Brokerage charges. Against this an increase of £1,000 is necessary in respect of Pensions and Gratuities.

**Depreciation DEPRECIATION.—Increase, £172.**

This is necessary to cover Depreciation on new assets brought into service.

**Total Working Expenditure. TOTAL WORKING EXPENDITURE.—Increase, £44,559.**

The total estimated working expenditure, including Contributions to the Renewals Fund, of £1,403,497, which is £44,559 above the 1934 Estimate, represents 67.25 per cent of the estimated Revenue, as compared with 66.39 per cent in the 1934 Estimate. The estimated Ordinary Working Expenditure (i.e. exclusive of depreciation) which is £44,387 above the 1934 Estimate, is equal to 51.15 per cent of the Estimated Revenue, as compared with 51.49 per cent of the 1934 Revenue Estimate.

**5. NET REVENUE ACCOUNT.**

There is an increase of £6,185 in Loan Fund Charges, details of the 1935 and 1934 Estimates being:—

	1935.	1934.	
	£	£	£
Interest Charges	525,981	525,008	+ 373
Loan Redemption Charges	100,955	93,769	+ 7,186
Totals	£626,936	£619,377	+ £7,559

Net Revenue Account.

This increase is due to provision having to be made in respect of Loan Redemption Charges of the Uganda £2,000,000 (1932) Loan, and to a reduction in reimbursements from the Kenya Government in respect of Branch Line guarantees.

A sum of £1,000 has been included in respect of write-off of Dead Assets, and a sum of £1,000 to cover the value of Obsolete Stores which may have to be written off.

In addition to the balance transferred from the Revenue Account, sums of £40,000, in respect of Interest on Cash Balances and Advances and £23,000 in respect of Levy on Salaries and Wages have been included.

The estimated surplus to be carried to the Combined Net Revenue Account is £117,567, compared with a surplus of £55,685 in 1934 Estimates, an improvement of £61,882.

**COAST PORT SERVICES**

6. The estimated Revenue of £324,936 reflects an increase of £8,736 compared with the 1934 Estimate, an increase of 2.76 per cent.

Coast Port Services.

Ordinary Working Expenditure is estimated at £137,805, being made up of and comparing with the 1934 Estimate—as follows:—

	1935.	1934.	
	£	£	£
Departmental Expenditure	68,912	79,221	+ 9,691
Payments to Contractors (Shore Handling and Lighterage)	48,893	45,550	+ 3,343
Total	£137,805	£124,771	+ £13,034

The increase in Departmental Expenditure is mainly due to the necessity for partially overtaking arrears of maintenance and to provide for a return to normal maintenance conditions. In addition, provision has been made for the cost of running and maintaining Mombasa ferries—no provision for these services was made in the 1934 Estimates.

The provision for Depreciation amounts to £30,324, slightly below the 1934 figure.

**7. NET REVENUE ACCOUNT.**

Loan Fund Charges amount to:—

	£	£
Interest	180,714	
Redemption	35,009	
Total		215,723

Net Revenue Account.

Towards these charges the balance brought forward from Revenue Account of £156,807 and the proceeds of the Levy on Salaries and Wages of £1,500 amount to

Leaving an estimated loss of

which is carried to the Combined Net Revenue Account.

### COMBINED NET REVENUE ACCOUNT

Combined  
Net Revenue  
Account,  
Railways &  
Harbours.

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

	£
Railways: Surplus .....	117,567
Harbours: Loss .....	57,416
	£80,151

Abstracts  
L & M.

### 9. EXPENDITURE FROM RENEWALS AND BETTERMENT FUNDS.

Abstract L shows the expenditure contemplated on works in progress and proposed from Loan, Betterment and Renewals Funds—Railways, Road and Marine Services.

Abstract M shows the expenditure contemplated on works in progress and proposed from Loan, Betterment and Renewals Funds—Coast Port Services.

Appendix I reflects the estimated position of the Renewals and Betterment Funds at 31st December, 1935.

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

Appendix IV gives in detail the Depreciations 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 style="text-align: right;">£</p> <p style="text-align: right;">57,416</p> <p style="text-align: right;">60,151</p> <p style="text-align: right; border-top: 1px solid black;">£117,567</p>
<p>Balance from Net Revenue Account (Railways) .....</p>	<p style="text-align: right;">£</p> <p style="text-align: right;">117,567</p> <p style="text-align: right; border-top: 1px solid black;">£117,567</p>

## KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1935

## RAILWAYS—REVENUE ACCOUNT

Expenditure	1935	1934		Earnings		1935	1934		Increase	Decrease	1935	1934	Increase	Decrease
		Revenue Account	Net Revenue Account	Revenue Account	Net Revenue Account		Revenue Account	Net Revenue Account						
Engineering Expenses	130,594	179,686	13,618	Passengers	154,000	156,000	154,000	156,000	2,000		154,000	156,000	2,000	
Locomotive Running Expenses	227,876	231,072	3,196	Parcel and Luggage	37,000	36,000	37,000	37,000	1,000		37,000	37,000		
Maintenance of Engines and Rolling Stock	191,349	161,855	29,494	Live Stock	17,000	18,000	17,000	18,000	1,000		17,000	17,000		
Traffic Expenses	223,403	216,527	6,876	Telegraphs	1,200	1,827,860	1,717,800	1,827,860	110,000		1,717,800	1,827,860	110,000	
General Charges	98,302	101,542	1,966	Miscellaneous	1,200	48,000	60,000	1,200			60,000	60,000		
Steamer Services	62,825	60,889	1,966											
Motor Services	11,131	10,649	482											
Miscellaneous Expenditure	59,040	60,623	1,583											
Total Ordinary Working Expenditure	1,067,430	1,023,043	44,387											
Depreciation	336,067	335,895	172											
Total	1,403,497	1,358,938	44,559											
Balance Net Earnings carried to Net Revenue Account	683,503	628,062	55,441											
TOTAL	2,087,000	1,987,000	100,000								2,087,000	1,987,000	100,000	

## RAILWAYS—NET REVENUE ACCOUNT

Interest Charges	925,981	Balance from Revenue Account (Railways)	683,503
Loan Redemption Charges	100,865	Levy on Salaries and Wages	23,000
Write-off of Dead Assets	1,000	Interest on Cash Balances and Advances	40,000
Write-off of Obsolete Stores	1,000		
Balance transferred to Combined Net Revenue Account	417,567		
TOTAL	746,508	TOTAL	746,508

## KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1935

## HARBOURS—REVENUE ACCOUNT

Expenditure	1935	1934		Earnings		1935	1934		Increase	Decrease	1935	1934	Increase	Decrease
		Revenue Account	Net Revenue Account	Revenue Account	Net Revenue Account		Revenue Account	Net Revenue Account						
Engineering Expenses	15,279	12,390	2,889	Imports excluding Coal and Bulk Oils	35,000	35,000	35,000	35,000			35,000	35,000		
Marine Working	20,938	17,496	3,502	Handling—175,000 tons	55,000	55,000	55,000	55,000			55,000	55,000		
Maintenance of Mechanical Plant	8,763	8,189	574	Wharfrage	111,263	97,800	13,463	97,800			97,800	97,800		
Shore Working and Lighterage	15,037	92,456	77,419	Exports excluding Bunker and Bulk Oils—Handling and Wharfrage	3,500	3,500	3,500	3,500			3,500	3,500		
General Charges	15,187	15,496	309	Import Wharfrage on 70,000 tons Coal	12,700	11,700	1,000	11,700			11,700	11,700		
Miscellaneous Expenditure	7,798	8,874	1,076	Export Wharfrage on Bunker and Bulk Oils	1,000	1,000		1,000			1,000	1,000		
Departmental Expenditure	86,912	124,771	37,859	Marine Charges, etc.	56,000	57,140	1,140	57,140			57,140	57,140		
Payments to Shore Handling and Lighterage Contractors	48,893	48,893		Miscellaneous Earnings	38,000	40,000	2,000	40,000			40,000	40,000		
Total Ordinary Working Expenditure	137,805	124,771	13,034	5 per cent Surcharge	15,473	15,060	413	15,060			15,060	15,060		
Wharf Depreciation	36,324	36,337	13											
Total	168,129	165,108	3,021											
Balance Net Earnings Carried to Net Revenue Account	156,807	161,092	4,285											
TOTAL	324,936	316,200	8,736								324,936	316,200	8,736	

## HARBOURS—NET REVENUE ACCOUNT

Interest Charges	180,714	Balance from Revenue Account	156,807
Loan Redemption Charges	35,000	Levy on Salaries and Wages	1,500
Balance transferred to Combined (Railways and Harbours) Net Revenue Account	215,722	Balance Carried to Combined (Railways and Harbours) Net Revenue Account	57,416
TOTAL	215,722	TOTAL	215,722

—RAILWAY ESTIMATES

1935

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>A. IA—CHIEF ENGINEER'S HEADQUARTERS</b>								
<b>STAFF—</b>								
<i>(1) Administrator and Engineering.</i>								
* (a) Chief Engineer	1,600	1	1,750	1	1,750			
Pensionable Allowance	150							
* (b) Assistant Chief Engineer	1,250	1	1,250	1	1,250			
(c) District Engineer	840 by 40 to 920				77		77	
(d) Miscellaneous Expenses (see Appendix V)		2	3,000	2	3,077		77	
			75		450		375	
Deduct Contribution from Port		2	3,075	2	3,527		452	
Total A. IA (1)			185		200		15	
		2	2,890	2	3,327		437	
<b>(2) Technical Office.</b>								
* (a) Chief Draughtsman	840 by 40 to 920	1	920	1	920			
(b) Land Surveyor	480 by 20 to 600	1	538			558		
(c) Senior Draughtsman (Engineering)	480 by 20 to 600	2	1,174	2	1,153	21		
(d) " " (Architectural)	480 by 20 to 600	1	600	1	580	20		
(e) " " (Land Survey)	480 by 20 to 600	1	488			488		
(f) Junior Draughtsman	180 by 42 to 240	1	215	1	254	11		
(g) Clerk, Class II	315 by 18 to 405	1	405	1	387	18		
(h) Shorthand Typist	144 by 12 to 240	1	177	1	165	12		
<i>Carried forward</i>		9	4,537	7	9,409	1,128		

Previously shown under E. II (d), Reorganisation of Estates Office.  
Normal increment.

Previously shown under E. II (d), Reorganisation of Estate Office.  
Normal increment.

\* Pensionable Post.

ABSTRACT "A"—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1953		ESTIMATE, 1954		EXPLANATION
		No.	£	No.	£	
<i>Brought forward</i>						
A. 1A—CHIEF ENGINEER'S HEADQUARTERS STAFF—Contd.						
(2) Technical Office—Contd.						
(i) Surveyor (Asian)		1	330	1	330	Normal increments.
(j) Draughtsman (Asian)	Sh. per mensam 350 by 25 to 550	2	405	2	402	Additional posts necessary.
(k) Tracers (Asian)	{ 150 by 15 to 340 350 by 25 to 500 }	2	280		280	Promotion from Class V.
(l) Clerk, Asian, Class I	410 by 20 to 430	1	258		258	
(m) Clerk, Asian, Class IV	250 by 15 to 295	1	150	1	144	
(n) Survey boys	..	3	50	3	50	
(o) Plan Printers	20 to 60	2	29	2	29	
(p) Drawing Material		21	6,022	16	4,364	Increases due to transfer of Estates Office. Amount previously shown under E. II(c).
(q) Drawing and Survey Instruments			300		550	
(r) Miscellaneous Expenses (see Appendix V)			50		25	
Deduct Contribution from Post			550		210	
Total A. 1A(2)		21	6,922	16	5,149	Includes £300 in respect of Estates Office previously shown under E. II(c) and £390 in respect of leave allowances.
			909		320	
		21	6,013	16	4,829	1,184

ABSTRACT "A"—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1953		ESTIMATE, 1954		EXPLANATION
		No.	£	No.	£	
A. 1A—CHIEF ENGINEER'S HEADQUARTERS STAFF—Contd.						
(3) Clerical Officers						
(a) Office Assistant (Land)	600 by 30 to 720	1	720	1	720	Previously shown under E. II(c). Reorganisation of Estates Office.
(b) Office Assistant (Land)	600 by 30 to 720	1	720		720	
(c) Clerks, Class I	420 by 20 to 480	2	960	2	900	Post transferred to A. 1a(3).
(d) " " " II	315 by 18 to 405			1	405	Reorganisation. One previously shown under A. 1a(3).
(e) Shorthand Typist, Special Grade	250 by 18 to 340	2	590	1	340	Transferred to A. 1a(3).
(f) Shorthand Typist	144 by 12 to 240			1	258	Reorganisation. One previously shown under A. 1a(3).
(g) Clerks (Asian) Special Grade	Sh. p.m. 440 and upwards	2	680	1	300	Reorganisation. A. 1a(3).
(h) Clerks (Asian) Class I	410 by 20 to 430	1	258	1	258	Reorganisation. One previously shown under A. 1a(3).
(i) " " " Class IV	250 by 15 to 295	1	159	4	684	Redistribution.
(j) " (African) Class II	65 by 5 to 90	1	29	1	26	Promotion from Class III.
(k) Messengers and Office Boys	10 to 20	4	60	4	58	Increment.
(l) Miscellaneous Expenses (see Appendix V)		15	4,106	17	3,990	107
Deduct Contributions from Post			300		400	160
Total A. 1A(3)		15	4,406	17	4,459	35
Total A. 1A		15	154		180	26
		15	4,252	17	4,279	27
		38	13,155	35	12,435	720

ABSTRACT "A"—ENGINEERING EXPENSES—Contd.

Railways

DETAILS	Scale	ESTIMATE, 1953		ESTIMATE, 1954		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>1. DISTRICT STAFF</b>								
(1) <i>Administrative and Engineering</i>								
(a) District Engineers	840 by 40 to 820	3	2,760	3	2,683	77		Transferred from Abst. A. 1A. (1). Normal increments
(b) Senior Assistant Engineers	730 by 30 to 840	2	1,560	2	1,500	60		
(c) Assistant Engineers	460 by 20 to 600	8	5,110	8	4,870	240		
(d) Motor Trolley Drivers, Unemployed and Chainmen	900 by 30 to 720	25	605	27	732	127		
(e) Miscellaneous Expenses (see Appendix V)			920		900		70	
Add Contribution to Post		38	10,955	40	10,775	180		
Total A. 1B(1)		38	11,537	40	11,146	391		Normal increment
<b>(2) Technical Office</b>								
(a) Surveyors (Asian)	Shs per manum 350 by 25 to 550	3	945	3	930	15		
(b) Chainmen		8	118	8	118			
(c) Miscellaneous Expenses (see Appendix V)			175		89	86		
Add contribution to Post		11	1,238	11	1,128	110		
Total A. 1B(2)		11	1,363	11	1,222	131		

Permissible Post

ABSTRACT A—ENGINEERING EXPENSES—Contd.

Railways

DETAILS	Scale	ESTIMATE, 1953		ESTIMATE, 1954		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>A. 1B—DISTRICT STAFF—Contd.</b>								
<i>Clerical Offices</i>								
a) Office Superintendent	600 by 20 to 600	1	600	1	580	20		Normal increment. Promotion. One post not required; one post transferred from A. 1A(3); one promotion from Class III. Previously shown under E. 11(1) in Reorganisation of Estates Office. Transferred to A. 1A(4). One Typist, Class II, now shown as Shorthand Typist; One post previously shown under A. 1A(3). One post redundant and vice-promotion.
b) Senior Clerk	500 by 20 to 540	1	500	1	480	20		
c) Clerks, Class I	420 by 20 to 480	4	1,520	3	1,185	335	140	
d) Clerks, Class II	315 by 15 to 405	1	278	1	340	62	22	
e) Typists, Class II	340 by 45 to 360	1	278	1	340	62	40	
f) Shorthand Typist, Special Grade	250 by 15 to 340	3	576	1	168	408		
g) Shorthand Typist	744 by 12 to 948	1	744	1	744			
h) Typists, Class III	120 by 12 to 180	1	120	2	264	144	264	
i) Clerks (Asian) Special Grade	Shs per manum 440 upwards	1	300	2	618	318		One transferred to A. 1A(3).
j) Clerks, Class I	410 by 20 to 430	6	1,245	7	1,740	495		Reorganisation.
k) Clerks, Class II	360 by 20 to 400	1	225	2	216	12		Normal increment.
l) Clerks, Class III	310 by 20 to 350	6	1,152	2	372	780		Promotions and reorganisation.
m) Clerks, Class IV	250 by 15 to 285	6	906	5	824	75		Change in holders of posts.
n) Clerks, Class V	140 by 15 to 240	10	1,047	5	576	471		Normal increments and new appointments required to undertake additional work.
o) Clerks, Class VI	100 upwards	1	108	1	108			Previously shown under A. 1B(3).
p) Clerks, Class VII	65 by 5 to 150	1	84	1	84			Reorganisation.
q) Clerks, Class VIII	65 by 5 to 90	5	216	2	93	123		Due to promotion to Class II.
r) Clerks, Class IX	20 by 10 to 60	1	35	5	145	110		One post transferred to A. 1A(4).
s) Messengers and Office Boys	10 to 30	8	122	8	122			
t) Miscellaneous Expenses (see Appendix V)		56	9,223	46	8,046	1,177		
Add contribution to Post			180		265		45	
Total A. 1B(3)		56	9,403	46	8,321	1,082		
Total A. 1B(4)		56	10,073	46	8,844	1,229		

DETAILS	Scale	ESTIMATE, 1955		ESTIMATE, 1954		EXPLANATION
		No.	£	No.	£	
<b>A. 1a—DISTRICT STAFF</b>						
(1) <i>Administrative and Engineering</i>						
(a) District Engineers	£ 840 by 40 to 920	3	2,760	3	2,683	77
(b) Senior Assistant Engineers	250 by 30 to 840	2	1,560	2	1,500	60
(c) Assistant Engineers	480 by 20 to 600	8	5,110	8	4,870	240
(d) Motor Trolley Drivers, Trolleyway and Chaintmen	900 by 30 to 720	25	605	27	732	127
Miscellaneous Expenses (see Appendix V)			920		990	70
Add contribution to Page Total-A, IV(1)		38	10,955	40	10,775	180
			382		371	211
		38	11,537	40	11,146	391
<b>(2) Technical Staff</b>						
(a) Surveyors (Asian)	Shs. per messon 350 by 25 to 550	3	945	3	920	15
(b) Chaintmen		8	116	8	116	
(c) Miscellaneous Expenses (see Appendix V)			175		90	96
Add contribution to Page Total-A, IV(2)		11	1,226	11	1,126	100
			125		104	21
		11	1,363	11	1,232	131

Transferred from Abst. A. 1a. (3)  
Normal increments

Normal increments.

\*Promotable Post

DETAILS	Scale	ESTIMATE, 1955		ESTIMATE, 1954		EXPLANATION
		No.	£	No.	£	
<b>A. 1a—DISTRICT STAFF—Contd.</b>						
(3) <i>Clerical Staff</i>						
(a) Office Superintendent	500 by 20 to 600	1	600	1	580	20
(b) Senior Clerk	500 by 20 to 540	1	500			500
(c) Clerks, Class I	420 by 20 to 480	4	1,520	3	1,183	337
(d) Clerks, Class II	315 by 18 to 465	1	278	3	400	122
(e) Typists, Class II	240 by 45 to 300	3	576	1	340	108
(f) Short-hand Typist, Special Grade	250 by 48 to 240			1	168	168
(g) Short-hand Typist	144 by 22 to 240					
(h) Clerks (Asian) Special Grade	120 by 12 to 180			2	264	264
(i) Clerks (Asian) Class II	Shs. per messon 440 upwards	1	300	2	618	318
(j) Clerks (Asian) Class III	410 by 20 to 400	6	1,348	7	1,589	241
(k) Clerks (Asian) Class IV	360 by 20 to 400	1	228	1	216	12
(l) Clerks (Asian) Class V	310 by 20 to 350	6	1,152	2	372	780
(m) Clerks (Asian) Class VI	250 by 15 to 265	6	906	7	844	72
(n) Clerks (Asian) Class VII	180 by 15 to 240	10	1,047	4	576	471
(o) African Special Grade	180 upwards	1	108			108
(p) African Special Grade Class II	95 by 8 to 150	1	84			84
(q) African Special Grade Class III	95 by 8 to 80	5	216	2	93	123
(r) Messengers and Trolley Boys	90 by 10 to 60	1	35	3	147	112
(s) Messengers and Trolley Boys	10 to 30	8	122	8	122	
(t) Miscellaneous Expenses (see Appendix V)		56	9,223	46	8,096	1,127
Add contribution to Page Total-A, IV(3)		190	267			46
		56	9,403	46	8,321	1,082
			670		320	350
		56	10,073	46	8,641	1,212

Normal increment  
Promotion  
One post not required; one post transferred from A. 1a.3, one promotion from Class III to Class II.  
Previously shown under E. II (d). Reorganization of Estate Office.  
Transferred to A. 1a.3.  
One post previously shown under E. II (d).  
A. 1a.3  
One post redundant and one promotion.  
One transferred to A. 1a.3 (g).  
Reorganization.  
Normal increment.  
Promotions and reorganization.  
Change in holders of posts.  
Normal increments and new appointments required to undertake additional work.  
Previously shown under A. 1b.3 (d).  
Reorganization.  
Due to promotion to Class-II (One post transferred to and reorganisation of Class-II).

ABSTRACT "A"—ENGINEERING EXPENSES—Contd.

Railways

DEPT.	No.	ESTIMATE 1955	ESTIMATE 1954	Increase	Decrease	EXPLANATION
A. 18—DISTRICT STAFF—Contd.						
	(4) Subordinate Supervisors of Works					
	(a) Inspectors of Works, Special Grade	2	1,200	1	600	Promotion.
	(b) Inspectors of Works, Class I	2	1,080	3	1,080	
	(c) Inspectors of Works, Class II	2	877	2	846	31
	(d) Inspectors of Works, Class III	2	941	2	905	36
	(e) Inspectors of Works, Class IV	2	792	2	741	51
	(f) Inspectors of Works, Class V	3	933	3	909	24
	(g) Inspectors of Works, Class VI	2	420	1	210	210
	(h) Inspectors of Works, Class VII	7	1,296	4	792	504
Tunnelers—						
	(a) Sub-Overseers (Asian) Class I	2	74	2	252	252
	(b) Overseers (Asian) Class II	4	146	4	132	14
	(c) Overseers (African) Class III	10	90	10	190	
	(d) Trolleysmen Motor Drivers					
	(e) Miscellaneous Expenses (see Appendix V)					
	(f) Trolleysmen					
	(g) Miscellaneous Expenses (see Appendix V)					
	(h) Trolleysmen					
	(i) Miscellaneous Expenses (see Appendix V)					
Add Contribution to Port						
Total A. 18(4)						

Promotion of one from Sub-Overseer, Class I. Normal increment and 4 posts previously charged to A. 17.

Now shown under A. 18(3). One post—previously shown as African Clerk from A. 18(4). Normal increments.

Actual requirements.

DEPT.	No.	ESTIMATE 1955	ESTIMATE 1954	Increase	Decrease	EXPLANATION
A. 18—DISTRICT STAFF—Contd.						
	(5) Subordinate Supervisors of Works					
	(a) Senior Permanent Way Inspectors	1	600	1	600	
	(b) Permanent Way Inspectors, Class I	6	3,221	8	3,183	38
	(c) Permanent Way Inspectors, Class II	7	3,134	8	3,478	344
	(d) Permanent Way Inspectors, Class III	3	1,062	3	1,044	18
	(e) European, Sub-Permanent Way Inspectors	6	1,049	6	1,085	36
	(f) Apprentice, Permanent Way Inspectors	6	435	6	290	145
	(g) Permanent Way Inspectors (Asian) Class I	4	1,859	4	1,314	45
	(h) Permanent Way Inspectors (Asian) Class II	9	1,757	3	629	1,128
Tunnelers—						
	(a) Sub-Permanent Way Inspectors	5	833	10	1,696	863
	(b) Sub-Permanent Way Inspectors	17	1,812	14	1,375	437
	(c) Apprentice Sub-Permanent Way Inspectors (Asian)	1	24			24
	(d) Sub-Permanent Way Inspectors (African) Class I	10	744	19	4,301	3,557
	(e) Sub-Permanent Way Inspectors (African) Class II	18	888	9	308	580
	(f) Sub-Permanent Way Inspectors (African) Class III	5	156	5	156	
	(g) Apprentices (African)	14	581	21	880	299
	(h) Timekeepers (African) Class II	12	431			431
	(i) Timekeepers (African) Class III	25	2,476	295	3,365	889
Add Contribution to Port						
Total A. 18(5)						
Total A. 18						
Total A. 1						

Normal increments and additional posts necessary.

Normal increments.

5 Posts previously charged to Abstract A. 11.

Actual requirements.

ABSTRACT "A"—RAILWAY

DETAILS	ESTIMATES, 1933	ESTIMATES, 1934	Increase	Decrease	REMARKS
<b>A.II—MAINTENANCE AND RENEWALS OF PERMANENT WAY—</b>					
A.II—(a) Maintenance Gangs	42,500	44,835			
(b) (1) Ariving and Mares	3,245	3,025	220		Reduction due to current rates of wages.
(2) Permanent Way Materials	3,430	2,900	530		
(3) Consumable Stores	638	650		12	
(c) Track Tools	1,660	1,600			Actual requirements.
(d) Ballasting	300	300		300	
(e) Repairs to Formation	5,000	4,900	1,000		
Total of A.II	56,413	57,310		897	
<b>A.III—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—</b>					
A.III—(a) Repairs	1,134	875	259		Actual requirements in order to return to normal standard of maintenance.
(b) Painting	1,650	2,700		1,050	
Total of A.III	2,784	3,575		791	
<b>A.IV—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—</b>					
A.IV—(a) Station Buildings and Workshops	6,168	3,380	2,788		Increased provision, as partially overtake deferred maintenance.
(b) Station Machinery	3,500	2,860	640		
(c) Staff Quarters	16,500	13,900	2,600		
(d) Water Supply Installations	2,000	1,700	300		
(e) Roads and Platforms	1,600	1,300	300		
(f) Inland Piers and Docks	1,700	1,980		280	Actual requirements.
(g) Sewerage Works	900	740	160		
(h) Maintenance of Godown Areas	550	715		65	
Total of A.IV	32,918	28,575	6,443		

ABSTRACT "A"—RAILWAY—Contd.

DETAILS	ESTIMATES, 1933	ESTIMATES, 1934	Increase	Decrease	REMARKS
<b>A.V—TELEGRAPHS AND TELEPHONES</b>	8,300	8,070	230		Actual requirements.
<b>A.VI—MISCELLANEOUS SERVICES—</b>					
A.VI—(a) Bush Clearing and Health Measures	3,300	2,850	450		
(b) Tools and Plant	1,750	1,240	510		
(c) Fire-fighting Appliances	111	75	36		
(d) Conservancy	4,000	4,300	300		Actual requirements in order to return to normal standard of maintenance.
(e) Water Supply	2,000	4,500	500		
(f) Insurance of Motor Vehicles	40	40			
Total of A.VI	14,001	12,905	1,696		Increased provision necessary.
<b>A.VII—New Minor Works</b>	5,000	3,000	2,000		
<b>A.VIII—CONSEQUENCES OF FLOODS AND ACCIDENTS</b>	500	500			
<b>A.IX—PASSAGES</b>	4,675	3,330	1,445		Actual requirements.
<b>A.X—PAINTING AND STATIONERY</b>	500	350		50	Actual requirements.
<b>GRAND TOTAL ABSTRACT "A"</b>	193,504	179,586	13,918		

**Railways**

**ABSTRACT "B" - LOCOMOTIVE RUNNING EXPENSES**

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>B. I—(a) SUPERINTENDENCE</b>								
*1 Locomotive Superintendent	950 by 50 to 1,150	1	1,066	1	1,016	50		Normal increment.
*2 Dist. Loco. Superintendents, Class I	720 by 30 to 840	1	761	1	750	11		
*3 Dist. Loco. Superintendents, Class II	600 by 30 to 720	1	720	1	720			
*4 Asst. Loco. Superintendent	480 by 20 to 600 600 by 30 to 720	1	636	1	600	36		
5 Loco. Instructor, Class I	560 by 20 to 600	1	600	1	600			One change of grade and one promotion.
6 Inspectors, Class I	560 by 20 to 600	2	1,160			1,160		
7 Inspectors, Class II	480 by 20 to 540	5	2,620	5	2,601	19		One promotion to higher grade and one post abolished.
8 Inspectors, Class III	300 by 18 to 480	2	836	4	1,654	798		Now shown under B. II (9).
9 Artisans, Class I	300 by 30 to 420	1	318	1	318		318	Increased Acting Allowances due to leave.
10 Miscellaneous Expenses (see Appendix V)			1,080		546	534		1st salary of District Loco. Superintendent charged to Port Abstract.
Deduct Port Contribution		14	9,479	15	8,785	694		
Total B. I (a)		14	240		240			
<b>B. I—(b) OFFICES</b>								
1 Contribution towards Abstract C. I (c)			5,389		3,215	1,854		The personnel of the joint office is detailed under Abstract C. I (c), Items 2 to 15.
2 Miscellaneous Expenses (see Appendix V)			408		385	21		
Total B. I (b)			5,805		5,600	205		
Total B. I		14	15,044	15	14,145	899		

Continued

**Railways**

**ABSTRACT "B" - LOCOMOTIVE RUNNING EXPENSES—Contd.**

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>B. II—LOCOMOTIVE RUNNING SHED STAFF</b>								
1 Senior Foremen	480 by 20 to 600	1	357			357		One promotion from Foreman.
2 Foremen	444 by 18 to 600 480 by 20 to 640	7	2,442	8	2,747	304		One promotion to higher grade. 1st charged to Abstract C. I (b).
3 Artisans, Class I	300 by 18 to 420	2	690	2	472	18		Normal increments. 1st charged to Abstract C. 4, 6.
4 Clerks (Asian) Class III	Sh. per month	2	267	2	247	20		Normal increments. 1st charged to Abstract C. 1 (c).
5 " " " " Class IV	310 by 25 to 350	2	246	2	240	6		
6 " " " " Class V	250 by 15 to 295	7	628	7	604	24		
7 " " " " (African) Class III	150 by 15 to 240	3	72	3	68	4		
8 Miscellaneous Expenses (see Appendix V)	20 to 60	58	58		50	8		
Total B. II		24	4,547	34	4,428	119		Note: 1st of this Head is chargeable to Abstract C. 1 (b) and C. 1 (c)
<b>B. III—FUELLING, CLEANING AND CARE OF ENGINES—</b>								
(a) Labour			5,637		6,864	1,207		Estimated requirements.
(b) Stores			744		809	65		
Total B. III			6,401		7,673	1,272		
<b>B. IV—LOCOMOTIVE RUNNING STAFF</b>								
1 Drivers	340 by 18 to 380	48	14,468	52	18,644	1,176		Reduction in staff. Includes two drivers on special grade.
2 Firemen, Class I (Passed Firemen)	172 by 12 to 220	23	4,580	19	3,648	932		Increase required due to reduction of drivers.
3 Firemen, Class II...	100 by 12 to 160	21	2,965	21	2,959	6		Normal increments
4 Drivers, "A" Class, Asian	Sh. per month	19	4,191	19	4,121	70		One promotion.
5 " " " " " " Class, Asian	365 by 25 to 450	14	1,853	14	1,854	1		Reduction of one post
6 " " " " " " Special Class, African	150 by 15 to 220	2	276	2	276			Promotion to "A" Class.
7 " " " " " " " " Class, African	90 to 150	1	54	2	87	33		Normal increments.
8 " " " " " " " " " " Class, African	65 to 80	1	48	2	87	39		
9 Firemen, "A" Class, Asian	100 by 10 to 145	17	1,375	14	1,126	249		
10 Firemen, "A" Class, Asian	60 by 10 to 90	18	972	19	1,026	54		
11 " " " " " " " " " " Class, African	45 to 60	56	1,868	50	1,814	54		
Total B. IV		214	32,580	212	32,505	75		

Carried forward

Railways

ABSTRACT "C"—MAINTENANCE OF ENGINES AND ROLLING STOCK

DETAILS	Scale	ESTIMATE 1935		ESTIMATE 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
C.1— <i>a</i> GENERAL SUPERINTENDENCE—								
*1 Chief Mechanical Engineer	1,350	1	1,350	1	1,350			
*2 Works Superintendent	840 by 40 to 920	1	873	1	192		19	Change in holder of post.
*3 Assistant Accountant	{ 480 by 20 to 600 600 by 30 to 720 }	1	580	1	560	20		Normal increment.
4 Senior Foreman	480 by 20 to 600			2	1,180		1,180	Now shown under C.1( <i>b</i> ).
*5 Chief Locomotive Draughtsman	600 by 30 to 720	1	720	1	720			Increased acting allowances due to leave
6 Miscellaneous Expenses (see Appendix V)		4	279		235	44		
Total C.1. <i>a</i>			3,802	7	4,837		1,135	
C.1— <i>b</i> SUPERINTENDENCE—								
1 Inspectors, Class I	540 by 20 to 600	1	540			560		One promotion from Class II.
2 Inspectors, Class II	480 by 20 to 540	2	1,020	2	1,060		40	One promotion to Class II.
3 Inspectors, Class III	380 by 18 to 480			1	480		480	Previously shown under C.1( <i>a</i> ) and one additional post.
4 Senior Foreman	480 by 20 to 600	3	1,720			1,720		One promotion to Senior Foreman.
5 Foremen (see Appendix B)	{ 444 by 18 to 480 480 by 20 to 540 }	13	6,790	14	7,255		210	2/3rds charged to Abstract B.II(1) and (2).
6 Proportion of Salaries of Foremen (Abstract "B")			1,389		1,009			2/3rds charged to Abstract B.II(3)
7 Artisans, Class I			245			245		Anticipated requirements.
8 Miscellaneous Expenses (see Appendix V)			555		900		345	
Total C.1( <i>b</i> )		19	12,299	17	11,304	995		

\*Favorable Post

Railways

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

DETAILS	Scale	ESTIMATE 1935		ESTIMATE 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
C.1— <i>c</i> OFFICE—								
1 Junior Draughtsman, Class II	300 by 18 to 372	1	338	1	318	18		Normal increment.
2 Senior Clerks	500 by 20 to 540	2	1,040	1	540	500		One promotion from Class I.
3 Clerks, Class I	420 by 20 to 480	2	900	2	960		60	One promotion to Class I.
4 " " " " II	315 by 18 to 405	3	1,073	4	1,568		495	Normal increments.
5 " " " " III	180 by 15 to 225	1	185	1	185			One additional post.
6 Junior Clerks	Up to 180	2	314	2	312	18		Normal increments.
7 Shorthand-Typist (Special Grade)	250 by 18 to 340	1	320	1	312	18		Normal increments.
8 Shorthand-Typist	144 by 12 to 240	5	842	4	705	137		Normal increments.
9 Clerks (Asian) Special Class	Sh. per mensum	3	1,062	3	972	90		Normal increments.
10 " " " " Class I	440 upwards	3	774	4	1,032		258	Reduction of one post.
11 " " " " II	410 by 20 to 430	3	444	4	444		444	3 promotions from Class III.
12 " " " " III	380 by 20 to 400	2	444	4	792		210	2 promotions to Class II and 1 promotion from Class IV.
13 " " " " IV	310 by 20 to 350	3	582	4	792			Normal increments.
14 " " " " V	250 by 15 to 295	4	678	4	647	31		Normal increments.
15 Clerks (African) Class I	150 by 15 to 240	15	2,082	15	2,000	82		Normal increments.
16 " " " " II	95 to 150	5	306	4	234	72		Normal increments.
17 " " " " III	65 to 90							One additional post.
18 Office Boys and Messengers	20 to 60	11	175	10	160	15		One additional post.
19 Proportion of Salaries of Shed Clerks	10 to 30		603		579	24		2/3rds charged to Abstract B.II(4), (5), (6) and (7).
20 Miscellaneous Expenses (see Appendix V)			293		295		2	
Total C.1( <i>c</i> )		63	12,029	60	11,021	1,008		
Deduct Abstract "B" Contribution			5,399		5,215		184	See Abstract B. I.( <i>b</i> )(f).
Total C.1( <i>d</i> )		63	6,630	60	6,406	224		
Total C. I		86	22,721	84	22,647	74		

\*Favorable Post

No.	£	No.	£	Increase	Decrease	EXPLANATION
<b>1. SUPERINTENDENTS</b>						
1	1,500	1	1,500			
2	1,200	1	1,200			
3	1,050	2	1,050			
4	1,440	2	1,440			
5	1,770	1	1,760	10		Normal increments
6	570	1	560	10		Normal increments
7	1,541	3	1,541			Three promotions from Item 8.
8	582	2	582		1,783	See Item 7. Normal increments
9	560	1	560		560	Promotion from Item No. 10
10	520	2	1,010		490	See Item 9. Normal increments
11	600	1	600			Normal increments
12	1,420	3	1,402	18		Normal increments
13	270	1	255	15		Normal increments
14	200	1	200		100	Anticipated requirements
15	90	1	90			
16	250		250			
<b>Total I(a)</b>						
23	14,553	24	14,612		19	
<b>(b) Miscellaneous Expenses (see Appendix V)</b>						
	650		700		100	Anticipated requirements
<b>Total I</b>						
23	15,243	24	15,362		119	

\* Pensionable Post.

No.	£	No.	£	Increase	Decrease	EXPLANATION
<b>II—(a) OFFICES</b>						
1	1,000	3	1,380	20		Normal increments.
2	2,800	6	2,740	60		One additional post previously provided for under Headquarters Estimates.
3	1,163	2	923	240		Change in holder of one post and normal increments. One post transferred from D.III(c) item No. 3.
4	825	2	600	225		One promotion to item 1
5	225	2	450		225	
6	268	1	250	18		Normal increment.
7	869	3	535	344		2 additional appointments & normal increments.
8	250	1	244	6		Normal increment.
9	192	1	192			Previously shown under Item 23 of Abstract D.II(a). Part charged to Abstracts A. and E.
10	1,590	4	1,348	42		Normal increments.
11	1,032	4	1,030	2		Two promotions from Item No. 14
12	432	4	482		210	See Item No. 13. One promotion from Item No. 15 and normal increments.
13	1,050	6	1,260			1 promotion to Item No. 14 & normal increments.
14	3,150	7	1,241	148		Two additional appointments
15	120	13	120			Normal increments
16	556	3	162	24		Normal increments
17	168	4	168			Anticipated requirements.
18	453	3	309	44		
19	600	6	600			
20	17,343	7	15,381	1,362		
21	2,223	2	2,710		487	Anticipated requirements
22	19,566	7	18,691	875		
23	165	1	165			Proportion of salary and allowance of Telephonist, chargeable to Abstracts A. & E.
<b>Total II</b>						
83	19,401	7	18,691	710		

(b) Miscellaneous Expenses (see Appendix V)

DETAILS	Scale	ESTIMATE 1933		ESTIMATE 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III— <i>a</i> STATION AND PIER STAFFS								
1. Station Masters, Class I	400 by 20 to 400	1	500	1	480	20		Normal increment.
2. " " " " Class II	420 by 20 to 420	3	1,380	3	1,370	10		Normal increments.
3. Goods Agents, Class I	340 by 20 to 340	1	540	1	440			Normal increment.
4. Asst. Station Master, Class I	340 by 1 to 340	1	285	1	272	13		
5. Assistant Goods Agent	340 by 1 to 340	2	840	2	840			Now provided for under Abstract D. II(a) Item No. 4.
6. Goods Clerk, Class I	258 by 1 to 258	1	352	1	352			Normal increments and one additional appointment.
7. Junior Clerk	180 by 1 to 180	4	625	4	625	170		Normal increments.
8. Weighing Machine Inspectors	180 by 1 to 180	1	471	1	455	16		Changes in holders of posts.
9. Train Apprentices	180 by 1 to 180	5	347	5	355		28	
10. Station Clerks (Ad. (p.) S)	470 upwards	4	1,348	4	1,020	316		One promotion from Item No. 11 and normal increments.
11. " " " " Class I	410 by 20 to 410	8	2,135	8	2,110	24		See Item No. 10. One promotion from Item 12.
12. " " " " Class II	360 by 20 to 410	4	888	3	310	578		Promotions from Item No. 13.
13. " " " " Class III	310 by 20 to 310	60	12,556	63	11,972	584		See Item No. 12.
14. " " " " Class IV	250 by 15 to 250	21	3,090	22	3,114	24		Normal increments and promotions from Item No. 11.
15. " " " " Class V	210 by 15 to 240	106	15,254	109	15,161	91		Normal increments.
16. Assistant Station Masters (Asian)	140 upwards	14	1,439	14	1,281		184	Abolition of 3 posts and normal increments.
17. Station Masters (African) Class I	120 to 180	14	1,439	14	1,281		184	Normal increments and one additional temporary appointment.
18. " " " " Class II	120 to 180	14	2,642	13	2,148	194		
19. Yard Foremen and Assistants (Asian)	250 by 15 to 240	3	500	3	500			
20. Crane Drivers, Fitters, Firemen	140 upwards	3	1,068	3	1,068			
21. Clerks, (Asian) Special, Class I	440 upwards	6	1,548	6	1,548			
22. " " " " Class I	410 by 20 to 430	258	47,457	259	46,560	897		
<i>Carried forward</i>								

DETAILS	Scale	ESTIMATE 1933		ESTIMATE 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III— <i>a</i> STATION AND PIER STAFFS—Contd.								
23. Clerks (Asian) Class II	Sh. per mensum 360 by 20 to 400	1	216	1	216		361	One promotion from Item No. 24.
24. " " " " Class III	310 by 20 to 350	39	8,190	41	8,581			Increased staff for relief and normal increments.
25. " " " " Class IV	250 by 15 to 295	181	25,055	188	19,385	4,620		
26. " " " " Class V	150 by 15 to 240	117	5,558	12	805			Normal increments.
27. Clerks (African) Class I	95 to 150	27	3,093	35	1,890	483		
28. " " " " Class II	65 to 90	11	1,116	70	2,319		59	Anticipated requirements.
29. " " " " Class III	20 to 60	11	1,116	11	1,105	11		Normal increments.
30. Signallers (Asian) Class I	150 by 15 to 195	40	2,808	40	2,808			Additional appointments and normal increments.
31. " " " " (African) Class I	130 to 180	65	2,448	52	1,894	554		Anticipated requirements.
32. " " " " " " Class II	90 to 120	50	960	45	800	160		
33. " " " " " " Class III	50 to 80	3	159	3	159		48	One post abolished.
34. Telegraph Learners	20 to 40	2	108	3	156		5	One additional temporary appointment and normal increments.
35. Telephone Operators (African)	50 to 90	5	689	4	684			
36. Ticket Collectors	30 to 90	3	300	3	300			
37. Weighing Machine Fitters (Asian)	250 by 15 to 350	3	300	3	300			
38. Railway Agents at Kasesani, Karungu and Misoma	150 by 15 to 230	41	900	38	900			Increased requirements and normal increments.
39. Headmen	20 to 60	290	4,000	290	4,000		1,000	Anticipated requirements.
40. Porters and Lampmen	20 to 40	126	1,600	125	1,800		200	Changes in holders of posts.
41. Sweepers	10 to 30	27	450	27	450		50	
42. Watchmen	20 to 50	50	700	50	700			
43. Office Boys and Messengers	10 to 30	500	500	500	500			
44. Overtime		1,336	113,757	1,280	108,529	5,228		
Total III(a)								

DETAILS	Scale	ESTIMATE, 1955		ESTIMATE, 1954		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III—(6) LOADING AND UNLOADING OF VESSELS AND TRUCKS—								
1 Kilindini Harbour ..			12,030	11,337	693			Anticipated requirements
2 Other Ports and Stations ..			3,250	2,815	435			
Total III(6)			15,280	13,952	1,328			
III MISCELLANEOUS EXPENSES (See Appendix V)			650	800		150		
Total III			1,336	129,687	1,280	123,281	6,406	
IV a KILINDINI STAFF—								
1 Guards ..	240 by 18 to 300	6	1,800	6	1,800			
2 Ticket Examiners ..	240 by 18 to 300	10	3,000	10	3,000			
3. Guards (Asian)	Sh. per mensmen 150 by 15 to 340	71	11,000	71	11,100		100	Changes in holders of posts
4. Guards (African)	50 to 110	12	636	12	649		13	"
5. Ticket Examiners (Asian)	120 to 150 150 by 15 to 340	2	408	2	408			"
Add Contribution to Abstract B. VI for Running Room Staff and Stores		101	16,844	101	16,957		113	Anticipated requirements
Total IV(a)			638	610	28			
Total IV(a)		101	17,482	101	17,567		85	

DETAILS	Scale	ESTIMATE, 1955		ESTIMATE, 1954		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IV—(6) MISCELLANEOUS EXPENSES (see Appendix V)			150	150				
IV—(c) OVERTIME AND TRIP ALLOWANCES			6,250	6,000	250			Anticipated requirements
Total IV		101	23,882	101	23,717	165		
V—CLEANING OF CARRIAGES AND WAGONS—			1,750	1,780				
a) Wages ..			456	500			44	Anticipated requirements
b) Materials ..			2,206	2,280			44	
Total V			3,956	4,400			440	Anticipated requirements
VI—STATION STORES (FUEL, LIGHTING, WATER ETC.)—			960	880				
a) Fires, Lights, Water and General Stores for Carriages, Stations, Ports, Offices, etc			780	500	280			"
b) Wagon Covers, Ropes, etc.			324	379			48	"
c) Office and Station Fittings and Equipment			5,024	6,202			208	"
d) Watch and Clock Repairs			1,200	1,100	100			"
Total VI			7,988	8,961			973	
VII—CLOTHING								

Railways

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	ESTIMATE, 1935	ESTIMATE, 1934				EXPLANATION
		A	B	C	D	
VIII—CATERING—Contd.						
(f) Bedding Accounts	503	24	463	40		Additional requirements and normal increments.
1. Wages	419		592		113	Anticipated requirements.
2. Equipment and Uniforms						
<b>Total VIII</b>	<b>922</b>	<b>24</b>	<b>1,055</b>	<b>30</b>	<b>73</b>	Anticipated requirements. Previous provision insufficient.
(4) Printing and Stationery	180		150			
<b>Total VIII</b>	<b>14,542</b>	<b>158</b>	<b>14,834</b>	<b>292</b>		
IX—(6) CLAIMS INVESTIGATION AND COMPENSATION	280		300		100	Anticipated requirements.
(f) COMMISSION ON SALE OF PASSENGER TICKETS	100		480		280	Not previously provided for.
(g) CLAIMS FOR DAMAGE TO PROPERTY	100			100		
<b>Total IX</b>	<b>500</b>		<b>780</b>	<b>280</b>		Anticipated requirements.
X—PRINTING AND STATIONERY	5,390		5,280	110		
XI—PASSAGES	4,928		4,540	428		
XII—ADVERTISING	400		500		100	
<b>TOTAL ABSTRACT "D"</b>	<b>1,716</b>	<b>22,403</b>	<b>1,640</b>	<b>216,927</b>	<b>6,876</b>	

ABSTRACT "D"—TRAFFIC EXPENSES

MILEAGE	ESTIMATE, 1935	ESTIMATE, 1934	Increase	Decrease	Increase %	Decrease %
Traffic Train Mileage	1,932,200	1,963,000		30,800		1.57
Engineering, Fuel & Water Trains, etc.	480,000	465,000	15,000		3.23	
Total Train Mileage	2,412,200	2,428,000		15,800		.65
Miscellaneous Mileage	565,000	600,000		35,000		5.83
Total Engine Mileage	2,977,200	3,028,000		50,800		1.64
Freight Ton Miles	303,150,000	315,000,000		11,850,000		3.76

**Railways**

**ABSTRACT "F"—GENERAL CHARGES**

DETAILS	ESTIMATE 1935	ESTIMATE 1934		EXPLANATION	
		No.	£		Increase
<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. 681 of 16-7-1925 and Transport Despatch No. 153 of 24-12-1930. 16,557/30.
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		820		
5. Miscellaneous Expenses—His Excellency the High Commissioner and Staff (see Appendix V)	75		75		
Total I(a)	3,145		3,145		
(b) Expenses of Railway Advisory Council	200		290	60	Estimated requirements.
(c) Consulting Engineers' Fees and Crown Agents' Commission	300		350	50	Estimated requirements
Deduct Contribution by Port	3,645		3,735	394	
Total I	3,251		3,735	504	
<b>II.—(c) MANAGEMENT—</b>					
1. General Manager	1	2,500	1	2,500	
2. Chief Assistant to General Manager	1	1,250	1	1,250	
3. Legal Adviser	1	1,150	1	1,150	
4. Administrative Assistant	1	840	1	840	
5. Private Secretary to General Manager and Secretary to the Railway Advisory Council	1	480		480	Previously shown under E. II (b) (2).
Total II(c)	5	6,220	4	6,740	480

\* Post-possible Post.

**Railways**

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

DETAILS	Scale	ESTIMATE 1935		ESTIMATE 1934		EXPLANATION	
		No.	£	No.	£		Increase
<b>II.—(d) OFFICE—</b>							
1. Senior Clerks	500 by 20 to 540	3	1,620	3	1,698	12	
2. Clerks, Class I	420 by 20 to 480	1	434	2	893	324	459
3. " " II	315 by 18 to 405	1	324				
4. " " IV	180 by 15 to 225	1	195	1	195	4	
5. Junior Clerks	Up to 180	2	449	2	269	180	
6. Shorthand-Typists, Special Grade	250 by 18 to 340	2	536	2	568		
7. Shorthand-Typists	144 by 12 to 240	4	912	4	876	36	
8. Proportion of Telephonists' Salaries and Allowances	Sh. per mensem 440 upwards	1	354	1	318	36	
9. Clerk (Asian) Special Class	250 by 15 to 205	3	514	2	339	175	
10. Clerks (Asian) Class IV	150 by 15 to 240	13	210	13	144	35	144
11. Clerk (Asian) Class V	10 to 30	650	850			200	
12. Office Boys and Messengers		100	100				
13. Miscellaneous Expenses (see Appendix V)		800	800				
14. Expenses incurred on account of Distinguished Visitors		250	250				
15. Printing and Stationery		31	7,467	31	7,181	286	
16. Local Publicity Advertising		31	528	31	423	105	
Deduct			6,879		6,758	121	
Total II(d)							

Normal increments.  
Normal increment. One post now shown under E. II(c) (5).  
Transferred from E. IX(b). Regrading of holder of post.  
Normal increment.  
Normal increments, and provision for relief.  
Change in holders of post.  
Normal increments.  
Provided for in Abstract "D"  
Normal increment  
One promotion from Class V and normal increments.  
Promotion to Class IV.  
Estimated requirements.  
Estimated requirements.  
do.  
Estimated requirements.  
Previously included under E. IX(c). Estimated actual requirements.  
Proportion of salaries of Despatchers and Messengers chargeable to Abstrs. "A" and "D"

Railways

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1955		ESTIMATE, 1954		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—(a) PASSENGERS								
Total				84			191	Estimated requirements
Deduct Contribution by Port		36	13,762	35	13,352	410		
Total II (a) (b) and (c)		36	11,688	35	10,949	749		
(d) ESTATES OFFICE—								
1. Estates Officer	840 by 40 to 920	1		1	920		920	Post abolished.
2. Office Assistant to Estates Officer	500 by 30 to 600 600 by 30 to 720	1		1	600		600	
3. Assistant Land Surveyor	480 by 20 to 600	1		1	538		538	
4. Junior Draughtsman, Class I	390 by 18 to 480	1		1	452		452	
5. Shorthand-Typist	144 by 12 to 240 Sh. per increment	1		1	240		240	
6. Headmen Chattamen	20 to 60 30 to 40	1		1	25		25	Now included under Abstract "A"
7. Porters and Office Boys	10 to 30	6		6	100		100	
8. Miscellaneous Expenses (see Appendix V)					450		450	
9. Survey Equipment and Instruments					25		25	
10. Passages					480		480	
<i>Carried forward</i>		12	3,924				3,920	

\* Pensionable Post.

Railways

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1955		ESTIMATE, 1954		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—(d) ESTATES OFFICE—Contd.								
11. Deduct Contribution by Port Department				12	3,920		3,920	
Total II (d)								
Total II		36	11,698	47	14,309	2,671		
III.—(e) ACCOUNTS—								
1. Chief Accountant	1,350	1	1,350	1	1,350			Normal increments
2. Assistant Chief Accountant	950 by 60 to 1,100	1	1,100	1	1,057	43		
3. Senior Assistant Accountants	720 by 30 to 840	3	2,470	3	2,403	67		
4. Assistant Accountants	480 by 20 to 600 600 by 30 to 720	2	1,020			1,020		See reduction under III (f) (1). Anticipated requirement.
5. Acting Allowance			65			65		
Total III (e)		7	6,005	5	4,810	1,195		
III.—(f) GENERAL OFFICES—								
1. Senior Clerks	500 by 20 to 540	1	540	3	1,620		1,080	See item III (g) (4). Normal increments.
2. Travelling Inspectors of Accounts	360 by 18 to 480 480 by 20 to 540	3	1,585	3	1,625	60		
3. Stock Verifiers	360 by 18 to 480	2	1,080	2	1,080		955	
4. Clerks, Class I	420 by 20 to 540	3	1,440	5	2,395		955	
5. Clerks, Class II	315 by 18 to 405	3	1,135	3	1,086	52		
6. Clerks, Class IV	180 by 15 to 225	2	405	2	375	30	144	Two clerks transferred to new head "Mechanical Accounting" Reduction of two, due to re-organisation.
7. Junior Clerks	Up to 180	1	144	2	988		186	
8. Shorthand-Typists	144 by 12 to 240	4	784	5	598	186	185	
9. Typist, Class I	195 by 15 to 250	1		1	195		180	
10. " " II	120 by 12 to 180	1		1	180		180	
<i>Carried forward</i>		19	7,116	25	9,342		2,226	

\* Pensionable Post.

**Railways**

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS

DETAILS	Scale	ESTIMATE 1934		ESTIMATE 1934	Increase	Decrease	EXPLANATION
		No.	£				
II—(c) Passages	£						
Total			663	854	191		Estimated requirements
Deduct Contribution by Port		36	13,762	13,352	410		
Total II (a) (b) and (c)		36	2,964	2,403	539		
(d) ESTATES OFFICE—							
*1. Estates Officer	840 by 40 to 920			1	780	920	Post abolished.
2. Office Assistant to Estates Officer	500 by 20 to 600 600 by 30 to 720			1	600	680	
3. Assistant Land Surveyor	480 by 20 to 600			1	538	538	
4. Junior Draughtsman, Class J	390 by 18 to 480			1	452	452	
5. Shorthand-Typist	144 by 12 to 240 Sh. per increment 20 to 60 20 to 40			1	240	240	
6. Headmen Chattains	10 to 30			1	25	25	
7. Porters and Office Boys				6	100	100	
8. Miscellaneous Expenses (see Appendix V)					450	450	
9. Survey Equipment and Instruments					25	25	
10. Passages					436	480	
Carried forward				12	3,929	3,929	

Now included under Abstract "A"

\* Pensionable Post.

**Railways**

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS

DETAILS	Scale	ESTIMATE 1934		ESTIMATE 1934	Increase	Decrease	EXPLANATION
		No.	£				
Brought forward	£						
II—(d) ESTATES OFFICE—Contd.							
11. Deduct Contribution by Port Department							
Total II (d)				12	3,920	3,920	
Total II		36	11,698	47	14,369	2,671	
III—(e) ACCOUNTS—							
*1. Chief Accountant	1,350	1	1,350	1	1,350		Normal increments
*2. Assistant Chief Accountant	950 by 50 to 1,100	1	1,100	1	1,057	43	
*3. Senior Assistant Accountants	720 by 30 to 840	3	2,470	3	2,403	67	
*4. Assistant Accountants	480 by 20 to 600 600 by 30 to 720	2	1,020		1,020		See reduction under III (f) 4.
5. Acting Allowance			65		65		Anticipated requirement.
Total III (e)		7	6,005	5	4,810	1,195	
III—(f) GENERAL OFFICES—							
1. Senior Clerks	500 by 20 to 540 360 by 18 to 480 480 by 20 to 540	1	540	3	1,620	1,080	See Item III (g) 4.
2. Travelling Inspectors of Accounts	360 by 18 to 480 420 by 20 to 480	3	1,588	3	1,525	60	Normal increments.
3. Stock Verifiers	480 by 20 to 540	2	1,080	2	1,060	955	
4. Clerks, Class I	420 by 20 to 480	3	1,440	5	2,395	52	
5. Clerks, Class II	315 by 18 to 405	2	1,138	2	1,086	52	
6. Clerks, Class IV	180 by 15 to 225	2	405	2	375	30	
7. Junior Clerks	Up to 180	1	144	2	288		
8. Shorthand-Typists	144 by 12 to 240	1	784	3	598	186	Two clerks transferred to new head "Mechanical Accounting". Reduction of two, due to re-organisation.
9. Typist, Class I	195 by 15 to 250	1	180	1	180		
10. " " II	120 by 12 to 180	1	180	1	180		
Carried forward		19	7,116	25	9,342	2,226	

\* Pensionable Post.

DETAILS	ESTIMATE 1935	ESTIMATE 1934		EXPLANATION
		No.	£	
<i>Brought forward</i>				
<b>III.—ACCOUNTS—(Contd.)</b>				
<b>A. GENERAL OFFICES (Contd.)</b>				
11 Clerks, (Asstt) Special Class				
12 " " " Class I				
13 " " " " II				
14 " " " " III				
15 " " " " IV				
16 " " " " V				
17 Clerks, (African) Class I				
" " " " II				
" " " " III				
18 Messengers				
19 Miscellaneous Expenses (see Appendix V)				
20 Deduct Amount Debited to Provident Fund				
21 Deduct Contribution from Port...				
22 Deduct Contribution from Mechanical Accounting				
Total III(δ)				

Thirteen clerks etc, transferred to new head "Mechanical Accounting" Reduction of 11 clerks etc, due to re-organisation.

DETAILS	ESTIMATE 1935	ESTIMATE 1934		EXPLANATION
		No.	£	
<b>III.—ACCOUNTS—(Contd.)</b>				
<b>(c) MECHANICAL ACCOUNTING—</b>				
1 Clerk Class I				
2 Junior Clerk				
3 Clerk (Asian) Class III				
4 Clerks (Asian) Class IV				
5 Clerks (Asian) Class V				
6 Messenger				
7 Machine				
(a) Hire Charges				
(b) Cards etc.				
(c) Running Expenses etc.				
Deduct contribution from other Depts				
TOTAL III(c)				
<b>(d) CASH AND PAY OFFICE—</b>				
1 Cashiers, Class I				
2 " " " " II				
3 " " " " III				
4 Clerks, (Asstt) Class V				
5 Cash Counters (Asian)				
6 Clerk (African) Class II				
7 Messengers				
8 Miscellaneous Expenses (see Appendix V)				
Total III(d)				

See III(δ)

DETAILS	Scale	ESTIMATE, 1955		ESTIMATE, 1954		Increase	Decrease	EXPLANATION	
		No.	£	No.	£				
III—ACCOUNTS—Contd. (a) PRINTING AND STATIONERY	£		500		550		£ 50	Anticipated requirements.	
(c) PASSENGES			2,000		2,000				
Total III		162	38,530	175	38,885		455	Estimated requirements.	
IV—COLONIAL AUDIT— Fixed contribution Deduct Contribution from Port Department			4,125		4,125			Normal increments.	
Total IV			150		150			Normal increments.	
E.V.—(a) STORES DEPARTMENT— 1. Stores Superintendent 2. Assistant Stores Superintendent 3. District Stores Superintendent 4. Salary and Leave Allowances for retired Officers	1,000 790 by 20 to 840 480 by 20 to 600 600 by 20 to 720	1 1 1	1,000 755 618	1 1 1	1,000 726 586	30 22	279	279	Normal increment. Changes in holders of posts and one additional appointment. Normal increments. Reduction in grade for one post, and normal increments.
Total E.V.(a)		3	2,374	3	2,601		227		
(b) OFFICES AND STORES— 1. Stores Accountant 2. Senior Clerk 3. Clerks, Class I 4. " " II 5. " " III 6. " " IV 7. " " Junior 8. Clerks (Asian) Special Class 9. " " Class I 10. " " II 11. " " III 11. " " IV	500 by 20 to 600 500 by 20 to 540 420 by 20 to 480 315 by 15 to 405 240 by 15 to 300 180 by 15 to 225 Up to 180 Sh. per mensmen 440 upwards 410 by 20 to 430 310 by 20 to 350 250 by 15 to 295	1 1 1 1 1 1 1 2 2 13 5	512 540 432 405 240 191 186 579 516 2,435 786	1 1 1 1 1 1 1 2 2 14 4	493 540 414 384 240 210 176 564 516 2,520 600	19 18 11 240 19 4 15 84 186	390		
Carried forward		29	6,817	28	6,427				

\*Postionable Post.

DETAILS	Scale	ESTIMATE, 1955		ESTIMATE, 1954		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
V—(b) OFFICES AND STORES—Contd. 12. Clerks (Asian) Class I 13. " " (African) Class I " " II " " III 14. Sub-Storekeepers 15. Storemen, Class I 16. " " II 17. Apprentices 18. Storemen (Asian) Special Class 19. " " Class I 20. " " III 21. " " IV 22. " " V 23. Motor and Crane Drivers and Firemen 24. Headmen 25. Messengers 26. Carpenters (African) 27. Stores Porters and Labourers 28. Casual Labour 29. Insurance 30. Miscellaneous Expenses (see Appendix V) 31. Printing and Stationery 32. Passages	Sh. per mensmen 150 by 15 to 240 95 to 150 65 to 90 20 to 60 £ 420 by 20 to 480 480 by 20 to 540 420 by 20 to 480 315 by 15 to 405 48 to 120 Sh. per mensmen 440 upwards 410 by 20 to 430 310 by 20 to 350 250 by 15 to 295 150 by 15 to 240 20 to 60 10 to 80 10 to 20, 10 to 30	8 4 3 3 1 1 1 1 2 2 5 3 2 5 8 1 130	6,817 1,062 192 1,620 1,300 405 66 294 516 978 159 394 100 110 118 1,650	28 5 4 3 3 1 1 1 2 2 5 3 2 5 8 1 130	6,427 675 172 1,580 440 1,215 60 279 768 942 150 262 95 100 110 118 1,650	390 387 20 40 860 6 15 810 36 9 182 100 100 110 18 100 270 1,200 300 750	262 252 50 50	Three additional appointments. Normal increments. Normal increments. Promotions and normal increments. Normal increments. Reduction of one post. See Item No. 22. Normal increment. One additional appointment. See Item No. 19. Estimated cost. Estimated cost.
Total V(a)		207	18,616	203	17,563	1,053		
Total E.V.(a) and (b)		210	20,950	206	20,164	826		
Deduct contribution from Port Department			840		807		33	
TOTAL V			20,150		19,357	793		

**Railways**

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

DETAILS	Scale	ESTIMATE, 1935	ESTIMATE, 1934	Increase	Decrease	EXPLANATION
	£	No. £	No. £	£	£	
VI—WATCH AND WARD— (a) Railway Police (b) Railway Watchmen Total VI						
		5,102	4,847	255		Estimated requirements
		2,400	2,500		100	"
		7,502	7,347	155		"
VII—POSTAL, TELEPHONE AND TELEGRAPH SERVICES		2,400	2,400			"
VIII—UPKEEP OF HEADQUARTERS OFFICES— 1. Salary of Caretaker 2. Wages of Cleaners 3. Stores 4. Electricity, Maintenance of Lifts and Water and Conservancy Total VIII		1 200 24 350 100 720	1 200 24 350 100 720			
IX.—PUBLICITY— (a) 1. Clerk 2. Local Advertising Total IX(a)	255 (consolidated)	25 1,370 1 255 150	25 1,370 1 255 150		255 150	Part recovered from Government Departments and credited to Miscellaneous Earnings. Transferred to E. II(6) (3). Transferred to E. II(6) (16).

**Railways**

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

DETAILS	Scale	ESTIMATE, 1935	ESTIMATE, 1934	Increase	Decrease	EXPLANATION
		No. £	No. £	£	£	
IX.—PUBLICITY—Contd. (b) London Office and Overseas Advertising: 1. Contribution to Central Office 2. Railway Section (1) Salary of London Representative (2) Clerical Assistant (3) Travelling and Subsistence (4) Rent, Lighting, Heating, Stationery etc. (5) Advertising Total IX(b) Total IX		825 600 125 25 336 750	800 600 118 25 335 750	25 25 7 25 1		Normal increment. Anticipated requirements.
X.—FURNITURE AND EQUIPMENT, FOR STAFF QUARTERS, ETC. XI.—MEDICAL SERVICES— Per Capita Payments to Governments of Kenya and Uganda TOTAL ABSTRACT "E"		1 2,661 1 2,661 325 6,440 434 90,202	1 2,629 2 3,034 280 6,200 455 101,542	332 637 45 240 155	373 75 250 250 840	Increased provision necessary.



ABSTRACT "F"—STEAMER SERVICES

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1934		EXPLANATION
		No.	£	No.	£	
<b>I.—(a) GENERAL SUPERINTENDENCE—</b>						
*1. Senior Marine Officer	1,000	1	1,000	1	1,000	Normal increment. Change in holder of post.
*2. Senior Marine Engineer	720 by 30 to 840	1	832	1	802	
*3. Engineer-in-Charge	720 by 30 to 840	1	725	1	765	
Total I(a)		3	2,557	3	2,567	40
<b>(b) HEAD OFFICE STAFF—</b>						
1. Clerks, (Asian) Special Class	Sb. per mensem	1	336	1	300	Normal increment and promotion from Item 4. Promotion to Item 3. 1 additional appointment.
2. " " " Class I	440 upwards	2	774	3	774	
3. " " " " III	410 by 20 to 430	2	396	1	210	
4. " " " " IV	310 by 20 to 350	2	339	3	504	
5. " " " " V	250 by 19 to 245	4	522	3	492	
6. " " " " (African) Class I	150 by 15 to 240	4	254	4	276	
7. Office Boys and Messengers	65 to 90 20 to 60 10 to 30	4	72	4	72	22 Changes in holders of posts.
Total I(b)		20	2,683	19	2,568	125
<b>Miscellaneous Expenses (see Appendix V)</b>						
Total I		23	5,400	22	5,345	55
<b>II.—SUBORDINATE SUPERINTENDENCE—</b>						
1. Foremen	£	1	530	1	510	20
Total II..		1	530	1	510	20

\*Pensionable Post.

ABSTRACT "F"—STEAMER SERVICES—Contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1934		EXPLANATION
		No.	£	No.	£	
<b>III.—RUNNING EXPENSES—</b>						
(a) Superintendent		2	1,577	2	1,647	Normal increments.
*1. Commanders	720 by 30 to 840	2	1,440	2	1,440	
*2. First Officers	600 by 30 to 720	4	2,232	4	2,160	Normal increments
*3. Second Officers	390 by 18 to 480	2	1,324	2	1,332	
*4. First Engineers	480 by 20 to 600	12	6,343	11	5,733	1 additional Engineer necessary and normal increments
*5. Second Engineers	300 by 18 to 480					
6. Allowances to Engineers-in-Charge of Vessels	30		270		270	
Total III(a)		22	13,286	21	12,584	702
<b>(b) 7. Tug Masters (Asian)</b>						
	Sb. per mensem	3	573	3	691	Change in holder of post.
	250 by 15 to 300					
<b>8. Tug Masters and Pilots (African)</b>						
	30 to 90	13	671	12	643	1 additional appointment and normal increments.
	95 to 150					
<b>9. Third Engineers (Asian)</b>						
	150 by 15 to 300	12	2,657	11	2,487	1 additional appointment and normal increments.
	320 by 25 to 450					
<b>10. Third Engineers (African)</b>						
	45 to 90	11	698	11	698	Change in holder of post.
	95 to 150					
<b>11. Mates (Asian)</b>						
	150 by 15 to 250	4	475	4	528	Normal increment. Promotion from Item 14. Promotion to Item 13. Normal increments.
	45 to 60					
<b>12. Steamer Clerks, (Asian) Special Class</b>						
	440 Upwards	1	254	1	30	Normal increment. Promotion from Item 14. Promotion to Item 13. Normal increments.
	410 by 20 to 430					
	310 by 20 to 350	2	468	2	396	258
	250 by 15 to 295	5	960	5	894	
	150 by 15 to 240	2	262	2	244	53
	95 to 150					
	65 to 90	2	93	2	87	168
	20 to 60					
Total III(b)		56	7,034	54	6,926	

Carried forward

\*Pensionable Post.

**Railways**

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

DETAILS	Scale	ESTIMATE 1935		ESTIMATE 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>								
III.—RUNNING EXPENSES <i>contd.</i>								
<i>b</i> — <i>contd.</i>								
19 Wireless Operators (African Class II)	Sh. per mensem 90 to 120 50 to 80	2	75			75		Previously shown under Item 20 <i>See</i> Item 19
20 Deck, Engine Room Crews, etc.		56	7,034	54	6,926	108		
Total III, <i>b</i>								
(c) Miscellaneous Expenses <i>(see</i> Appendix V)								
Total III								
IV.—MAINTENANCE								
(a) Vessels								
(b) Machinery in Shops			9,518		7,850	1,668		Includes provision for overhauling of deferred maintenance, Estimated requirements, Increased provision necessary, Anticipated requirements.
(c) Tools and Plant			500		400	100		
(d) Training of African Apprentices			100		70	30		
(e) Disinfecting Ships			150		150			
Total IV			10,358		8,545	1,813		
V.—GENERAL STORES— Ropes, Tarpaulins, Clothing, etc.			1,000		1,000			
VI.—FUEL— (a) Fuel			10,267		11,000		733	Estimated requirements
(b) Labour			650		600	50		Increased provision necessary
VII.—RUNNING STORES— Oil, Tallow, etc.			575		300	275		Estimated requirements.
VIII.—NEW MINOR WORKS								

**Railways**

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

DETAILS	Scale	ESTIMATE 1935		ESTIMATE 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IX.—MAINTENANCE OF CHANNELS—								
(a) Maintenance			110		80	30		Estimated requirements.
(b) Upkeep of Lights, Lakes Victoria and Albert			80		125		45	
(c) Survey			190		205		15	
Total IX (a) and (b)								
*1. Marine Hydrographic Officer	{ 600 by 30 to 720		780	1	750	30		Normal increment.
2. Miscellaneous Expenses <i>(see</i> Appendix V)	{ 720 by 30 to 840		80		180		80	
Total IX (c)		1	860	1	910		50	Estimated requirements.
Total IX		1	1,050	1	1,115		65	
X.—CATERING—								
(a) Salaries and Wages, etc.			4,500		4,500			Estimated requirements
(b) Equipment			175		150	25		
(c) Stores, Liquors and Licences			1,600		1,500	100		
XI.—PRINTING AND STATIONERY								
XII.—PASSAGES			62,825	96	60,889	1,936		
TOTAL ABSTRACT "F"		105						

**Railways**

ABSTRACT "G"—MOTOR SERVICES

DETAILS	Scale	ESTIMATE, 1935	ESTIMATE, 1934	Increase	Decrease	EXPLANATION
		No. £	No. £	£	£	
<b>I.—SUPERINTENDENCE</b>						
1. Motor Transport Officer	600 by 30 to 720	1 720	1 720			
2. Miscellaneous Expenses (see Appendix V)		25	25			
<b>Total G. I.</b>		1 745	1 745			
<b>II.—OFFICE</b>						
1. Clerk (Asian, Class III)	Sh. per menssem 310 by 20 to 350	1 186	1 186			
2. " (African, Class I)	95 to 150	1 65	1 65			
3. " " II	65 to 90	3 160	1 64			
4. " " III	20 to 60	1 18	1 18			
5. Office Boy	10 to 30	12	12			
6. Miscellaneous Expenses (see Appendix V)						
<b>Total G. II.</b>		5 376	5 376			
<b>III.—STATION STAFF</b>						
1. Clerk (African) Class II	Sh. per menssem 65 to 90	1 54	1 63		11	Previously overestimated.
2. Labour		60	48		12	Increase in staff necessary.
3. Miscellaneous Expenses (see Appendix V)		71	71			
<b>Total G. III.</b>		1 185	1 184		1	

\*P. measurable Post.

**Railways**

ABSTRACT "G"—MOTOR SERVICES—Contd.

DETAILS	Scale	ESTIMATE, 1935	ESTIMATE, 1934	Increase	Decrease	EXPLANATION
		No. £	No. £	£	£	
<b>IV.—RUNNING EXPENSES—</b>						
(a) Drivers and Van Boys	Sh. per menssem 90 to 150; 50 to 80; 35 to 45; 20 to 30	48 1,440	48 1,440			
(b) Stores		3,700	3,500	200		Anticipated requirements.
(c) Licences and Insurance for Motor Vehicles		800	800			
(d) Clothing		80	80			
(e) Overtime		60	60			
(f) Miscellaneous Expenses (see Appendix V)		90	90			
<b>Total G. IV.</b>		48 6,170	48 5,880	290		Anticipated requirements. House allowance not previously provided for.
<b>V.—MAINTENANCE OF CARS—</b>						
(a) 1. Mechanics	Sh. by 18 to 480	3 1,440	3 1,440			
2. Mechanics (African)	Sh. per menssem 90 to 150	5 365	6 420		55	Reduction in staff.
3. Labour (African)		400	400			
4. Overtime		40	40			
5. Miscellaneous Expenses (see Appendix V)		50	44		6	Anticipated requirements.
<b>Total G. V(a)</b>		8 2,295	9 2,344		49	
<b>VI.—PASSAGES OF OFFICIALS</b>						
(a) 1. Stores, Material		1,150	1,000	150		Heavier repairs to vehicles necessary.
<b>Total G. V.</b>		8 3,445	9 3,344	101		
<b>TOTAL ABSTRACT "G"</b>		63 11,131	64 10,649	482		Anticipated requirements.

Railways

ABSTRACT "H"—MISCELLANEOUS EXPENDITURE

DETAILS	Scale	ESTIMATE, 1935		ESTIMATE, 1934		EXPLANATION
		No.	£	Increase	Decrease	
I.—Provident Fund and Gratuities from Revenue Account			24,750	25,000	250	Estimated requirements.
II.—Expense of Indian Agency			1,000	1,000		Estimated requirements.
III.—Legal Expense			50	50		For details, see Appendix IV.
IV.—Exchange and Brokerage			7,500	10,000	2,500	Estimated requirements.
V.—Fissions and Gratuities			16,650	15,650	1,000	Estimated actual requirements.
VI.—Suggestions Scheme		75		25	50	do
VII.—Municipal Rates		6,215		6,348	133	do
VIII.—Management Expenses of Loans		1,400		1,450	50	do
IX.—Subscriptions to Research Societies and Committees		50		500	450	do
X.—Investigations in connection with Standardisation of Railways in Africa		500		500		Estimated requirements.
XI.—Loss on Stores		200		100	100	Estimated requirements.
XII.—Investigation in connection with proposed Superannuation Fund		400			400	Not previously provided for.
XIII.—Grants to Railway Clubs and Institutes		250			250	
<b>TOTAL ABSTRACT "H"</b>			<b>53,040</b>	<b>60,623</b>	<b>1,583</b>	

HARBOURS ESTIMATES  
1935

DETAILS	Scale	ESTIMATE, 1925		ESTIMATE, 1924		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>A. 1A.—HEADQUARTERS STAFF.</b>	£							
(1) Administrative and Engineering	..		185	200	15			Contribution of £200 in respect of Estates Branch previously shown under Abstract E.
(2) Technical Office	..		609	320	289			
(3) Clerical Office ..	..		154	180	26			
<b>Total A. 1A ..</b>	..		948	700	248			
<b>A. 1B. (1)—DISTRICT STAFF.</b>	£							
(a) Assistant Engineer	..		1	690	690			} Change in holder of post.
• Senior Assistant Engineer	..		1	750	750			
(b) Motor Trolley Drivers, Trolley-men and Chainmen	720 by 30 to 840		3	54	54			} Provision for part Overseas Leave salaries not previously included.
(c) Miscellaneous Expenses (see Appendix V)	..		340	100	240			
<b>Deduct Contribution from Railway ..</b>	..		1,144	854	300			
<b>Total A. 1B (1) ..</b>	..		562	473	89			
<b>2) Technical Office—</b>	Share per annum							
(a) Surveyor (Asian)	350 by 25 to 550		1	210	15			Normal increment.
(b) Chainmen	..		2	37	37			
(c) Miscellaneous Expenses (See Appendix V)	..		3	262	247	15		
<b>Deduct Contribution from Railway ..</b>	..		30		30			
<b>Total A. 1B (2) ..</b>	..		292	247	45			
	..		125	104	21			
	..		167	143	24			

DETAILS	Scale	ESTIMATE 1933		ESTIMATE 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
A. 1b.—DISTRICT STAFF—Contd.								
(3) Clerical Office—								
(a) Clerk, Class I	£	1	480	1	405	15		Normal increment.
(b) Clerk (Asian) Class I	Shs. per mensm	1	258	1	258			Normal increments, alterations in holders of posts and two additional appointments to deal with extra work connected with Capital Registers, Staff records and overdue maintenance.
(c) Clerk (Asian) Class III	310 by 20 to 480	3	558	1	186	372		
(d) Clerk (Asian) Class V	150 by 20 to 350	2	267	2	238	29		
(e) Clerk (Asian) Class V	150 by 15 to 240	2	267	2	238	29		
(f) Clerk (African) Class III	20 by 10 to 60	1	36	1	30	6		
(g) Messengers and Office Boys	10 to 30	3	55	3	55			
(h) Miscellaneous Expenses (see Appendix V)		11	1,595	9	1,173	422		
Deduct Contribution from Railway			50		50			
Total A. 1b(3)		11	1,645	9	1,223	422	150	
(4) Subordinate Supervision of Works—			670		820			
(a) Inspector of Works, Class I	£	11	975	9	703	272		
(b) Sub-Overseer (Asian) Class I	500 by 20 to 540	1	540	1	540			Normal increment.
(c) Landle Overseer	Shs. per mensm	1	480	1	480			Normal increment. Previously shown as African Clerk.
(d) African Class II	95 by 5 to 150	1	84	1	81	3		
(e) African Class III	20 by 10 to 60	1	36	1	36			
(f) Messengers and Office Boys	10 to 30	1	15	1	15			
(g) Motor Drivers, Trolley-men and Chainmen		2	64	2	64			
(h) Miscellaneous Expenses (see Appendix V)		8	1,408	8	1,306	12		
Deduct Contribution from Railway			225		120	105		
Total A. 1b(4)		8	1,633	8	1,516	117	112	Provision for part Overseer Leave salaries not previously included.
		8	870	8	788			
		8	763	8	788	5		

DETAILS	Scale	ESTIMATE 1933		ESTIMATE 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
A. 1b.—DISTRICT STAFF—Contd.								
5. Subordinate Supervision of Track—								
(a) Permanent Way Inspector, Class I	£	1	540	1	540			Normal increment.
(b) Apprentice Permanent Way Inspector	500 by 20 to 540	1	72	1	71	1		
(c) Sub-Permanent Way Inspector (Asian) Class III	48 to 120	1	117	1	114	3		
(d) African Class II	Shs. per mensm	1	36	1	60	36		
(e) African Class III	150 by 15 to 240	9	125	9	125			
(f) African Class III	95 by 5 to 150						60	Change in holder of post.
(g) Trolley-men and Chainmen	20 by 10 to 60							
Deduct Contribution from Railway		13	890	13	910		20	
Total A. 1b (5)			259		318	59		
Total A. 1b		13	631	13	592	39		
Total A. 1		39	3,098	37	2,669	429		
		39	4,046	37	3,369	677		

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

DETAILS	Scale	ESTIMATE, 1935		ESTIMATE, 1934		Increase or Decrease	EXPLANATION
		No.	£	No.	£		
A. II.—MAINTENANCE AND MINOR RENEWALS OF PRAMSEY WAY—							
(a) Maintenance Gangs ..			1,056		970	86	Normal Estimates
(b) Artisans and Mates ..			216		165	51	"
(c) Consumable Stores ..			420		450	30	Actual requirements.
(d) Track Tools ..			33		34	6	"
(e) Ballasting ..			50		16	14	"
(f) Repairs to formation ..			50		100	50	"
-Total A. II ..			1,852		1,775	77	
A. III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—							
(a) Repairs ..			20		75	20	Actual requirements
(b) Painting ..			20		75	75	
Total A. III ..							
A. IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—							
(a) Station Buildings and Workshops ..			3,420		1,000	2,420	Normal requirements and overtaking a proportion of arrears of maintenance.
(b) Station Machinery ..			264		175	89	Actual requirements.
(c) Staff Quarters ..			1,990		770	1,220	Normal requirements and overtaking a proportion of arrears of maintenance.
(d) Water Installations ..			250		75	175	Actual requirements.
(e) Roads and Platforms ..			800		775	25	"
(f) Piers and Decks ..			1,350		520	830	Actual requirements. Increase due to repairs to fenders and pitching.
(g) Sewerage Works ..			50		24	26	Actual requirements
Total A. IV ..			8,124		3,339	4,785	

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

DETAILS	Scale	ESTIMATE, 1935		ESTIMATE, 1934		Increase or Decrease	EXPLANATION
		No.	£	No.	£		
A. V.—TELEGRAPHS, AND TELEPHONES ..							
A. VI.—MISCELLANEOUS SERVICES—							
(a) Bush Clearing ..			300		260	40	
(b) Tools and Plant ..			200		184	16	
(c) Fire Fighting Appliances ..			36		20	16	
(d) Conservancy ..			984		950	34	Actual requirements.
(e) Water Supply ..			1,400		1,315	85	
(f) Insurance of Vehicles ..			4		3	1	
(g) Rentals ..					600	600	
Total A. VI ..			2,924		3,332	408	
A. VII.—NEW MINOR WORKS ..			1,000		415	585	
A. VIII.—CONTINGENCIES FOR FLOODS AND ACCIDENTS ..			275		60	215	Actual requirements
A. IX.—PASSAGES ..			38		25	13	Actual requirements.
A. X.—STATIONERY ..			18,279		12,390	5,889	
TOTAL ABSTRACT "A" ..							

DETAILS	Scale	ESTIMATE, 1935		ESTIMATE, 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>I.—SALARIES AND WAGES—</b>								
(a) 1. Senior Pilot	£			1	600		600	Post abolished. One post transferred from B. I.(a) 1. Normal increment. Estimated requirements.
2. Pilots		4	2,322	3	1,702	620		
Overtime			300		300			
3. Shore Boatwain		1	477	1	464	13		
4. Miscellaneous Expenses <i>see</i> Appendix V.			200		100	100		
Total I(a)		5	3,299	5	3,166	133		
Shs. per month								
150 by 15 to 300		1	162	1	162			Normal increments and changes in holders of posts.
150 by 15 to 250		1	150	1	150			
		5	279	5	242	37		
25 to 45		24	635	25	647		12	1 transferred to Abstract B. VI.(3). Dhow Inspector, Mombasa. Transferred to Abstract E. III.(b)(9). Change in holder of post.
250 by 15 to 295		1	177	1	177			
150 by 45 to 240		1	15	1	18		144	
10 to 30		1	15	1	18		3	
8. Dhow Registration			175		175			
Overtime								
Total I(b)		33	1,653	35	1,775		122	
Total I(a) and (b)		38	4,952	40	4,941	11		
<b>II.—HARBOUR LIGHTING AND BUOYING AND COAST LIGHTING</b>								
			845		575	270		Increased provision necessary
<b>III.—SHIPS' SURVEYING FEES, SIGNAL EQUIPMENT, MOORING BUOYS, SIGNAL FLAGS AND CHARTS</b>								
			445		583		138	Previously underestimated
<b>IV.—WATER SUPPLIES TO SHIPS</b>								
			5,200		3,700	1,500		

\*Pensionable Post

DETAILS	Scale	ESTIMATE, 1935		ESTIMATE, 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<b>V.—STREAM TUGS—</b>								
1. Tug Masters	£	2	821	1	413	408		One additional post.
2. Tug Engineers		2	888	2	870	18		Normal increments
Shs. per month								
150 by 15 to 250		2	281	2	263	18		Normal increments.
{ 150 by 15 to 300		3	487	2	299	198		1 extra post required for tugs.
{ 320 by 25 to 450			732		684	48		Normal increments.
			1,700		1,700			Estimated requirements.
			340		300	40		
			215		350		135	
Total V		9	5,474	7	4,879	595		
Shs. per month								
250 by 15 to 340		1	196	1	198			Normal increment
{ 150 by 15 to 300		1	128	1	119	9		Normal increments, 1 Post transferred from Abstract B I.(b)(4).
{ 320 by 25 to 450		5	240	4	190	41		Estimated requirements.
50 to 80/90 to 150			605		605			
			620		585	35		
			100		100			
Total VI		7	1,891	6	1,806	85		

## Harbours

ABSTRACT "B"—MARINE WORKING—*contd.*

DETAILS	Scale	ESTIMATE, 1935		ESTIMATE, 1934		EXPLANATION
		No.	£	No.	£	
VII.—LAUNCHES AND BOAT, LAMU						
	Shs. per month					
	150 by 15 to 300					
	320 by 25 to 430					
1. Third Engineer, Asan		1	164	1	156	8
2. Crews (African)			190		183	7
3. Running Stores			150		125	25
4. Materials			30		20	10
5. Miscellaneous Expenses (see Appendix V)			42		42	
Deduct contribution by Government		1	576	1	536	50
			250		250	
Total VII		1	326	1	276	50
VIII.—PASSAGES—			461		676	215
IX.—FERRIES—			891			891
1. Ferry Staff			78			78
2. Overtime			375			375
3. Running Stores			1,344			1,344
Total IX			20,333		17,436	3,502
TOTAL ABSTRACT "B"		55	20,333	53	17,436	3,502

## VIII.—PASSAGES—

## IX.—FERRIES—

1. Ferry Staff

2. Overtime

3. Running Stores

Total IX

TOTAL ABSTRACT "B"

## Harbours

## ABSTRACT "C"—MAINTENANCE OF MECHANICAL PLANT

DETAILS	Scale	ESTIMATE, 1935		ESTIMATE, 1934		EXPLANATION
		No.	£	No.	£	
I.—SUPERVISION AND MAINTENANCE—						
(a) District Locomotive Superintendent			240		240	
(b) District Locomotive Superintendent			455		462	
(c) Mechanics	360 by 18 to 480	1	369	1	225	84
(d) Artisan Class I	300 by 18 to 420	1	135	1	135	
(e) Clerk Class II	315 by 18 to 405	1	36			36
(f) Clerk, African Class II	Shs. 20 to 60	1	72			72
(g) Miscellaneous Expenses (see Appendix V)						
Total I		4	1,247	4	1,482	235
II.—MAINTENANCE OF EQUIPMENT ASHORE—						
(a) Electrical Maintenance			1,150		970	180
1. Labour			280		226	54
2. Materials						
(b) Other Maintenance			1,290		1,169	121
1. Labour			560		454	106
2. Materials						
(c) Weighing Machine Maintenance			155		156	
1. Labour			19		19	
2. Materials						
Total II			3,455		2,819	636
III.—MAINTENANCE OF EQUIPMENT AFLOAT—						
(a) Labour			977		862	115
(b) Materials			1,310		1,020	290
Total III			2,287		1,882	405

## I.—SUPERVISION AND MAINTENANCE—

(a) District Locomotive Superintendent

(b) District Locomotive Superintendent

(c) Mechanics

(d) Artisan Class I

(e) Clerk Class II

(f) Clerk, African Class II

(g) Miscellaneous Expenses (see Appendix V)

Total I

## II.—MAINTENANCE OF EQUIPMENT ASHORE—

(a) Electrical Maintenance

1. Labour

2. Materials

(b) Other Maintenance

1. Labour

2. Materials

(c) Weighing Machine Maintenance

1. Labour

2. Materials

Total II

## III.—MAINTENANCE OF EQUIPMENT AFLOAT—

(a) Labour

(b) Materials

Total III

Estimated requirements

Not provided for in 1934 Estimates but expenditure actually incurred.

Normal increment

Previously underestimated.

One post abolished,  
Change in holder of post  
1/3rd salary chargeable to Port.  
Additional post.

Estimated requirements.

Provision necessary.

Estimated requirements.

## Harbours

## ABSTRACT "B"—MARINE WORKING—contd.

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VII.—LAUNCHES AND BOAT LABOUR—								
	Sbs per mensent (150 by 15 to 300) (320 by 25 to 430)							
1. Third Engineer Assan		1	164	1	156	8		Normal increment
2. Crews African			190		183	7		"
3. Running Stores			150		125	25		Previously underestimated.
4. Materials			30		20	10		"
5. Miscellaneous Expenses <i>see</i> Appendix V			42		42			"
		1	576	1	526	50		
			250		250			
Deduct contribution by Government								
Total VII		1	325	1	276	50		
VIII.—PASSAGES—			461		676		215	Estimated requirements
IX.—FERRIES—			891		891			
1. Ferry Staff			78		78			Not provided for in 1934 Estimates but expenditure actually incurred.
2. Overtime			375		375			
3. Running Stores			1,344		1,344			
Total IX			20,333	51	17,436	3,502		
TOTAL ABSTRACT "B"		55	20,333	51	17,436	3,502		

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## Harbours

## ABSTRACT "C"—MAINTENANCE OF MECHANICAL PLANT

DETAILS	Scale	ESTIMATE, 1933		ESTIMATE, 1934		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—SUPERVISION AND MAINTENANCE.—								
(a) District Locomotive Superintendent			240		240			
(b) Mechanic		1	453	2	662			
(c) Artisan Class I	390 by 18 to 480	1	300	1	235			
(d) Clerk, Class II	300 by 18 to 420	1	135	1	135		84	One post abolished. Change in holder of post 1/3rd salary chargeable to Port.
(e) Clerk, African Class II	318 by 18 to 405	1	36			36		Additional post.
(f) Miscellaneous Expenses <i>see</i> Appendix V	Sbs. 20 to 60		72			72		
Total I		4	1,247	4	1,482		235	
II.—MAINTENANCE OF EQUIPMENT ASHORE.—								
(a) Electrical Maintenance			1,150		970	180		Estimated requirements.
1. Labour			280		226	54		"
2. Materials								"
(b) Other Maintenance			1,290		1,169	121		"
1. Labour			560		454	106		"
2. Materials								"
(c) Washing Machine Maintenance			155			155		Provision necessary.
1. Labour			19			19		
2. Materials								
Total II			3,455		2,819	636		
III.—MAINTENANCE OF EQUIPMENT AFLAG.—								
(a) Labour			977		862	115		Estimated requirements
(b) Materials			1,310		1,020	290		"
Total III			2,287		1,882	405		"

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

DETAILS	Scale	ESTIMATES, 1935		ESTIMATES, 1934		EXPLANATION
		No.	£	No.	£	
<b>III.—CRANE WORKING—</b>						
1. Crane Drivers, African	50 to 100	40	2,051	40	1,947	104
2. Firemen, African	25 to 45	3	50	3	45	5
3. Cable Boys	25 to 45	8	120	8	120	0
4. Running Stores	0	208	170	170	170	0
5. Overtime	0	170	170	2,000	2,000	300
6. Electrical Power	0	51	5,499	51	4,882	617
						45,550
Total III						
<b>IV.—PAYMENTS TO CARGO HANDLING CON-TRACTORS—</b>						
<b>V.—MISCELLANEOUS CHARGES—</b>						
1. Locomotive Power, Fuel, etc.		4,000	4,000			
2. Wagon Hire		620	620			
3. Claims		100	100			
4. Telephones to Ships		75	75			
5. Taraulins etc.		600	600			
6. Lighting Stores for Fire Fighting Appli- ances and weighing machines		1,500	1,250		250	
		210	210		210	
8. Passages		7,105	6,645		460	
		400	423			23
		7,505	7,068		437	
		112	16,037	115	62,456	44,419
Total V						
TOTAL ABSTRACT "D"						

Normal increments.

" " " "

Previously charged to Abstract C.

Estimated requirements.

Now included under Abstract G.

To provide increased lighting in Port area.  
Not previously provided for.

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## ABSTRACT "E"—GENERAL CHARGES.

DETAILS	Scale	ESTIMATE, 1935		ESTIMATE, 1934		EXPLANATION
		No.	£	No.	£	
<b>I.—EXPENSES OF ADMINISTRATION AND MAN-AGEMENT</b>						
<b>II.—EXPENSES OF HARBOUR ADVISORY BOARD</b>						
<b>III.—(a) SUPERINTENDENCE</b>						
*1. Port Manager and District Traffic Supdt.	1,000	1	1,000	1	1,000	
*2. Port Captain	840 by 40 to 920	1	920	1	920	
3. Miscellaneous Expenses ( <i>see</i> Appendix V)		250	250	300	300	50
		2	2,170	2	2,220	50
		250	250	250	250	
		2	1,920	2	1,970	50
Deduct contribution from Railway						
Total III (a)						
<b>(b) Office.</b>						
1. Office Superintendent	500 by 20 to 600	1	600	1	600	
2. Clerk, Class I	420 by 20 to 480	1	480	1	475	5
3. " " II	315 by 18 to 405	1	265	1	250	15
4. Shorthand Typist	144 by 12 to 240	1	156	1	150	6
5. Clerks, Class I, (Asian)	Sh. port messmen	2	516	2	516	
6. Clerks, Class II, (Asian)	410 by 30 to 430	2	432	2	432	
7. Clerks, Class III, (Asian)	360 by 20 to 400	4	744	2	420	324
8. Clerks, Class IV (Asian)	250 by 15 to 295	9	1,595	13	2,269	674
9. Clerks, Class V, (Asian)	150 by 15 to 240	3	432	2	288	144
10. Telephone Operators (African)	50 to 90	2	104	2	102	2
11. Messengers	10 to 30	148	148	148	148	
12. Miscellaneous Expenses ( <i>see</i> Appendix V)		635	635		650	15
		26	6,107	25	5,868	239
		600	600		600	
Deduct contribution from Railway						
Total III (b)						
Total III (a) and (b)						

Includes one-third salary of Secretary, Harbour  
Advisory Board.Normal increment.  
One-third charged to Abstract E. II.  
Normal increment.2 promotions from Item 7.  
2 transferred to Item 6 and 4 promotions from  
Item 8.4 transferred to Item 7.  
1 transferred from B. I.(b)(6).  
Normal increments.

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ABSTRACT "L"—ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED

RAILWAYS, ROAD AND LAKE MARINE SERVICES

HEAD OF EXPENDITURE	Estimated Total Cost	Total Expenditure to 31-12-34	Estimated Expenditure 1935			Expenditure during subsequent Years
			Loss Funds	Betterment Funds	Renewals Funds	
1. Permanent Way	£ 267,077	£ 97,830	£ 2,300	£ 105,947	£ 1,000	
2. Station Buildings, Machinery and Equipment	16,371	1,393	9,250	5,928	—	
3. Staff Quarters	34,460	3,030	6,955	15,375	7,100	
4. Workshops Machinery and Equipment	5,273	—	3,193	2,080	—	
5. Inland Jetties and Piers	20,200	6,110	—	11,090	3,000	
6. Telegraphs	14,700	5,933	6,367	1,103	—	
7. Rolling Stock	601	350	1,297	251	—	
8. Road Motor Equipment	4,777	—	1,777	3,000	—	
9. Lake Marine Services	950	485	65	400	—	
10. Sundry Renewals and Betterments	1,525	—	575	950	—	
11. Unforeseen Works	20,000	—	5,000	15,000	—	
TOTAL	£ 328,134	£ 117,131	£ 6,367	*£ 160,873	£ 11,100	

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

ABSTRACT M — ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED

COAST PORT SERVICES

HEAD OF EXPENDITURE	Estimated Total Cost (£)	Total Expenditure to 31-12-34	Estimated Expenditure 1935			Expenditure during subsequent Years
			Loan Funds	Betterment Funds	Renewals Funds	
1. Permanent Way	£ 3,098	—	—	—	£ 3,098	£ —
2. Piers and Wharves	3,820	490	—	1,510	820	1,000
3. Marine Craft	3,000	—	2,300	—	700	—
4. Plant	336	—	—	336	—	—
5. Navigational Lighting	3,135	—	3,135	—	—	—
6. Improvements to Buildings, etc.	3,000	1,900	—	—	1,100	—
TOTAL... £	16,389	2,390	5,435	* 1,846	5,718	1,000

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

APPENDIX I — Statement showing the Approximate position of Renewals and Betterment Funds.

Estimated Balance, 31-12-1934 Contributions, 1935 Total Withdrawals, 1935 Estimated Balance, 31-12-1935	Railways (including Motor Services) and Marine		Harbours		Total of all Funds	Deficit Account	Available Balance
	Renewals	Betterment	Renewals	Betterment			
£ 1,681,541	£ 113,971	£ 147,569	£ 3,957	£ 1,887,038	£ 117,946	£ 1,769,092	
326,067	—	30,324	—	366,391	Cr. 60,151	426,542	
£ 1,957,608	£ 113,971	£ 177,893	£ 3,957	£ 2,253,429	£ 57,795	£ 2,195,634	
160,873	30,663	5,718	1,846	199,100	—	199,100	
£ 1,796,735	£ 86,308	£ 172,175	£ 2,111	£ 2,054,329	£ 57,795	£ 1,996,534	



APPENDIX IV—Pensions and Compensation Gratuities, 1935

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY	
				Colony of Kenya	Uganda Protectorate
Mr. H. B. Berrard, B.E.	27-10-1918	General Manager	1,005 11 4	1	3
Mr. J. E. Berrard, B.E.	1-11-1911	Assistant Loco Superintendent	217 18 4	186	10 0*
Mr. A. F. Church	22-10-1919	Chief Engineer	660 2 9	186	19 0 5
Mr. C. S. Bremner	6-7-1919	District Loco Superintendent	426 5 0	378	2 3 4*
Mr. C. S. Henty	1-6-1919	District Engineer	500 0 0	458	19 9 3*
Mr. J. W. Stevens	31-12-1929	Assistant Traffic Manager	417 7 6	390	10 1 4
Mr. L. L. G. Vreker, B.E.	2-1-1921	Chief Stockyard	230 0 0	227	0 0 0
Mr. A. W. Reid	24-12-1921	Chief Stockyard	48 0 0	48	0 0 0
Mr. R. H. Blyth	16-3-1921	Superintendent Engineers, Marine	338 19 0	365	0 0 4
Mr. W. M. Goss	3-1-1921	District Engineer	1,170 3 4	889	16 8 0
Mr. S. G. Wilson, B.E.	2-3-1922	Traffic Manager	762 13 4	605	15 0 4
Mr. R. L. L. L. L.	2-3-1922	Assistant Traffic Manager	286 11 8	286	11 8 0
Mr. T. A. Whitaker	1-6-1924	District Engineer	291 7 1	291	7 1 0
Mr. J. W. Hooton	20-12-1922	Chief Engineer	886 0 0	886	0 0 0
Mr. J. W. McCleary, B.E.	4-1-1924	Works Manager	331 17 6	141	13 0 0
Mr. C. W. Ford	24-4-1924	Chief Engineer, Lake Steamers	346 0 0	162	10 0 0
Mr. C. W. Brown, B.E., B.E.E.	24-4-1924	District Engineer	413 0 0	241	10 0 0
Mr. W. J. McJannet	11-2-1926	Locomotive Superintendent	347 8 4	157	16 8 2
Mr. G. F. W. Hartman	7-10-1927	Press Superintendent	154 8 0	154	8 0 0
Mr. C. Grant Davis	27-10-1927	Commander, Lake Steamers	180 3 1	179	0 5 0
Mr. R. Munn	2-5-1928	Assistant Chief Engineer	400 13 10	282	13 0 0
Mr. C. E. B. Berrard, B.E.	9-4-1930	Deputy Chief Accountant	539 5 5	539	5 5 0
Mr. S. K. Fackner, B.E.	2-10-1930	Loco Traffic Supt. Class II	614 8 11	641	4 2 0
Mr. A. Lawson	31-1-1931	Chief Engineer, Lake Steamers	275 11 3	259	14 7 7
Mr. G. W. Inghy	29-7-1931	Chief Superintendent Class I	315 11 2	300	13 17 8
Mr. G. B. Baskin	22-5-1931	Senior Assistant Accountant	302 3 6	64	0 0 9
Mr. J. S. Hallward	28-8-1931	Commander, Lake Steamers	394 5 6	108	0 0 0
Mr. J. F. Marsh	12-7-1931	Chief Engineer, Lake Steamers	225 15 4	83	2 2 2
Mr. S. H. Carr	19-5-1931	District Engineer	620 0 0	189	13 4 4
Mr. A. E. L. L.	3-2-1931	Chief Engineer	51 6 8	51	6 8 0

\* Temporary Bonus added to Pension *vide* Colonial Office Despatch, Kenya 343 of 12-5-1928. 46/12  
 (1) Compensation Allowance of £10/00 per annum abated with effect from 1-1-1932, *vide* Crown Agents letter No. 20 P.W. A/H. 1079 of 22-3-1932.  
 (2) Includes £198/14/5 per annum a Special additional Allowance *vide* Colonial Office despatch, Kenya 2920 of 27-3-1928.

APPENDIX IV—Pensions and Compensation Gratuities, 1935—(contd.)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY	
				Colony of Kenya	Uganda Protectorate
Mr. W. N. Law	9-4-1931	Surveyor	15,997 15 6	9,852 4 8	6,145 10 2
Mr. H. E. Goodship, C.B.E.	13-11-1931	Dy. General Manager, & Chief Accountant	405 0 0	399	18 9 7
Mr. E. Barnett	13-11-1931	Revenue Accountant	952 2 0	79	17 4 2
Mr. M. Carter, M.B.E.	13-11-1931	Stores Superintendent	577 19 10	116	11 4 4
Mr. A. R. Casner?	19-11-1931	Assistant Superintendent (Headquarters)	291 1 10	84	13 4 9
Mr. J. Alderson	21-1-1932	Catering Manager	402 18 0	125	16 10 0
Captain A. N. Newitt	15-2-1932	Commander, Lake Steamers	507 17 5	107	12 5 0
Mr. W. E. F. W. Phillips, M.B.E.	1-3-1932	Chief Engineer, Lake Steamers	677 3 5	222	19 6 0
Mr. T. Nishio	1-3-1932	Divisional Superintendent	533 13 5	100	1 0 0
Mr. H. A. Swan	11-4-1932	Chief Marine Engineer & Works Manager	429 16 10	130	1 5 0
Mr. W. A. Andrews	4-5-1932	Works Manager	602 17 6	109	0 0 0
Mr. F. C. Bridle	4-10-1932	Senior Quantity Surveyor	145 16 3	78	17 11 0
Mr. F. C. Greenwood, R.D., B.E.	19-10-1932	Assistant Port Captain	277 8 0	64	3 10 0
Mr. H. W. Gault	19-12-1932	District Traffic Superintendent, Class I	565 10 0	170	16 0 0
Mr. G. P. Ellis, M.A., O.B.E.	11-1-1933	Engineer-in-Charge, Steamer Services	413 5 4	42	11 4 4
Mr. W. A. McClelland	30-1-1933	Locomotive Engineer	374 5 5	107	10 1 0
Mr. S. Toxtill	5-9-1933	Works Manager	436 8 5	58	10 7 0
Mr. L. Brins	22-10-1933	Assistant Stores Superintendent	371 15 10	78	17 1 8
Mr. A. J. Thompson	10-11-1933	Assistant Loco Superintendent	384 0 0	55	16 11 0
Mr. A. Becham	31-5-1934	District Stores Superintendent	300 15 0	55	16 11 0
Mr. R. McFarlane	15-11-1934	Engineer in charge, Marine Service	330 12 0	38	0 2 2
Mr. Hugh Din	1-10-1937	Artisan	1 2 10	1	2 10 0
Mr. H. Gorton (Promotional Audit)	22-10-1932	Superintendent of Native Labour	1,035 0 0	918	3 1 0
Mr. S. P. Deck	21-5-1934	Superintendent of Native Labour	27,680 17 2	13,720	6 11 0

Compensation: Gratuities on account of Commuted Pensions Add for New Pensions

- (3) £54/9/9 p.a. payable by Sierra Leone Government Railways.
- (4) £79/10/1 p.a. see Port and Harbours.
- (5) £29/4/7 p.a. see Port and Harbours and £17/19/3 payable by Tanganyika Railways.
- (6) £52/13/0 p.a. payable by Nigerian Government.
- (7) £29/10/0 p.a. see Port and Harbours and £38/6/1 payable by Government of Federated Malay States.
- (8) £35/17/4 p.a. see Port and Harbours.

Colony of Kenya	Uganda Protectorate	Kenya and Uganda Railways and Harbours
9,852 4 8	493 0 8	10,345 4 6
399 18 9 7	79 17 4 2	478 16 4 1
79 17 4 2	461 8 6 1	540 25 10 5
116 11 4 4	206 28 6 6	322 39 11 0
84 13 4 9	206 28 6 6	168 42 11 0
125 16 10 0	277 17 2 2	402 33 12 2
107 12 5 0	30 8 9 4	137 21 4 4
222 19 6 0	8 14 0	230 29 6 0
100 1 0 0	20 15 9	120 16 9 0
130 1 5 0	16 9 0	146 14 4 0
109 0 0 0	338 6 5	447 6 5 0
78 17 11 0	241 4 0 6	319 11 11 6
64 3 10 0	66 14 4 0	130 17 4 0
170 16 0 0	31 16 0 0	201 32 0 0
42 11 4 4	356 8 8	398 19 12 4
107 10 1 0	267 15 4	374 25 5 4
58 10 7 0	336 17 10 0	394 27 7 0
78 17 1 8	292 18 9	370 36 0 7
55 16 11 0	281 17 7 8	336 33 8 8
38 0 2 2	17 1 10	55 1 10 0
918 3 1 0	116 16 11 0	1,035 0 0
13,720 6 11 0	672 19 7	12,550 17 5 0
300 0 0	300 0 0	600 0 0
1,085 2 7 0	1,085 2 7 0	2,170 5 4 0
16,550 0 0	16,550 0 0	33,100 0 0

APPENDIX JV—Pensions and Compensation Gratuities, 1935—(Contd.)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	PAYABLE BY		
			Total Pension	Colony of Kenya	Uganda Protectorate
Mr. B. Lopez	2-2-1928	Clerk	£ 0 7	£ 0 0	£ 0 7
" S. A. Wajidin	10-9-1928	Engineer S.L. "M.Vita"	48 4 9	34 0 0	18 4 9
" A. M. El-Souza	" 5-3-1929	Clerk	80 8 0	72 0 0	8 8 0
" A. P. D'Souza	30-4-1929	Engineer S.L. "Railway"	124 14 9	113 8 0	11 6 9
" Akhbar Gaffoor	5-9-1929	Crane Driver	64 8 0	56 0 0	8 8 0
" Shaik Ahmad Bk. Esquil	15-8-1930	Clerk Class I	66 4 0	58 18 0	9 6 0
" J. Furtado	24-12-1932	Comdr. Lake Steamers	78 12 10	40 0 0	38 12 10
Capt. A. N. Newitt		Divisional Supdt.			79 10 1
Mr. T. Neilson		Asst. Port Captain			29 4 7
Lt. Comdr. F. C. Greenwood R.D. R.N.R.		Dist. Traffic Supdt. Class I			29 18 0
Mr. H. W. Gould					58 17 4
Compensation Gratuities					279 16 11
Gratuities on account of commuted pensions					60 0 0
Allow for New Pensions					160 0 0
					70 3 1
					570 0 9
					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 (1) ..		25					50	75
A I A (2) ..	120	150	210				70	550
A I A (3) ..	80	25	160				15	300
A I B (1) ..	250	350		30	20		20	920
A I B (2) ..	20	120			15		20	175
A I B (3) ..	50	25	75				30	180
A I B (4) ..		350			250		30	630
A I B (5) ..		1,600	90	500			110	2,300
B I (a) ..	50	465	75	460	40		50	1,050
B I (b) ..	50		193			113	50	406
B II (8) ..	10	20					20	50
B IV (14) ..		25	50					75
C I (a) 6 ..	15	70	108	66			20	279
C I (b) 8 ..		160	376				20	555
C I (c) 18 ..	50		193				50	293
D I (a) ..	150	100			100		300	650
D II (b) ..	100	5	400		50	1,628	40	2,223
D III (c) ..		100	150	300			100	650
D IV (d) ..			150					150
E I (a) 5 ..		75						75
E II (b) 13 ..	75	25	500		25		25	650
E III (d) 19 ..	97	370	700		3		30	1,200
E III (e) 8 ..	30	100						130
E V (f) 30 ..	500	100	200		45	85	270	1,200
F I (g) ..	15	75			30		20	150
F III (e) ..		60		25			90	175
F IX (c) 2 ..	5	25					50	80
G I 2 ..	15	10						25
G II 6 ..			12					12
G III 3 ..	25	15	6				25	71
G IV (f) ..			90					90
G V (a) 5 ..		6	24				20	50
£	1,707	4,451	3,761	1,331	778	1,826	1,595	15,449
<b>PORT AND HARBOURS.</b>								
A I B (1) ..	80			180	60		20	340
A I B (2) ..	25						5	30
A I B (3) ..	20						20	50
A I B (4) ..	25			120	60		20	225
B I (a) 4 ..				80	80		40	200
B V (b) ..				167	48			215
B VII (5) ..			42					42
C I (f) ..	10				12		50	72
D I (9) ..	68				12		12	92
D II (9) ..				140			20	160
E III (a) 3 ..		27		115	108			250
E III (b) 12 ..	574			5	3	28	25	635
£	802	27	42	807	383	28	222	2,311

APPENDIX JV - Pensions and Compensation Gratuities, 1935 (Contd.)  
PORT AND HARBOURS

NAME	Date of Retirement	Last Appointment held on the Kijrys and Uganda Railways and Harbours	Tidal Position	PAYABLE BY	
				Colony of Kijrys	Uganda Protectorate
Mr. M. Lopes	2-2-1926	Clerk	6	4	10
S. A. Wajudin	10-9-1926	Engineer S.L. "Mvita"	68	0	68
A. M. D'Souza	5-3-1929	Clerk	48	0	48
A. P. D'Souza	30-4-1929	Clerk	80	0	80
Abdul Gaffoor	5-9-1929	Engineer S.L. "Reading"	124	8	132
Abd. Alamed Sh. Esquil	15-8-1930	Crane Driver	64	0	64
J. Purubo	24-12-1932	Clerk Class I	66	0	66
Capt. A. N. Newitt		Comdr. Lake Steamers	78	12	90
Mr. T. Neilson		Divisional Supdt.			
Lt. Comdr. F. C. Greenwood R.D. R.N.R.		Asst. Port Captain			
Mr. H. W. Gauld		Dist. Traffic Supdt. Class I.			
<p>Compensation Gratuities</p> <p>Gratuities on account of commuted pensions</p> <p>Add for New Pensions</p>					
					Total
					279 16 11
					60 0 0
					160 0 0
					70 3 1
					576 0 0

APPENDIX V - Summary of "Miscellaneous Expenses"

ABSTRACT HEAD	Office Expenses	Travelling Allowances	House Allowances	Relieving and Acting Allowances	Motor Allowances	Mechanical Accounting	Contingencies	TOTAL
RAILWAYS.								
A I A (1) ..		28					60	75
A I A (2) ..	120	150	210				70	550
A I A (3) ..	80	25	160				15	320
A I B (1) ..	280	350		30	200		20	175
A I B (2) ..	20	120			15		30	180
A I B (3) ..	50	25	75				30	630
A I B (4) ..		380			280		30	2,300
A I B (5) ..		1,600	90	600			110	1,050
B I (a) ..	50	465	75	400	40		50	406
B I (b) ..	50		193			113	50	50
B I I (8) ..	10	20					20	75
B I V (14) ..		25	50				20	279
C I (a) 6 ..	15	70	108	66			20	555
C I (b) 8 ..		160	375				50	293
C I (c) 18 ..	50		193				300	650
D I (9) ..	150	100	5	400	100	1,628	40	2,223
D I I (9) ..	100	100	150	300			100	650
D I V (9) ..			150					150
E I (a) 5 ..		75					25	75
E I I (b) 13 ..	75	25	500		25		30	650
E I I I (b) 19 ..	97	370	700		3			1,200
E-III (a) 8 ..	30	100						130
E V (b) 30 ..	500	100	200		45	85	270	1,200
F I (c) ..	15	75			30		30	150
F I I I (c) ..	5	60		25			40	175
F I X (c) 2 ..	15	10					50	80
G I 2 ..								25
G I I 6 ..			12					12
G I I 3 ..	25	15	6				25	71
G I V (f) ..			90					90
G V (a) 5 ..		6	24				20	50
£	1,707	4,451	3,761	1,331	778	1,826	1,595	15,449
PORT AND HARBOURS.								
A I B (1) ..	80			180	60		20	340
A I B (2) ..	25						5	50
A I B (3) ..	20						30	80
A I B (4) ..	25			120	60		20	225
B I (a) 4 ..				80	80		40	200
B V (5) ..				167	48			215
B V I I (5) ..			42					42
C I (f) ..	10				12		50	72
D I (9) ..	68				12		12	92
D I I (9) ..				140			20	160
E I I I (a) 3 ..		27		115	108			250
E I I I (b) 12 ..	574			5	3	28	25	635
£	802	27	42	807	383	28	222	2,311

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

DETAILS OF ASSETS	Capital Expenditure as at 31st Dec. 1933	Estimated Life
	£	Years
<b>BRIDGE WORK.</b>		
Major Bridges .. .. .	903,678	75
Minor Bridges .. .. .	574,766	100
FENCING .. .. .	19,556	12½
<b>TELEGRAPH.</b>		
Telegraph .. .. .	63,879	15 <sup>5</sup> / <sub>12</sub>
Tyler's Tablet Instruments .. .. .	48,416	15 <sup>5</sup> / <sub>12</sub>
Permanent Way .. .. .	4,336,599	33½
<b>STATIONS AND BUILDINGS.</b>		
<i>Stations and Offices.</i>		
Temporary .. .. .	97,665	25
Permanent .. .. .	523,354	100
<i>Workshops and Stores.</i>		
Staff Quarters .. .. .		
Temporary .. .. .	182,447	25
Permanent .. .. .	1,207,578	100
<i>Station Machinery.</i>		
.. .. .	492,046	22 <sup>2</sup> / <sub>9</sub>
<b>ROLLING STOCK.</b>		
Locomotives .. .. .	1,427,701	20
Carriages and Wagons .. .. .	2,471,923	30
<b>PLANT.</b>		
Engineering .. .. .	43,874	6½
Locomotive .. .. .	189,147	15
Transportation .. .. .	7,757	20
Stores .. .. .	20,135	25
<b>JETTIES AND FERRIES</b> .. .. .	240,568	25
<b>TOTAL</b> .. .. .	13,194,764	

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

Details of Assets	Capital Expenditure as at 31st December, 1933	Estimated Life
	£	years
Steamers, Tugs, Lighters, Plant, etc.	535,818	33½

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

Details of Assets	Capital Expenditure as at 31st December, 1933	Estimated Life
	£	years
Motor Vans, Lorries and Trailers .. .. .	30,990	5

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

Details of Assets	Capital Expenditure as at 31st Dec. 1933	Estimated Life
	£	Years
Kilindini Old Pier .. .. .	20,490	66½
Wharf and Jetties .. .. .	21,197	33½
Fenders .. .. .	1,903	10
Railways and Sidings .. .. .	95,721	33½
Electrical Installation, Cranes and Equipment .. .. .	198,838	20
Crane Roads .. .. .	19,272	33½
Macadamized Roadways .. .. .	40,992	10
Tugs, Launches and Pontoons .. .. .	64,027	20
Lights, Buoys and Beacons .. .. .	21,281	13½
Water Supply .. .. .	5,815	33½
Brick Transit Sheds .. .. .	348,872	100
Transit Sheds and Goods Sheds, etc. .. .. .	95,467	50
Fencing .. .. .	3,097	33½
Stations and Offices, etc. .. .. .	11,737	25
Godowns .. .. .	6,489	50
Staff Quarters .. .. .	41,231	100
<b>TOTAL</b> .. .. .	1,035,699	