

1935.

Kenya.

No. 38179/16.

SUBJECT

C0533/460

Kenya-Uganda Railways and Harbours

Estimates, 1936.

Previous

23324/34.

Subsequent

1936

Spence to Laking

Trs. 12 copies of K.U.R.H. Estimates for 1936 &
states that his commission will follow at a later date

Railway

The 1936 Estimate provides for an
increase in working expenditure
of £22,900 over the 1935 Estimate.

The provision for Renewals is
£334,911 as against £336,067
in 1935.

Earnings are estimated to exceed
the 1935 Estimate by £29,000.

Harbours

Total working expenditure is
increased by £7521, and
earnings are decreased by
£3018.

Combined Net Revenue &c.

Railways - Surplus	£107,026
Harbours - Loss	68,914

Net Surplus to be transferred 38,112
to Reserve &c.

This is after allowing for a
substantial sum^x in respect of
rate reduction.

? Amount due to HC's Repaid

A. H. [Signature]
1935

Spines to be held

Tvo. 12 copies of K.U.R.H. Estimate for 1936 +
states that his commission will follow at a later date.

Railways

The 1936 Estimate provides for an
increase in working expenditure
of £23,190 over the 1935 Estimate.

Provision for Renewals is
£334,911 as against £336,067
in 1935.

Earnings are estimated to exceed
the 1935 Estimate by £29,000.

Harbours

Total working expenditure is
increased by £7821, and
earnings are decreased by
£3018.

Combined Net Revenue etc.

Railways - Surplus.	£107,026
Harbours. Loss.	68,914

Net Surplus to be transferred 38,112
to Reserve etc.

This is after allowing for a
substantial sum in respect of
rate reduction.

I await the HC's report

H. C. Transport

2 H.C. Transport - No. 111 - 19.12.35

Refers to (1) ~~the~~ (a) Copy of the General Managers memo to the ~~Board~~ Advisory Council, (b) Copy of the General Managers memo to the Harbour Advisory Board and (c) copy of report by a sub-committee of the Harbour Advisory Board. Comments therein draws attention to points indicated. Requests that the draft estimates for 1936 be approved by both Kings & Kings requests approval

3 H.C. Transport Tab No. 3 - 20.1.36

Requests early approval to 1936 Estimates in 1935

DESTROYED UNDER STATUTE

The Board has budgeted for a net surplus of £3,112 on the Railways and Harbours in 1936. The Railways are expected to show a net surplus of £107,026 and Harbours a net loss of £68,914. The following is a comparison of the estimates of revenue and expenditure for

Railways

RAILWAYS

	Estimate 1935	Revised Estimate 1936	1935
Surplus	2,500	1,415,542	1,425,687
Working Expenditure	1,067,430	1,078,875	1,090,776
	336,067 (Renewals)	306,667 (Renewals)	334,911 (Renewals)
	1,403,497	1,415,542	1,425,687

(The balance of net earnings over net working expenditure at the end of 1935 is £242,765 more than the amount estimated - see note overleaf as regards Reserve Account, in this connection.)

1936	
Earnings	2,116,000
Working Expenditure	1,425,687

Balance net earnings carried to net Revenue Account 690,313

Railways 1936 Net Revenue Account.

Interest Charges	525,861	Balance as above	690,313
Loan Redemption Charges	102,426	Interest on Cash balances and Advances	57,000
Write-off of dead Assets	1,000		
Transfer of Assets	5,000		
Reserve for depreciation of Securities	1,000		
Write-down of Stores Stock	1,000		
Balance	107,026		
<i>Net Surplus 1936</i>	747,313		747,313

In these estimates allowance has been made for the rate reductions of £180,000 described in

paragraph 3 of the despatch, but no allowance has been made for a sum of £18,000 for maize rebates - see paragraph 5 of the despatch. The balance of net Revenue from the Railways will, therefore, be reduced to £89,026.

~~Ordinary~~ ^{Working} expenditure has been increased by £23,346 over the 1935 Estimates. The principal increases are in Engineering Expenses (+ £10,349), Traffic Expenses (+ £2,000), General Charges (+ £7,860), but there is a decrease of £3,227 in Locomotive Running Expenses.

HARBOURS.

	<u>Estimated</u> <u>1935</u>	<u>Estimated</u> <u>1936</u>
Earnings	324,936	321,920
Working Expenditure	137,808	145,326
Renewals	30,324	30,223
	168,129	175,549
		321,920
Working Expenditure		175,549
Balance of net earnings		146,371

Harbours Net Revenue Account. 1936

Interest Charges	16,226	Balance as above	146,371
Loan Redemption Charges	27,009	Balance	68,914
		Net Loss	
			215,285

Revenue Fund

At the beginning of 1934 the Revenue Fund was £26,708 by the end

of that year. In the revised estimate of the working of 1936 there will be available for transfer to the Reserve a further sum of £23,000. At the end of 1936 the Reserve will be further increased by £38,112 less £18,000 for maize rebates, as provided for in the despatch, to a total of £100,000 at the end of 1936.

RENEWALS FUND.

As regards the Railways, provision has been maintained at the rate of 2 1/2 per cent of the capital cost of the Wasting Assets. We are now in contact with the Government to endeavour to obtain their sanction for a 3 per cent contribution for 1936, and if that is possible. See No. 13 of 23324/34.

ROADS v. RAIL COMPETITION.

The Estimates are based on the assumption that there will be no recrudescence of uneconomic competition by motor transport. The High Commission has pointed out that the rates for Classes I, II and III in the railway tariffs are fairly high, but that this is necessary so long as there are, at the other end of the scale, very low rates for low-priced products. The sum required in reductions in Classes I, II and III to enable the Administration, without raising the lower rates, to meet road competition, calculated at 50 cents a ton mile ^{at present}, is £250,000 to £300,000, and this cannot be made available at present.

It is to be expected that the Government will be in a position to make a decision on this matter in the near future, and with the view of carrying out the tariff changes, and with the view of an expert who is now being tried to arrange a satisfactory system may be devised for the settlement

of the problem of uneconomic competition between road and rail.

The High Commissioner has telegraphed asking for early approval of the Estimates. The only thing about which there is doubt is the Renewals Fund contribution. We might send a copy of the despatch and the Estimates to the Treasury, saying that the Secretary of State regards the situation as disclosed in the Estimates and in the High Commissioner's despatch, as satisfactory, and that he proposes to approve the Estimates with the exception of the contribution to the Railway Renewals Fund about which Mr. Flood has written to Mr. Speed in a letter dated 4th February. Express hope that their Lordships will concur in the action proposed.

13
233 2nd/34

C. J. Parnwell
6/7/36

J. J. Parnwell
7/2/36

Mr Speed met me to-day & said he was writing about it. I gather that the Treasury do not like us over this.

The estimates are quite clear with the deep & the covering memo. and Sir G. Rhodes is anxious to be congratulated on not only the successful working of 1935 but on his effort to reduce rates even without his 2% Renewals, at which he aims. It is I think clear now that if we can get Treas^r to agree to 2% till 1946 (or even 2 1/2%) the K. U. R. will be able to pile up a reserve sufficient to stabilize its position and allow of some rate reductions without financial risk & without any loss of "wasting assets".

as proposed
J. J. Parnwell
6/2

13
13 one Renewals deposit is happily dead

I agree.

There is nothing to be done about the Renewals Fund contribution. It is a matter for the Treasury to decide. I have no objection to the High Commissioner's proposal to refer the matter to the Treasury.

to be quite steady. I am not, however, I continue to be most favourably impressed by the manner in which our engineers have been working the railway. It is interesting to note that the revision of the technical part of the Renewals Fund is not likely to lead to any great changes in the position there--i.e. the amount we have hitherto been working on are likely to remain practically unaltered.

The 14-2-36.

W. C. L. 14/2/36

W. C. L. 14/2/36

4 H. Home Transport Ltd 20 Feb 1936
Ref W 3. In view of urgency, has authorized necessary expenditure on new works under Alkali Act in advance of general approval of Estimates.

D. G. L. 14/2/36
J. J. Parnwell
14/2/36

T. Leary

DESTROYED UNDER STATUTE

in view of 14. m.
23/2/36

5

Mr. Jones, Treasury, telephoned yesterday to say that Mr. Bridges had expressed the view that we ought to have mentioned in our letter of the 22nd of February some reference to the creation of the Reserve Fund which was started with the unexpected surplus of £26,708 at the end of 1934 and, on the revised estimate for 1935, will have increased to £281,708. ^{at 12-1935} (The estimate for 1936, if realized, will swell the Reserve to £301,820).

This question is, of course, bound up with the question of

- (a) our proposal that the annual ~~Renewals Fund~~ contribution should be reduced to a 2% basis until 1946, and thereafter brought up to a revised actuarial basis;

and

- (c) the repayment to the Treasury of the Uganda Railway loan of £5½ million issued under the Uganda Railway Acts of 1896-1902. It will be remembered that in agreement with the Treasury consideration of the terms of the repayment has been deferred until 1938. The liability for the loan does not fall upon the K.U.R. Administration but upon the Colony.

In his letter of the 26th of April, 1935, the Chancellor objected to (a) above on the grounds that it would prejudice (b), because some considerable proportion at least of the relief which Treasury hoped would begin to be earmarked ten years in advance, namely, that a general Reserve Fund to be used as a financial backing for

substantial

substantial reduction of rates, seemed to suggest further postponement of (b).

The Chancellor forwarded the suggestion that as soon as the existing deficit account had been cleared up, any profits earned on the railways up to 1936 should be put to general reserve, subject to the understanding that this reserve is not to be used or hypothecated without prior sanction.

As pointed out above the deficit has been cleared up and there is now a large surplus. In our letter to the Treasury about the 1935 estimates we said that the Secretary of State proposed to approve the Estimates with, however, a reservation in regard to the contribution to the Railway Renewals Fund. Treasury think, however, that in view of the Chancellor's suggestions and Mr. Speed's observations in his letter of the 10th of February, a further reservation should be made as regards the formation of the Reserve Fund. It would, I think, satisfy the Treasury for the time being if the High Commissioner were informed that the question of the formation of a Reserve Fund is still under consideration, and that pending the settlement of future policy the surplus should not be used or hypothecated without prior sanction. I understand that Mr. Bridges would like a further letter.

14
23324/34

C.A. Ginn

12.3.36.

J.J. Basson
12/3

the attached will do as a start. Please see also on 23324/34
was 30/3

Sir J. Campbell.

Sir P. Affey.

I send this on now so that you may see that the Treasury have met us very well over the Renewals Fund business. The provision remains at 2 1/2 per cent and there will be no present commitment as to the application of any revenue above that sum.

W.C.S.

1.5.1936

Mr. Hood has done well in getting the Treasury away from the attitude indicated in his Glavin's letter of 15.2.36 -
reg. also: 14 in 233 2/4

I agree. On the whole, we have come much better out of this major difficulty than could at one time have been expected. (I took the opportunity--unfortunately I missed the chance of discussion with you and Sir Alan Pim--of suggesting to Sir Alan that, as there seemed no possible way of reducing the debt ~~burden~~ service charges at present, the best line of approach to give some much needed relief at present was by the "renewal" road. It may be that we shall secure useful help from him in this direction.)

The Treasury, etc.

I receive relief

21/5/36

12 Freeton

— 510 —

22 May, 1936

W^o 11 ansd; quotes comments by Carl Rhodes on latter's enclosure memo by Genl. Manager made in 1929 regarding liability for cost of railway

Mr Freeton seems to appreciate the meaning and helpfulness but Sir G. Rhodes does not. A word is perhaps advisable as to what Sir G. Rhodes really does want. He does not aim at 2% Renewals for all time but only as a temporary measure till 1946 when the Railway will be rid of its six per cent loan. Then, the financial burden having been reduced, it will be possible to re-examine the amount actually needed as Renewals contribution and to make up whatever leeway may be necessary. The calculation now at work says 3.11%. 2 1/2% is on the low side as Sir G. Rhodes would, I think, admit for a general rule: 2% is admittedly too low, but is only sought for as a relief in time of trouble. If he were allowed 2% he could pile up a reserve and reduce rates and so help the whole community. As it is he is not doing so badly on 2 1/2% with a reserve of over £320,000. 2% would give another £60,000 a year and if made retrospective for ten years the desired million would be nearly there. That's why he aims at 2%. However he can't have it though he won't be happy till he gets it.

As to the 5 1/2 millions it is rather annoying to find Sir G. Rhodes talking about "our battle with the Colonial Office" and "the Treas". Doesn't he realize that we should be on his side in the endeavour to get the liability dropped? Is this our reward for thirty years of trying to fight Kenya battles? (I suppose the answers are No and Yes respectively)

However it may be accepted that Treasury - and in this case it is not fair to blame the Treasury because it is Parliament through the P.A. Committee that insists on the liability - won't mind where the money comes from as long as £5,502,592 is produced and paid over. They

Have and say
2 1/2% can be 2 1/2%
P.A.
J.C. 6/5/36

Action a.c. 10

are not concerned in the K.U.R. - Kenya controversy really.

The enclosed memo. is not a bad document and the case, as put in para's 6 and 8, for sinking the debt as an Imperial undertaking is as good as can be produced. But para 7 is too weak for anything. In the early days the railway didn't pay at all and the policy of the early authorities was to try to cover expenses. Any idea of repaying or picking up a fund to repay was out of the question.

In para 9, it will not, I suggest, be for the K.U.R. to decide whether to repudiate liability or not. They won't be able to repudiate if they are told they will have to face it. In present conditions Kenya could not possibly face a liability of such an amount and would not try to do so.

There is no reason why Kenya should. Arguments about the mile zone are not in point. The vague idea that the land would pay for the railway was soon dropped and the action of a separate railway owning the land ~~errant~~ and being, deprived of its property in 1906 by a grasping Colony is not in accord with fact. From 1902 till 1924 the Railway was just as much Kenya's property as Govt. House is.

The K.U.R. may contend that as it did make ~~profits~~ profits which Kenya snaffled it is entitled to deduct those profits (less other sums as set out in para 12 (b)) so that Kenya would pay £1,682,552, & the K.U.R. the rest and that might be put up as a case. But Kenya can't pay & the proper body to pay is the self contained K.U.R. which was at one time most ~~improperly~~ ~~owned~~ ~~with~~ ~~lands~~ the property of the Colony. If the K.U.R. pays interest on some of its capital ~~why~~ does why not on the original lot, and if it is to see the amortization of its later loans why not that of the early fund which created it? Separation of Railways carries its duties as well as its privileges.

I think then it might be as well to tell Sir G. Rhodes that it is no use his trying to unload the liability on to the Colony which can't face the charge and if it could, would have a claim to own the Railway but that we should concentrate on getting Parliament to agree to write it off. Sir G. P. will not let it out in a report and that will get it into the daylight.

I don't suppose the Govt. would ever want off-hand the Renewal Fund to pay the £5 1/2 million and therefore Sir G. Rhodes ought to give up that point and not aim at a Reserve which must be made.

We are to hear more of the 2% proposal it appears. It's no use if Sir G. Rhodes should know that. But it gives him something to do.

I don't reply generally as X & Y adding that they should get the ammunition for two separate battles and keep them separate - one versus the Imperial Govt. to get the plan dropped the other K.U.R. v. Kenya if we fail on the first.

10/10/36

176

is sent. sheet of a
small. try to collect
report

19/11/36

(I don't suppose the Govt. would ever want off-hand the Renewal Fund to pay the £5 1/2 million and therefore Sir G. Rhodes ought to give up that point and not aim at a Reserve which must be made.)

- The obvious solution is to wipe the whole thing off; there is a case for that--of some kind; but the real effective case will be what one ^{probably give to} may perhaps call the "political" case.
- On the whole, I would send no reply here. They are working on the thing; they will consider the facts and arguments; they will express a view; meanwhile there may be useful public comment of a kind likely to help.
 - My own view is that Gen. Rhodes should have his 2% with that, and with surpluses, they should

build up a fund which will permit of rate alterations which clearly are very badly wanted. The present rate structure is obviously unsound and harmful; it gives rates at cost--probably considerably below real cost in some cases--for " export" commodities; it imposes rates which are much too high on " import" commodities; and it thereby tends to build up an unsound and uneconomic structure, which is a danger to the Colony. The whole thing tends to become artificial, and as such dangerous. In 1946 or thereabouts, renewals --with the help of the debt charge relief--should be put on a sound actuarial basis; the money will be there to do it with; and arrears, if any in fact, can also be dealt with.

4. This assumes, of course, that the Treasury will " play the game". I am not without hopes that they will. They have one very strong inducement-- which is to keep Kenya on its legs, and provide reasonably for its future. The railway is the life of Kenya; and monkeying about with it, solely on a debt-repayment basis, seems obviously so unsound that the Treasury will I should think, eventually fall in with our views. They are hard-hearted, but quite clear-headed. The running of the railway seems to me extraordinarily well done; Rhodes is a quite exceptional man; and I feel confident that he and the local people, putting their heads together (and not being too excessively long-winded about it--which is perhaps one of his faults) ought to be able to make out a convincing case for a policy somewhat in the lines indicated above. That is his policy at the moment, as we know.
The 14th June, 1936.

W.C.S.
12/4/36

Sir G. Rhodes is right in saying that there is ^{but} no connection between putting the Renewals Fund contributions on a life basis and repayment of the original capital debt. But the rate of building up the Renewals contributions is governed by his desire to amass a sum from which systematic rate reductions can be made, and this runs counter to the Treasury ideal of building up Renewals as quickly as possible and then forming ^a reserve which will be available for repayment of the original debt, if repayment is decided on.

1938-39 comes before the realisation of either ambition and it will be as well to concentrate on that. But I would first wait for Sir A. Pim's Report before replying even semi-officially to Sir G. Rhodes's points.

Talk about the burden of repayment lying on Kenya and not on the Railway is waste effort; the Railway (the original Railway) is the property of the Imperial Government until it is paid for and any claim on Kenya alone is likely to be limited to the amount of the profits which it took out of the Railway in the old days.

W.C.S.

18.6.36

Then wait

And on this should, then done by and an assistance come in?
W.C.S.

Note to be this file when this report is considered. (Can Renewals ever be built up if the rate of contribution is correct? I think not because when you reach the limit you'll ex hypothesi have to spend it all)

W.C.S.

13. High. Comar. Transport No. 40. -----28th. May, 1936.
Invites attention to certain differences in the
Railway Estimates for 1936 as compared with those
of Kenya and Uganda, and explains how they arise.

Just care has been exercised
to indicate and explain
the differences.

No action is required

(Cf. No 10 x 11
or 23324/34)

Put by

Ch. J. W. Smith
24/6/36

J. J. P. P. P.
27/6

at once

FOR FIRST SUPPLEMENTARY ESTIMATES, 1936

SEE (2) ON 38179/10/36

FOR SECOND SUPPLEMENTARY ESTIMATES, 1936

SEE (2) ON 38179/10/37



OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,

NAIROBI,
KENYA.

TRANSPORT

KENYA-UGANDA

NO. 111

RECEIVED
22 JUN 1936
C. O. REGY

28th May, 1936.

Sir,

I have the honour to invite your attention to certain differences which occur in this Administration's Estimates for 1936, as compared with those of Kenya Colony and the Uganda Protectorate, and to explain how these differences are caused.

To deal first with the Kenya Estimates:-

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
Railways and Harbours Estimates, page 21, Abstract A.V.	6,520
	<u>£ 220</u>

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 to 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 25	£ 3,525
Railways and Harbours Estimates, page 45, Abstract E.IV.	4,125
	<u>£ 600</u>

The difference is due to payment of allowance to the

Auditor/

THE RIGHT HONOURABLE
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1.

Auditor, travelling allowances and proportionate expenditure in respect of Home Colonial Audit, paid direct.

3. Police:

	£
Estimates of Kenya Colony and Protectorate, page 18, item 26	5,325
Railways and Harbours Estimates, page 47	5,426
Difference	<u>£ 101</u>

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 29	10,099
Railways and Harbours Estimates, pages 55 and 73	<u>10,944</u>
Difference	<u>£ 845</u>

Of the total shown in the Railway Estimates, £700 is estimated as payable to Uganda. As regards the remaining discrepancy of £145, at the time this Administration's Estimates were prepared, an allowance was made for a slight increase in the rate of assessment against which were certain adjustments in regard to the rateable areas in Nairobi and Mombasa, which had the effect of a reduction in the total as compared with 1934 and the figure of £10,944 was approximate.

5. In the Railway Estimates (pages 79 and 80), the sum of £4,085 is shown for interest on unspent balances of £3,500,000 (1928) and £3,400,000 (1930) Loans and also £816 in respect of reimbursements of Stamp Duty Reserve Fund.

The sum of £4,085 referred to is in respect of interest due to the Railway upon their portion of the unspent balances of Loans. These payments in the Colony's accounts are allocated as minus entries to the Revenue Sub-head "Interest", Surplus and Loan Balances."

6. With/

6. With regard to the figure of £816 in respect of Stamp Duty Reserve Fund, this forms part of the sum of £1,000 on page 60 of the Colony's Estimates for 1936, under the allocation - "Interest and Unfunded Debt - Interest on Borrowings."

7. The amount of £300 shown on page 67 of the Railways Estimates in respect of contribution by Government on the working of S.L. "Rasini" is met from item 174, page 33, of the Colony's Estimates "Upkeep of Boat and Launches".

8. Interest on Unspent Balances of £3,500,000 (1924) Loan:

The amount of £289 in respect of interest on unspent balances of £3,500,000 (1924) Loan provided in this Administration's Estimates on page 79 is not shown in the Kenya Colony's Estimates, since the unspent balances of the transport proportion of this loan is in the hands of the Administration.

9. Reimbursement by Railway on account of Medical Services:

	£	
Kenya Estimates, page 18, item 19	6,100	
Uganda Estimates, page 6, item 2	<u>1,150</u>	7,250
Railways and Harbours Estimates, page 48, Abstract E.XI	7,000	
" " " " page 73, Abstract F.II	<u>400</u>	<u>7,400</u>
	Difference	<u>£ 150</u>

£100 of this difference is accounted for by the fact that the Railway figure includes this additional sum for miscellaneous payments to private practitioners, and for special treatment such as X-ray etc. The balance of £50 is accounted for by different methods of estimating.

10. Prisons - Personal Emoluments Reimbursement:

	£
Kenya Estimates, page 18, item 19	1,080

The Railway Estimates do not provide specifically for this reimbursement to Government, which is in respect of Prisons Department supervision at the Concrete Factory, Nairobi, but a debit is accepted monthly by this Administration against "Advances" Concrete Factory. When the concrete products are charged out to specific

works, the price includes proportionate supervision costs.

To turn now to the Estimates of Uganda:-

11. Uganda - 1932 Loan:

Estimates of Uganda Protectorate, page 6, item 1, Interest	£	£
		44,145
Estimates of Railways and Harbours, page 79, item 1, Interest	44,371	
Less reimbursement from Uganda Govern- ment in respect of telegraph line (included in £427 shown on page 79)	226	44,145
		...
Estimates of Uganda Protectorate, page 6, item 1, Sinking Fund		8,829
Estimates of Railways and Harbours, page 79, item 1, Sinking Fund	8,874	
Less reimbursement from Uganda Govern- ment in respect of telegraph line (included in £427 shown on page 79)	45	8,829
		...

12. Medical Attendance, Railways and Marine Staff:

Estimates of Uganda Protectorate, page 6, item 2		1,150
Estimates of Railways and Harbours, page 48		1,200
	Difference	£ 50

This amount of £1,200 is included in the sum of £7,000 shown under Abstract K.XI on page 48 of this Administration's Estimates.

13. Antimalarial clearing and Municipal expenditure:

Estimates of Uganda Protectorate, page 6, items 3 and 4		£ 590
Estimates of Railways and Harbours, page 21		1,440
	Difference	£ 850

The sum of £1,440 is included in the amount of £3,685 shown under Abstract A.VI (a) on page 21 of this Administration's Estimates. It covers, however, only part of the cost of services carried out in Uganda. It is now found that the yearly contribution of £510 to the Uganda Government for services carried out

at/

at Butiaba and Namagali was omitted from this Administration's 1936 Estimates, and the total cost of the services is, therefore, £1,950.

Details showing how this amount is arrived at are as follows:-

Expenditure by Uganda Government:

(a) Half estimated expenditure on anti-malarial clearing at Namagali and Butiaba (not provided for in Railway estimates)	£13.15.0
(b) Sleeping sickness clearing at Jinja (provided for in Railway estimates)	80. 0.0
(c) Half Municipal expenditure at Namagali and Butiaba (not provided for in Railway estimates)	500. 0.0
	<u>£592.15.0</u>
	say £590. 0.0
(d) Estimated expenditure in respect of services carried out by this Administration	<u>1,360. 0.0</u>

Estimated total cost of services in Uganda: £1,950. 0.0

14. <u>Scavenging Railway Areas in other Townships:</u>	£
Estimates of Uganda Protectorate, page 16, item 5	410
Estimates of Railways and Harbours, page 21	<u>820</u>
Difference	<u>£410</u>

The sum of £820 is included in the amount of £4,000 shown under Abstract A.VI (d) on page 21 of this Administration's Estimates. This figure also covers the total cost of services carried out in Uganda; details as to how this amount was arrived at are shown below, namely:

Expenditure by the Uganda Government as estimated by the District Engineer	£
	379
Expenditure in respect of services carried out by this Administration as estimated by the District Engineer	<u>441</u>
<u>Estimated total cost of services in Uganda:</u>	<u>£820</u>

The figure of 2410 allowed for by the Uganda Government as the cost of services carried out by them is on the high side. During 1933 the cost of services at Jinja was considerably reduced. The actual expenditure on these services for the past seven years is as under:-

	£
1929	473
1930	407
1931	406
1932	423
1933	307
1934	300
1935	262

15. Contribution from Uganda Railway for maintenance of Telegraph Wires and other Services:

	£
Estimates of Uganda Protectorate, page 7, item 10	1,750
Estimates of Railways and Harbours, page 21	1,780
Difference	£ 30

The sum of £1,780 is included in the amount of £8,300 shown under Abstract A.V. on page 21 of this Administration's Estimates.

16. Telegraph Line Kenya-Uganda border to Mbulamti:

The amount of £157 shown in the Uganda Protectorate Estimates on page 13, item 6, is provided for in this Administration's Estimates under reimbursement from Uganda Government and is included in the sum of £427 on page 79 of this Administration's Estimates. The difference of £1 is due to rounding off shillings to pounds.

17. Interest on Unspent Balances of £2,000,000 (1932) Uganda Loan:

The amount of £233 in respect of interest on unspent balances of £2,000,000 (1932) Loan provided in this Administration's Estimates on page 79 is not shown in the Uganda Protectorate's Estimates, since the unspent balances of the transport proportion of this loan is in this Administration's hands.

18. Municipal Rates:

The amount of £700 in respect of contribution in lieu of rates is included in the amount of £6,919 shown on page 55 of this Administration's Estimates, but this is not shown in the Uganda Protectorate Estimates.

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

[Signature]
HIGH COMMISSIONER.

KENYA AND UGANDA RAILWAYS AND HARBOURS. 127

P.O. Box 601.

Telegrams:—HIGHCOMA, NAIROBI.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT

NAIROBI.

KENYA

No. T/Fin/A-1.



22nd May, 1936.

Dear Flood,

Many thanks for your letter of the 6th May, enclosing copies of semi-official correspondence with the Treasury about Railway Estimates and Renewals; and many congratulations on having extracted from Their Lordships more favourable armistice terms than I at any rate, had ever dared to anticipate.

I sent your letter (with some negligible observations of my own) to General Rhodes for perusal and return; here are some extracts from his reply:—

"I think in all our dealings with the Colonial Office we must be very careful to keep the two questions of the Renewal Fund and the repayment of the original Parliamentary Grant quite separate. They have in fact no connection whatsoever, at any rate at this end. Any connection at the other end must have in view a possible raid on the Renewal Fund to meet any demands in connection with the repayment of the Grant. This, I think you will agree with me, is entirely improper and wrong. The Renewal Fund question is a technical one of some complexity. We have so far failed to convince the home authorities, but I propose very shortly to forward to you, for the information of the Secretary of State, a copy of the departmental report now being printed, resulting from the five year review of the renewal position. This report will also be circulated to members of the Railway Council and an opportunity will be given to the Council to discuss it, if possible at their next meeting.

In view of the fact that the Secretary of State has indicated that this matter must receive consideration in 1938, I am now taking steps to collect all possible information dealing with this problem. I propose to consult the Government of Kenya on the matter, so that a combined attack can be made on the home Treasury against being called upon to meet this liability at all. I shall, however, also make it clear to the Government of Kenya that, should we lose our battle with the Colonial Office and the Treasury, we shall ourselves put up a very strong case to show that the liability must be met by the Government of Kenya and not by the Railway Administration. I myself feel that when the case is properly represented to the home Treasury, they will withdraw their claim, because I know it will be a matter that will have considerable publicity in this country when the facts become known!

"I am, therefore, fully prepared to accept the instruction that "the Reserve Fund must not be used or hypothecated for any purpose without specific authority". These are normal conditions and no special publicity,

J.E.W. FLOOD ESQ., C.M.G.,

therefore/

therefore, is necessary.

As I have already stated, the question of the Renewal Fund is a separate matter and I hope to let you have papers on this very shortly."

W 140
38179/5/35

As regards the £5½ million Treasury advances, there is I think, somewhere on record in the East African Department a letter which General Rhodes wrote me in about October last year, urging that the liability, if admitted, should fall on the Colony rather than the Railway. As 1938 draws nearer, I can foresee there will be much ink spilt over this question; and in order that you may be semi-officially prepared for what is in store, I enclose a copy of a memorandum put up by the General Manager, as far back as 1929, paragraphs 10-13 of which set out the Railway side of the case. The memorandum was prepared for discussion by Railway Council; it was withdrawn from the Agenda, however, by direction of Sir E. Grigg, and for the past seven years this particular dog appears to have enjoyed uninterrupted slumber.

Yours sincerely,

B. Franklin

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

SECRET

LIABILITY IN RESPECT OF ORIGINAL COST OF THE RAILWAY
FROM THE COAST TO KISUMU.

PARTICULARS

AND

REMARKS:

15697/29(6)

Under cover of a Despatch, dated the 17th June, 1935, the Secretary of State forwarded to the High Commissioner a copy of certain correspondence which passed with the Imperial Treasury in 1923, regarding the question of liability in respect of the original cost of the Uganda Railway. A copy of the Despatch and of the correspondence referred to is attached for the information of Council. It may be added that this correspondence has not previously been supplied to the Administration.

2. It will be seen that in the second report of the Imperial Public Accounts Committee, 1934, reference was made to the capital cost of constructing the original Uganda Railway and that the Committee asked for an assurance that it was formally recognised beyond the possibility of question that the Colony (i.e. Kenya) is indebted to H.M. Government in respect of the sum originally expended on the Railway which was considered to be one of its (Kenya's) most valuable assets.

3. It will also be seen that the then Secretary of State gave an assurance that:-

- (i) the liability is admitted;
- (ii) the question of re-payment is postponed until 1934, it being understood that interest on the capital amount will not accrue up to that date;
- (iii) the terms on which re-payment is to be made are left over for consideration by H.M. Government when the time comes.

4. In the letter of the Secretary of State to the Treasury on the 30th April, 1935, a statement is made that as the Railway finances have been separated from those of the Government of Kenya liability falls upon the Railway Administration itself.

5. Although more than four years still remain before the liability in question falls due, it is both necessary and desirable, now that the Administration has received these documents, that steps should be taken as between the Administration and the Kenya Government to decide:-

- (a) whether the liability or any part thereof for the capital expenditure is to be accepted; and
- (b) if so, what proportion of the liability is to be borne by the Government of Kenya and what proportion by the Railways and Harbours Administration.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

SECRET

-2-

TAKED CARE

AND

REMARKS:

6. The original Uganda Railway from the Coast to Kisumu was constructed by the Imperial Government, partly for the purpose of opening up an unknown country in the interests of British trade and commerce; partly in order to facilitate missionary enterprise in these territories; and partly to facilitate the abolition of slavery.

7. It may be accepted that the early Railway authorities of this territory never contemplated having to shoulder this liability; had they done so, it is inconceivable that they would have moulded their financial policy in the manner they did after the land was handed over to Government, making no provision whatsoever for meeting the liability in question. Moreover, the liability to the annuity holders in respect of this capital expenditure has long since been fully discharged, and, since 1925, there has been no charge upon the Imperial Exchequer in respect of these advances.

8. It is contended, therefore, that a good case exists why, on broad Imperial grounds, neither this Colony, nor the Railways and Harbours Administration, should be asked to carry the burden of this original capital expenditure, but that it should be looked upon as an Imperial outlay which has been discharged and which was fully justified in the interests of British trade and in pursuance of the policy which the Imperial Government has always followed of extending the benefits of civilisation and abolishing slavery in all the territories under its jurisdiction and control.

9. If, however, the Imperial Government is not prepared to accept this contention, or, if it is agreed as between the Kenya Government and this Administration, that such a contention cannot reasonably be advanced, but that the Imperial Government will insist, or has the right to insist, upon this liability or any portion thereof being accepted by the Colony, then it will be for the Administration to decide what attitude it is going to take up as to whether:-

- (a) it shall repudiate liability for any portion of the expenditure in question and hold that any such must fall upon the Colonial Exchequer; or
- (b) whether the Administration should agree to accept liability for a portion of the original capital cost of constructing the Railway from the Coast to Kisumu.

10. The Administration reasonably could contend that, as between the Kenya Government and itself, it should accept no measure of liability for this expenditure. It can do so on the grounds that it has been stripped of the greater and most valuable part of the original mile zone of land which was definitely set aside in order eventually to redeem this capital expenditure; that when the finances of the Railway were divested from those of the Government, the Administration took over the original Uganda line in a very

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

SUBJECT

-3-

PARTICULARS

AND

REMARKS

depreciated condition; and that the cost of making good that depreciation, together with the profits earned by the Railway and which were paid into the Colonial Treasury (but which more properly should have been utilised in making provision for meeting the depreciation which this Administration has had to bear) justify the Administration in looking to the Government of Kenya to meet any liability that may be accepted.

11. Should, however, Council consider that a good case does ~~exist~~ not exist for Kenya to endeavour to relieve itself entirely from liability for the original cost of the line, but that the whole, or some portion of liability for that expenditure should be assumed by this territory and should Council also consider that of the whole or of some portion of that expenditure the Administration should bear a share, then it will be a matter for very detailed and exhaustive investigation to arrive at the amount of the liability which this Administration should bear.

12. Broadly, the utmost that could be claimed from the Administration in the event of Council holding the opinion referred to in the preceding paragraph, would be:-

- (a) That the whole of the liability in respect of advances made under the Uganda Railway Acts in respect of the cost of constructing the line from the Coast to Kisumu was £5,502,592
- (b) From the foregoing must be deducted the difference between:-
- (1) the nett profits earned by the Railway, together with the surcharge in Railway rate which were paid into the Colonial Treasury; and
- (2) the bonus paid by Government in 1918-20 and the extraordinary expenditure incurred by Government (vide Tables 13 (b) and (c) of the Uganda Railway Annual Report for 1920-21)

which difference amounts to £1,682,552

£3,820,040

- (c) In addition, account must also be taken of the assets handed over to the Government of Kenya Colony and Protectorate free of charge..... 100,550

£3,719,490

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL

SUBJECT:

-4-

PARTICULARS

AND

REMARKS:

15. Against this figure of 25,715,490 has to be set the value of the mile of land on each side of the line from the Coast to Kiluan, which was originally allotted to the Railway for the purpose of eventually redeeming the capital cost of the line, and which, with the exception of such land as is required for Railway purposes, has been alienated by the Government of Kenya for other purposes and the proceeds on which have gone into the Treasury of the Colony, or which is still held by the Government of Kenya for disposal.

16. It will be a work of some magnitude to arrive at even an approximate valuation of that portion of the mile and which has been alienated by the Government of Kenya for purposes other than that for which it was originally intended, but it is considered that, if necessary (i.e. if Council takes the view that the Administration will have to accept liability for some portion of the original capital cost of the line from the Coast to Kiluan) a Committee, representative both of the Kenya Government and the Administration, should be set up to investigate this question and arrive at a valuation which could be used in connection with the further investigation which will be necessary for the purpose of arriving at the respective liability of the Government of Kenya and this Administration, which latter investigation, if it commences, should be carried out by a Committee consisting of two representatives of this Administration, together with two representatives of the Government of Kenya. The Committee to submit a report and recommendation to both interested parties.

17. For the further information of Council, attached is a copy of a letter addressed on the 14th July last to the High Commissioner, and of this copy, together with a copy of the extract from the letter to the then Colonial Secretary, Nairobi, in regard to the same subject.

AIR MAIL.

Downing Street,
6th May, 1936.

Dear Freeston,

In connection with the Estimates of the Kenya-Uganda Railway for 1936, which I hope have been satisfactorily disposed of by Transport despatch No.30 of the 27th of April, I think I ought to let you have, for your information and for local record if necessary, copies of some of the semi-official correspondence. When despatch No.107 of the 14th of December last came in it revived the question of the Renewals Fund. You will remember, in fact you did it all, that we had been corresponding with the Treasury and had got it into the stage of a semi-official letter from the Secretary of State to the Chancellor and a reply which we did not regard as satisfactory. However, it had been decided, as you also may recollect, to let the Railway question sleep until the Kenya Loan proposals were out of the way. The Loan question hung fire over the end of the year owing to the new agricultural indebtedness

proposals

L.B.FREESTON, ESQ., O.B.E.

proposals and one thing and another until eventually we
 got Treasury approval in February. It therefore became
 necessary to straighten up the Treasury attitude in regard
 to the Renewals Fund and I accordingly wrote to Speed a
 letter which eventually got off on the 4th of February
 after it had been out about considerably. Speed proved to
 be excessively sticky as you will see from his letter of
 the 15th of February, a copy of which I also enclose.
 This came as a rather unwelcome piece of cold water down
 the back of my neck and we were rather doubtful what to do
 in regard to the 1936 Estimates which, as you know, had
 also been prepared on a basis of 2 1/2% renewals. However,
 we sent the Estimates over to the Treasury in our letter
 of the 4th of February and I explained to Bridges that it
 had been hastened before the receipt of Speed's epistle.
 This was true, but of course when Speed's letter arrived
 they recovered the papers from the Copying Department and
 attached it so that it was not until it came back to me
 that I could give directions to let it go off. I met
 Speed casually and he told me that Their Lordships were

really

really rather peevish. Subsequently one Jones of the Treasury rang up Grossmith and asked him when they were going to get to know more about renewals, so I evolved a letter to Bridges which after being vetted by the great ones went off to him on the 4th of April. I enclose a copy. Subsequently I was rung up by Their Lordships and went across and spent a morning in conversation and as a result the Treasury letter of the 18th of April arrived which we think represents as much as we can possibly get out of them. A copy of the Treasury letter forms an enclosure to our official despatch of the 27th of April.

I was agreeably surprised to find that the Treasury were really anxious to help and I think we owe them a good deal of gratitude for not being obstructive, as they very well might have been. Speed has left that section and has been replaced by a nice thing called Wardley, a large soul with a droopy moustache, aged about 40-ish. Speed has gone to assist the Defence Co-ordination arrangements.

Yours sincerely,

C. O.

Mr. Flood. 22-4

Mr.

Mr.

Sir C. Parkinson

Sir G. Tomlinson

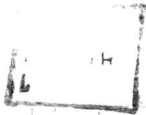
* Sir C. Bottomley 27-4

Sir J. Shuckburgh.

Permt. U.S. of S.

Party. U.S. of S.

Secretary of State



29
53

DRAFT.

THE SECRETARY,
TREASURY.

COPY SENT TO ACCOUNTS DEPARTMENT.

Sir,

I have the pleasure to acknowledge the receipt of your letter of the 12th of April, S.39419/36, in which you state that the Lords Commissioners of the Treasury are prepared to approve the Estimates of the Congo-Belgian Railway and Harbours Administration for the year 1936 ^{on the} understanding that the position of the Administration to the Harbours Administration will be reviewed in 1937 also with their financial matters connected with the Harbours Administration.

Mr. Flood requires to be satisfied with the arrangements made by their Lordships, and it is necessary to the Secretary of State on

thereby

FURTHER ACTION.

thereby to the people of Kenya and Uganda.

I am to enclose a copy of a despatch which he has addressed to the High Commissioner for Transport.

I am, etc.

(Signed) J. J. PASKIN.

G. O.

38179/16/35

C. D.
R 24 APR
B 25

97

Mr. Flood, 22:4

Mr.

Mr.

Sir C. Parkinson.

Sir G. Tomlinson.

+ Sir C. Bottomley, 22:4

Sir J. Shuckburgh.

Perm. U.S. of S.

Part. U.S. of S.

Secretary of State.

CP P

DOWNING STREET.

27 April, 1936.

Sir,

I have the honour to refer to your despatch No. 111 of the 19th of December and to inform you that I approve the estimates of the Kenya-Uganda Railway and Harbours Administration for the year 1936. It is not necessary for me to comment upon the financial position which remains eminently satisfactory and, as has been said in previous years, reflects nothing but credit upon Sir Godfrey Rhodes and the staff of the Administration. I desire to add my own appreciation of their work to that expressed by my predecessors.

2. I enclose a copy of correspondence with the Treasury from which it will be observed that their Lordships agree that for the present

DRAFT.

TRANSPORT

KENYA-UGANDA

No. 30

HIGH COMMISSIONER

(2)
10
11

To Trans 5 / 22 267
To Secy 7 / 18 267

FURTHER ACTION

Refer to my letter
to Mr. Johnston

the

the rate of contribution to the Renewals Fund may continue to be based upon 2½ per cent of the capital cost of the wasting assets until the whole position is examined fully in 1938. I am of opinion that this concession, which is a real one in view of the more favourable position of the Administration and of the importance which is attached by the Lords Commissioners to ^{the} maintenance of Renewals contributions on the 'life' basis, if possible, is as much as can be expected in present circumstances and I note that the actual receipts have enabled a substantial Reserve to be created. I must, however, draw ^{special} attention to the conditions laid down in the Treasury letter to the ^{effect} ~~fact~~ ^{Reserve} that the Fund must not be used or hypothecated for any purpose without specific authority, and that if, hereafter, some other basis than 2½ per cent is decided upon, the Reserve may be utilised to make up any deficit, ~~should it be decided to charge the new basis with retrospective effect.~~

The arrangement must be regarded as provisional and

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.

3. I am glad to note the reductions in rail rates which have been approved as from the 1st of December last and I trust that the revised rates may prove of advantage to ~~all classes~~ ^{generally} of the community.

4. I ^{share your view} assure you that the Administration may now be regarded as having emerged from the general depression, and I trust that with expanding trade and increased prosperity in the Territories which it serves, its future working may prove even more successful than in the past.

I have, etc.

(Signed) J. H. THOMAS

Any reply to this letter should be addressed to

THE SECRETARY,

TREASURY,

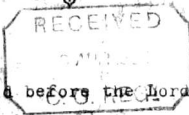
WHITEHALL, LONDON, S.W.1.

and the following number quoted:

S. 39419/36.

TREASURY CHAMBERS

11 April, -1936.



Sir,

5.

I have laid before the Lords Commissioners of His Majesty's Treasury Mr. Flood's letter of the 22nd February, 38179/16/35, forwarding a copy of the Estimates of the Kenya and Uganda Railways and Harbours Administration for the year 1936, together with a copy of a despatch dated the 19th of December, from the High Commissioner for Transport.

In reply I am to request you to inform

Mr. Secretary Thomas that My Lords note that the Estimates provide not only for ordinary rate reductions calculated to result in a decrease in revenue amounting to £150,000 in the year, and the removal of the Port Surcharge involving a decrease in the Harbour revenue of over £15,000, but that in addition a special temporary rebate in respect of maize exported, estimated to reduce the revenue by a further sum of £18,000 has been brought into operation with effect from the 1st December last. They note further that provision is made for the creation of a general Reserve Fund.

Their

The Under Secretary of State,
Colonial Office.

Handwritten notes on the left margin: 'Copy to ACCOUNTS DEPARTMENT.' (written vertically), 'Ans. 107', and 'Copy to H. Sec. (G)'.

Handwritten numbers '7' and '29' in the top right corner.

4.5

Their Lordships are of opinion that the question of the amount of the contribution to the Railway Renewals Fund, which as the Secretary of State remarks has been under consideration separately, merits at least equal priority of treatment with those of the creation of a Reserve Fund and of reductions in rates. The present position of the Administration is in the view of Their Lordships such that a contribution to Renewals on a "life" basis is amply justified. They understand, however, that Mr. Thomas is strongly of opinion that the present arrangement under which the contribution is fixed provisionally at 2½ per cent should be allowed to continue at any rate until 1938, when the question of meeting the liability for the £5½ millions advanced by the Treasury for the construction of the Railway will come up for review; and that, in the meantime, the formation of a general Reserve Fund should be approved in principle without prejudice to such action as the railway administration may find themselves in a position to make in regard to revisions of rates.

In all the circumstances My Lords are willing to acquiesce in this view, on the understanding that the arrangement

30

arrangement is accepted as purely provisional, and that a definite instruction is issued to the Railway Administration to this effect, laying down, in particular, that the Reserve Fund should not be used or hypothecated for any purpose without specific authority.

On this understanding, and on the further understanding that if hereafter some other basis than a 2½ per cent contribution to Renewals is determined the Reserve may be utilised to make up any deficit, My Lords concur in the proposal of the Secretary of State to approve the Estimates.

I am,

Sir,

Your obedient Servant,

R. V. Nichol Stephens

R.V.

4.5

Their Lordships are of opinion that the question of the amount of the contribution to the Railway Renewals Fund, which as the Secretary of State remarks has been under consideration separately, merits at least equal priority of treatment with those of the creation of a Reserve Fund and of reductions in rates. The present position of the Administration is in the view of Their Lordships such that a contribution to Renewals on a "life" basis is amply justified. They understand, however, that Mr. Thomas is strongly of opinion that the present arrangement under which the contribution is fixed provisionally at 2½ per cent should be allowed to continue at any rate until 1938, when the question of meeting the liability for the £5½ millions advanced by the Treasury for the construction of the Railway will come up for review; and that, in the meantime, the formation of a general Reserve Fund should be approved in principle without prejudice to such action as the railway administration may find themselves in a position to make in regard to revisions of rates.

In all the circumstances My Lords are willing to acquiesce in this view, on the understanding that the

arrangement

30

arrangement is accepted as purely provisional, and that a definite instruction is issued to the Railway Administration to this effect, laying down, in particular, that the Reserve Fund should not be used or hypothecated for any purpose without specific authority.

On this understanding, and on the further understanding that if hereafter some other basis than a 2½ per cent contribution to Renewals is determined the Reserve may be utilised to make up any deficit, My Lords concur in the proposal of the Secretary of State to approve the Estimates.

I am,

Sir,

Your obedient Servant,

R. V. Nichol

6 31

C. O.

Mr. Flood. 27.3.

Mr.

Sir J. Campbell 8/5/36

Sir C. Parkinson.

Sir G. Tomlinson

Sir C. Bottomley. 20/5/36

Sir J. Shuckburgh

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.



DOWNING STREET.

March 1936

20/5/36

DRAFT.

F. E. BRIDGES, ESQ., M.C.

Dear Bridges,

Touching the matter of the Kenya-Uganda Railway and our official letter of the 22nd of February. I understand from Grossmith and your Mr. Jones that you would like a further letter. Our official letter, which got off on the 22nd (it was prepared before I got Speed's) was deliberately intended to be ^{quite colourless} ~~completely sketchy~~. I understand from the conversation that the Treasury still wish to leave undecided the ^{major} ~~great~~ question of the Renewals Fund contribution, and whether a Reserve should be established.

As you know, the whole

thing

FURTHER ACTION.

thing will have to be considered again
in two years from now, and we should be
quite content to agree that until then,
and until a settlement is reached, there
should be an understanding with the
Treasury and a definite instruction to
the Railway Administration that the
finance as regards Renewals Contributions
and as regards the building up of a
Reserve Fund must be considered ^{to be} provisional.

In other words, they would be allowed to
go on with renewals at 2½ per cent and to
place their surplus, if any, into a general
Reserve on the understanding that, if it is
decided hereafter that the Renewals Fund
should be made up to the full 3.11 per cent,
~~(or less) also~~
the surplus should not be hypothecated in
the meantime ^{for any purpose} without special reference and
formal sanction. We could not, however,

agree to any proposal that rates on the
K.U.R. are not to be altered. If the
Railway's financial position and the
conditions of things out there seem to
give

*For inclusion in
initial figures of
sums to be*

*Should be liable to be
drawn upon to make
good the deficit, and*

in any circ^s.

C. O.

Mr.
Mr.
Mr.

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

DRAFT.

FURTHER ACTION.

*revenue
necessary* 32

give authority to justify rate
reductions, then those rate
reductions should be made. Would
you like a further official letter
in continuation of ours of the
22nd, to the effect that the
Secretary of State is prepared to
inform the High Commissioner of
Transport that the Reserve Fund is
still under consideration and ~~that~~
should not be hypothecated without
prior sanction, ~~though~~ ^{that} the
Secretary of State would propose
to agree that Renewals can go on
at 2½ per cent and any surplus ~~be~~
credited to Reserve on the
distinct understanding that if
hereafter 3.11 or some other basis
is taken for Renewals, the
Reserve may properly be raided
to make up any deficit?

Yours sincerely

W. FLOED

RECEIVED
20 FEB 1936
C. O. R. [REDACTED]

28179/16/93
4

33

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

Dated 20th February, 1936. Received 11.18.a.m. 20th February.

No. 4.

(3) My telegram No. 3 It has become urgently necessary to
proceed with new works provided for in 1936 Railway estimates
abstract L. In the circumstances I have felt justified
in authorising the necessary expenditure in advance of your
general approval of estimates.



By Air Mail

2 29/11
29/11
34

TRANSPORT

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,

KENYA-UGANDA

GOVERNMENT HOUSE,

NAIROBI,

KENYA.

NO. 111



11/12 December, 1935.

W. Gosnell Esq. Secy
Min. of P.W.
Sir, 11/12

I have the honour to refer to my Transport despatch, Kenya-Uganda, No.96, dated the 18th November, 1935, which forwarded twelve copies of the draft Estimates of Revenue and Expenditure of this Administration for the year 1936, and to enclose herewith, as they explain the Estimates in detail, 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 a copy of the General Manager's memorandum to the Harbour Advisory Board, together with a report by a sub-committee of the Harbour Advisory Board which had been appointed by the Board to consider in detail the Harbour Estimates, both of which were considered by the Harbour Advisory Board in their review of the draft Harbour Estimates.

2. The draft Estimates are fully explained in the report and memoranda mentioned above but there are certain points to which I wish to draw attention or which require elucidation in view of the amendments made by the Railway Advisory Council in the draft Estimates before they submitted them for my approval.

(a) Railway Revenue. The General Manager originally estimated Goods revenue at £1,854,000 and total revenue at £2,100,000 for 1936, as compared with the revised Estimate of total revenue of £2,541,510 for 1935 and actual total revenue of £2,227,285 for 1934. This

estimate/

THE RIGHT HONOURABLE

J. H. THOMAS, M.P.,

SECRETARY OF STATE FOR THE COLONIES,

Copy of enc. to Secy
A. S. S. (A)

estimate of £1,834,000 allowed for rate reductions of £100,000 during 1936 which reductions at the time he drew up the Estimates he considered could quite safely be made.

The Railway Council when reviewing the position likely to obtain next year in the light of the latest information available, considered that the export tonnages for cotton, coffee, maize, wattle bark and sisal estimated by the General Manager were too small and also that the mining and general trade developments were likely to lead to a greater increase in revenue than had been calculated. After the matter had been discussed at length in Council, the General Manager accepted the Council's views and, on the basis of the increased revised estimates of traffic, he proposed that the provision for rates reductions should be increased to £150,000. On this basis an estimate of Goods revenue of £1,859,000 and a total revenue of £2,116,000 was approved by the Council who also recommended that the proposed rate reductions should have effect from the 1st December, 1935. I have discussed these Estimates of revenue with the General Manager and consider that they are reasonably safe and conservative unless, as a result of the deterioration of the situation in Europe or some other untoward event at present unforeseen, a further general trade depression occurs. In connection with these Estimates I may say that not only has the general Railway position improved but also the crop position next year in both territories is now expected to be better than appeared probable when the General Manager framed his original Revenue Estimates.

(b) Railway Expenditure. The estimate of ordinary working expenditure of £1,090,776 is £23,346 greater than that for the present/

present year and is due in the main to staff increments and the anticipated increase in traffic, while no decrease can be made in the expenditure commenced last year to overtake arrears of maintenance on buildings, works, coaching and goods stock.

The ratio of estimated ordinary working expenditure to that of estimated revenue is again most satisfactory, with a still further decrease over that of last year of 1.66%.

(c) Depreciation. The provision for the Renewals Fund is £234,911 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 Transport despatch, Kenya-Uganda, No.60, dated the 2nd August, 1935.

12/28/35/15/14

(d) Harbours. The Harbour Estimates of Revenue are £3,016 less than for this year but provision has been made in them for the removal of the 5% Port Surcharge which was introduced at the beginning of the depression; this is calculated to mean a decrease in revenue of £15,473 so that on the same basis as this year an increase of just over £12,000 in earnings has been anticipated. The Estimate of revenue appears to me to be a conservative one and if the present trade activity continues it may well be exceeded. The Harbour Estimates of ordinary working expenditure show an increase of £7,521 caused chiefly as a result of provision for extra work anticipated and normal increments.

(e) Combined Net Revenue Account. The estimated Railway surplus is £107,026 and the estimated Harbour deficit is £68,914, leaving a balance of £38,112 to be transferred to the Reserve Account. At the beginning of the year the credit of this account was £26,708 and if the latest revised

estimates/

estimates of the present year's working are realised, there will be available for transfer to the Reserve at the end of this year a further sum of 2255,000. At the end of next year there should be available in the Reserve Account, if revenue anticipations are fulfilled, the sum of 2519,820 and, in addition, there will be a special Reserve of 210,000 for the depreciation of securities, vide year Transport despatch, Kenya-Uganda, No.55, dated the 18th July, 1935, making a total in Reserve of 2329,820 at the end of 1936.

2/38094/1/35
 (W) D.C.B.
 9/1/36

3. I have already mentioned in paragraph 2 (a) above that the Estimates of this Administration for next year make provision for rate reductions anticipated to amount to 2150,000, these reductions having been recommended at the last meeting of Railway Council to come into effect from the 1st December, 1935. After communication with the Governor of Uganda in his capacity of Joint High Commissioner, I have given approval to these recommendations of the Railway Advisory Council and the rate reductions were all brought into force on the 1st December last. The detail is as follows:-

X

	<u>Reduction in Revenue</u>
Haulage of empty tank wagons	212,500
Blankets	20,000
Coffee	32,000
Sisal	12,000
Port surcharge	16,000
Branch lines	10,000
Iron and Steel	4,000
Cattle	4,000
Minimum Goods Charges	4,000
Piece Goods	16,000
Cement	12,500
Clinker	1,500
Corrugated Iron	5,500
	<u>2150,000</u>

It will be observed that these rates reductions are divided almost equally between imports and exports and that/

that they will benefit all sections and classes of the communities served by this Administration. In both the territories of Kenya and Uganda widespread satisfaction has been expressed on the action of the Administration in making such a large and comprehensive revision of rates.

4. In connection with these reductions I desire to draw particular attention to the removal of branch line rates in Kenya which was unanimously recommended by the Council. In my opinion the removal of this special surcharge on Kenya branch lines, which, although this was part of the original agreement made when the branch lines were built, has always been a source of irritation to those served by these branch lines, should do a great deal to foster a better understanding not only between the communities in the two territories as regards their outlook on Railway policy but also between the settler community in Kenya and this Administration in connection with Railway affairs generally. I am also glad to state that the reductions in export rates have been favourably received by the settler community in Kenya and it appears to me that these reductions should be of the greatest value to them at the present time when they are endeavouring to reorganize their farms after the past bad years.

5. In the course of the discussions on rate reductions, the question of rendering some temporary and emergent assistance to the Kenya maize industry in the very serious position in which it now is, arose and, eventually, the Council passed the following resolution:-

"On the understanding that the Government of Kenya are exploring every possibility of placing the maize industry on a more satisfactory financial basis and of facilitating the change-over to mixed farming, . . .

Council RECOMMEND that a rebate be granted for a period of twelve months of Shs.5/- per ton of maize exported, commencing on December 1st, 1935; this to be with no reference to the £150,000 available for reductions in rates?

which I, after consultation with the Governor of Uganda in his capacity of Joint High Commissioner have confirmed.

This temporary and emergent assistance is calculated to cost the Administration the sum of £18,000 but as this rebate was not published when the Estimates were sent for printing, provision has not been made for it in them. This amount of £18,000 should therefore be deducted from the sum shown as available for transfer to the Reserve.

I do not suggest in the least that industries which are not paying their way should normally be subsidised by Transport funds; in fact, my opinion is that if an industry needs assistance it is the Government's duty to provide it and not the Railway's but in the special case of maize which has had a series of bad years, I accept the desirability of granting the temporary and emergent assistance from Railway funds as recommended unanimously by the Railway Advisory Council.

There is one further point in connection with next year's Railway revenue Estimate including the rate reductions which have just been approved, to which I desire to invite attention and that is that it is based on the assumption that there will be no resurgence of uneconomic road competition by motor. The rates for Classes I, II and III in the Tariff of this Administration are undoubtedly high but this is necessary so long as there are, at the other end of the scale, very low rates for low-priced products and the total traffic such as it is at present. The sum required in reductions in Classes I, II and III to enable the Administration, without raising the lower rates, to meet road competition, calculated at 50 cents a ton mile at present, is £250,000 to £300,000 and this cannot at present be made available; it is hoped, however, that the Administration may be able during the next few years to adjust its tariff that with the assistance

of some scheme for the co-ordination of road and rail traffic, this uneconomic competition between two forms of transport which should really be complementary to each other will not occur. The Governments of Kenya and Uganda have both agreed to maintain existing legislation against uneconomic motor competition, the former for three years, and as committees have now been appointed in all three territories to consider the question of rail and road competition it is hoped that during the next few years a satisfactory system may be devised for the whole of East Africa whereby this difficult question may be settled in some more satisfactory manner than either by the present system of prohibitive legislation which cannot be indefinitely continued or by a complete and drastic recasting of the Railway tariff, thus enabling the Administration to compete with motor competition by rate cutting which would, in my opinion, cause a great upheaval and disturbance in all industries in East Africa.

7. It will be observed that the sum of only £1,000 has been included in the Estimates for the write-off of dead assets but during the present year a comprehensive review of all assets has been undertaken with a view to determining which will be neither suitable nor required for further service. This review is not yet finished but it is hoped that it will be completed before the end of the year so that the "write-offs" necessary may be arranged for in this year's supplementary Estimates, in which case it is not anticipated that anything more than a nominal sum will be required for this purpose next year. The whole of the obsolete stores in the Administration stocks, dating back to the early construction days, have also been examined by a special Board of Survey and, as a result of an interim report, obsolete stores to the book value of £5,608,17.63 have been written off in this year's accounts:

4

it is anticipated that the final report will be available before the end of the year and that the necessary financial provision can be made in this year's supplementary Estimates. The situation therefore, as regards the position of dead assets and obsolete stores is more satisfactory than it has been for many years.

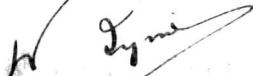
8. I trust that this Administration has now finally emerged from the general depression and that it is on the threshold of a period of expanding traffic and prosperity: adequate grounds for this appear to exist for the earnings for this year are very much the same as for the boom year of 1929, while, notwithstanding the fact that the number of ton miles performed is considerably greater than in that year, the expenditure incurred is much less. The general tendency in both territories is for trade to expand and for more agricultural products for both the internal and external markets to be grown and unless some unforeseen deterioration in general conditions occurs, I look forward to the future prospects of this Administration with an optimism which is, I hope, well founded.

9. These draft Estimates for 1936 for this Administration have been passed by both the Legislatures of Kenya and Uganda without amendment, and I submit them with confidence for your approval.

I have the honour to be,

Sir,

Your most obedient, humble servant,



HIGH COMMISSIONER.



2357/124
2079/16 82

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,

NAIROBI,
KENYA.

RECEIVED
14 DEC 1935
C. O. REGD

TRANSPORT
KENYA-UGANDA

NO. 96

18⁶ November 1935.

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 1936. 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.

5
Copy of Estimates to Treasury

I have the honour to be,

Sir,

Your most obedient, humble servant,

C. G. Galloway
400 HIGH COMMISSIONER.

THE RIGHT HONOURABLE

MALCOLM MACDONALD, 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

1936



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

1936

Memorandum by the General Manager

RAILWAYS, MOTOR, MARINE AND HARBOURS SERVICES

1. A comparison of the estimated Revenue and Expenditure for 1936 with the Estimates for 1935 is given in the Summarized Revenue Account Statements.

2. The total Route Mileage of Open Lines during 1936 will be as follows:

<i>Main Line.</i>	<i>Miles.</i>
Mombasa to Kampala	870
 <i>Principal Lines.</i>	
Kisumu Line (Nakuru Junction to Kisumu)	131
Soroti Line (Tororo to Soroti)	100
Voi-Kahe Line (Voi to Kahe Junction)	92
 <i>Minor and Branch Lines.</i>	
Solai Branch (Rongai to Lake Solai)	27
Yala Branch (Kisumu to Butere)	43
Kitale Branch (Leseru 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
	1,531

<i>Lines Worked but not Owned.</i>	
Magadi Branch (Konza to Lake Magadi)	91
	Total ... 1,622

as compared with the estimated mileage for 1935 of 1,624 miles, the difference being due to certain small diversions, etc.

<i>Steamship Services.</i>	<i>Route Mileage.</i>
Lake Victoria	2,071
Lake Kioga	697
Lake Albert	757
Kagera River	198
	Total ... 3,723

as compared with an estimated Route Mileage in 1935 of 3,796, the difference being due mainly to alterations in the scheduled service on Lake Albert and to a re-survey on the River Nile.

3. REVENUE.

Revenue

The estimate of Railway Revenue of £2,116,000, which represents an increase of £29,000 over the 1935 estimate, is the net estimated earnings after allowing for a substantial sum in respect of rates reductions.

Memorandum by the General Manager

RAILWAYS, MOTOR, MARINE AND HARBOURS SERVICES

1. A comparison of the estimated Revenue and Expenditure for 1936 with the Estimates for 1935 is given in the Summarized Revenue Account Statement.

2. The total Route Mileage of Open Lines during 1936 will be as follows:

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Soroti Line (Tororo to Soroti)	100
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3. REVENUE.

The estimate of Railway Revenue of £2,116,000, which represents an increase of £29,000 over the 1935 estimate, is the net estimated earnings after allowing for a substantial sum in respect of rates reductions.

Revenue

Expenditure **4. ORDINARY WORKING EXPENDITURE.**

The increase of £23,346 in the estimated Ordinary Working Expenditure—an increase equal to approximately 2 per cent—is accounted for as follows:—

Abstract A. **ENGINEERING EXPENSES.**—Increase, £9,349.

The provision for promotions, normal increments, staff reliefs, etc., represents £2,371 of the increase. An additional amount of £1,011 is necessary mainly to provide for the painting of the Nile Bridge and for overtaking arrears of maintenance of bridges generally. An increased provision of £3,946 is necessary for maintenance, etc., of Buildings and Works, mainly for the purpose of overtaking arrears of maintenance of staff quarters. This is, however, counterbalanced to the extent of £1,411 by a reduction in the provision for Station Buildings and Workshops, and Machinery and Sewerage Works. An increase of £1,385 is necessary to provide for Tools and Plant, the supply of water and for Bush Clearing, whilst a reduction of £400 has been effected in connection with conservancy charges.

The provision for New Minor Works also has been increased by £3,000.

Abstract B. **LOCOMOTIVE RUNNING EXPENSES.**—Decrease £3,297.

Reductions on account of Fuel (£1,486), Water (£1,064) and Passages (£1,000) account for the decrease in this Abstract.

Abstract C. **MAINTENANCE OF ENGINES AND ROLLING STOCK.**—Decrease £75.

Provision for normal increments, etc., represents an increase of £1,173. The provision made for maintenance of Locomotives, Coaching and Goods Stock, although reflecting a decrease of £2,894, includes a further amount towards overtaking arrears of maintenance. Under the head of New Minor Works, it has been necessary to provide an additional £2,059 for the provision of Workshops equipment and rolling stock alterations and minor improvements.

Abstract D. **TRAFFIC EXPENSES.**—Increase £7,662.

This increase is represented mainly by additional provision for normal increments (£2,189), staff changes and new appointments necessary to cope with additional traffic (£2,460). The additional traffic anticipated also entails extra provision for loading and offloading trucks (£1,720). The total estimated increase under this Abstract is equal to just under 34 per cent as compared with an increase of slightly under 41 per cent in the estimated ton miles.

Abstract E. **GENERAL CHARGES.**—Increase £7,860.

£5,264 of the increase under General Charges is due to the provision made towards the estimated cost of participating in the Empire Exhibition at Johannesburg and for overseas publicity purposes. Increased requirements on account of Medical Services and for staff increments, etc., account for the balance of the increase under this vote.

Abstract F. **STRAINS SERVICES.**—Decrease £67.

The completion of certain arrears of maintenance during 1935 accounts for a reduction of £2,465 under that head. This is practically offset by the additional provision included for normal staff increments and promotions and for Stores, Fuel and Dredging.

Abstract G. **MOTOR SERVICES.**—Increase £985.

Increased expenditure is anticipated for Running Expenses and Maintenance of Cars, while provision also has been made for necessary New Minor Works.

MISCELLANEOUS EXPENDITURE.—Increase £1,529.

Additional provision has been made to cover the Administration's liability to the Provident Fund and for Gratuities (£2,750), for Pensions and Gratuities (£550) and for Municipal Rates (£704). These increases are partially offset by a reduction of £2,500 in the estimated expenditure on account of Exchange and Brokerage Charges.

DEPRECIATION.—Decrease £1,156

TOTAL WORKING EXPENDITURE.—Increase £22,190.

The total estimated working expenditure, including contributions to the Renewals Fund, of £1,425,687 is £22,190 above the 1935 estimate, and represents 67.4 per cent of the estimated Revenue as compared with 67.25 per cent in the 1935 estimate. The estimated ordinary working expenditure (i.e. exclusive of contributions to the Renewals Fund) is £23,346 above the 1935 estimate, and represents 51.55 per cent of the estimated Revenue, as compared with 51.15 per cent of the 1935 Revenue Estimate, the increased percentage being due to the provision made in the Revenue Estimate for rates reductions.

5. **NET REVENUE ACCOUNT.**

There is an increase of £1,351 in Loan Fund charges, details of the 1936 and 1935 Estimates being:—

	1936.	1935.	
	£	£	£
Interest Charges ...	525,861	525,981	120
Loan Redemption Charges ...	102,426	100,955	1,471
Totals ...	628,287	626,936	+ 1,351

The increase in Loan Redemption Charges is due to provision having to be made for a full year's contribution in respect of the Uganda Loan in place of the ten months' contribution made in 1935 estimates.

A sum of £1,000 has been included to meet the write-off of Dead Assets and £1,000 to cover the value of obsolete stores which may have to be written off. It also has been found necessary to provide £5,000 to meet the cost of necessary transfers of assets. It is also considered necessary to provide for £5,000 to be placed in reserve towards anticipated Depreciation of Securities, and provision has been made accordingly.

In addition to the balance transferred from the Revenue Account, an amount of £57,000 in respect of the estimated interest on Cash Balances and Advances has been included in this account.

The estimated surplus to be carried to the Combined Net Revenue Account is £107,026 as compared with a surplus of £117,567 in the 1935 Estimates, a reduction of £10,541.

HARBOURS SERVICES

6. The estimated revenue of £321,920 reflects a decrease of £3,016 compared with the 1935 estimate.

Ordinary Working Expenditure is estimated at £145,326, being made up of, and comparing with the 1935 estimate, as follows:—

	1936.	1935.	
	£	£	£
Departmental Expenditure ...	91,496	88,912	+ 2,584
Payments to Contractors (Shore Handling and Lighterage) ...	53,827	48,893	+ 4,934
Total ...	£145,326	£137,805	+ £7,521

Abstract H.

Depreciation

Total Working Expenditure.

Net Revenue Account

Harbours Services.

The increase in Departmental Expenditure is mainly due to additional provision for domestic water requirements, Tools and Plant and New Minor Works, water supplies to ships and locomotive and electric power.

The provision for Depreciation of £30,223 is slightly less than the 1935 figure.

Net Revenue Account.

7. NET REVENUE ACCOUNT.

Loan Fund Charges amount to :—

	£	£
Interest	180,276	
Redemption	35,009	
		215,285
Towards these charges the balance from Revenue Account amounts to	146,371	
Leaving an estimated loss of	£68,914	

which is carried to the Combined Net Revenue Account.

COMBINED NET REVENUE ACCOUNT

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

	£
Railways : Surplus	107,026
Harbours : Loss	68,914

Net Surplus to be transferred to Reserve Account £38,112

Abstracts L, M, and Appendices

9. EXPENDITURE FROM RENEWALS AND BETTERMENT, LOAN, ETC., FUNDS.

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

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

Appendix I reflects the estimated position of the Renewals and Betterment Funds and Capital and Reserve Accounts at 31st December, 1936.

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

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

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

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

G. D. RHODES,
General Manager.

KENYA AND UGANDA RAILWAYS AND HARBOURS

COMBINED NET REVENUE ACCOUNT

Balance from Net Revenue Account (Harbours)	£ 68,914	Balance from Net Revenue Account (Railways)	£ 107,026
Balance (Surplus) transferred to Reserve Account	88,112		
	£ 107,026		£ 107,026

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1936
RAILWAYS—REVENUE ACCOUNT

Expenditure	1935	1936	1935	Increase	Decrease	Earnings	1936		Increase	Decrease
							£	£		
Engineering Expenses						Passengers	158,000	158,000	2,000	
Locomotive Running Expenses						Parcels and Luggage	36,000	36,000	4,000	
Maintenance of Engines and Rolling Stock						Live Stock	22,000	18,000	22,200	
Traffic Expenses						Goods	1,850,000	1,827,800	1,500	
General Charges						Telegraphs	1,200	1,500	800	
Steamer Services						Miscellaneous	48,800	49,000		
Motor Services										
Miscellaneous Expenditure										
Total Ordinary Working Expenditure										
Depreciation										
Total										
Balance Net Earnings carried to Net Revenue Account						TOTAL	£	2,116,000	2,087,000	29,000
TOTAL										

RAILWAYS—NET REVENUE ACCOUNT

Interest Charges	£	525,861			Balance from Revenue Account (Railways)	£	680,313
Loan Redemption Charges		102,426			Interest on Cash Balances and Advances		57,000
Write-off of Dead Assets		1,000					
Transfer of Assets		5,000					
Write-down of Stores Stocks on account of Obsolescence and Depreciation		1,000					
Reserve for Depreciation of Securities		5,000					
Balance transferred to Combined Net Revenue Account		107,086					
TOTAL		£	747,313		TOTAL	£	747,313

KENYA AND UGANDA RAILWAYS AND HARBOURS

ESTIMATES, 1936

HARBOURS—REVENUE ACCOUNT

Expenditure	1935	1936	1935	In-crease	De-crease	Earnings	1936		In-crease	De-crease
							£	£		
Engineering Expenses						Imports excluding Coal and Bulk Oils	37,000	35,000	2,000	
Marine Working						Handling—185,000 tons	54,470	55,000		530
Maintenance of Mechanical Plant						Wharfrage				
Shore Working and Lighterage						Exports excluding Bunker and Bulk Oils—Handling and Wharfrage—	120,000	121,263	8,737	
General Charges						200,000 tons	3,500	3,500		
Miscellaneous Expenditure						Import Wharfrage on 70,000 tons Coal	12,700	12,700		
Departmental Expenditure						Export Wharfrage on Bulk Oils	1,200	1,000	250	
Payments to Shore Handling and Lighterage Contractors						Oil	56,000	56,000	1,000	
Total Ordinary Working Expenditure						Miscellaneous Earnings	30,000	30,000	1,000	
Depreciation						5 per cent Surcharge	15,473	15,473	15,473	
Balance Net Earnings carried to Net Revenue Account						TOTAL	£	201,500	204,906	3,016
TOTAL										

HARBOURS—NET REVENUE ACCOUNT

Interest Charges	£	180,276			Balance from Revenue Account (Harbours)	£	146,871
Loan Redemption Charges		35,000			Balance transferred to Combined Net Revenue Account		68,914
TOTAL		£	215,276		TOTAL	£	215,285

RAILWAYS ESTIMATES
1936

Railways

ABSTRACT "A"—ENGINEERING EXPENSES

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
1A—CHIEF ENGINEER'S HEADQUARTERS STAFF— (1) <i>Administrative and Engineering</i> *(a) Chief Engineer Pensionable Allowance *(b) Assistant Chief Engineer (c) Salary of Relieving Officer (d) Miscellaneous Expenses (see Appendix V)	£	1	1,600	1	1,600	..	..	Personal to present holder.
		1	150	1	150	..	..
		1	1,250	1	1,250	..	..
		2	3,000	2	3,000	621	..	See Abstract A.I.B. (1). Estimated requirements.
		..	521	..	75	94	..	
		2	3,790	2	3,075	715	..	
		..	185	..	185	..	..
Deduct Contribution from Post ..		2	3,605	2	2,880	715	..	
Total 1A (1)		1	926	1	920	..	..
(2) <i>Technical Office.</i>	840 by 40 to 920	1	589	1	558	21	..	Normal increment.
*(a) Chief Draughtsman ..	480 by 20 to 600	2	1,194	2	1,174	20	..	"
(b) Land Surveyor ..	480 by 20 to 600	1	600	1	600	..	..	"
(c) Senior Draughtsmen (Engineering)	480 by 20 to 600	1	500	1	488	12	..	"
(d) " " (Architectural)	480 by 20 to 600	1	227	1	215	12	..	"
(e) " " (Land Survey)	180 by 12 to 240	1	405	1	405	..	..	"
(f) Learner Draughtsman ..	318 by 18 to 405	1	177	1	177	..	..	"
(g) Clerk, Class II ..	144 by 12 to 240	9	4,517	9	4,537	80	..	Change in holder of post.
(h) Shorthand Typist ..		..	..	..	..	..	..
Carried forward								

*Pensionable Post.

ABSTRACT "A"—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1938		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>								
1A.—CHIEF ENGINEER'S HEADQUARTERS STAFF—Contd.								
2) Technical Office—Contd.								
(i) Surveyor (Asian)	£	9	4,617	9	4,537	80		Transferred to Abstract A.I.B. (2).
	Sb. per mensum 350 by 25 to 550			1	330		330	Normal increments
	{ 150 by 15 to 340 } { 350 by 25 to 500 }	2	420	2	408	12		"
(j) Draughtsmen (Asian)	150 by 15 to 340	2	283	2	260	23		"
(k) Tracers (Asian)	410 by 20 to 430	1	258	1	258			"
(l) Clerk, Asian, Class I	250 by 15 to 295	1	159	1	150	9		"
(m) " " IV			32		50	2		"
(n) Survey Boys	20 to 60	32	32		29	3		"
(o) Plan Printers		15	5,821	16	6,022		201	Estimated requirements
(p) Drawing material			350		300	50		
(q) Drawing and Survey instruments			50		50			
(r) Miscellaneous Expenses (see Appendix V)			550		550			
		15	6,771	16	6,922		151	
			609		909	300		
Deduct Contribution from Port		15	6,162	16	6,013	149		
Total 1A(2)								

ABSTRACT "A"—ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1938		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
1A.—CHIEF ENGINEER'S HEADQUARTERS STAFF—Contd.								
3) Clerical Office								
a) Office Assistant to Chief Engineer	£	1	720	1	720			Change in holder of one post. Changes in holders of posts and one additional appointment.
b) Office Assistant (Land)	600 by 30 to 720	1	720	1	720			
c) Clerks, Class I	600 by 30 to 720	2	520	2	960	40		
d) Shorthand Typist, Special Grade	420 by 20 to 480	1	340	2	590	250		
e) Shorthand Typists	144 by 12 to 240	2	432			432		
f) Clerks (Asian) Special Class	Sb. per mensum 440 and upwards	2	600	2	600			Transferred to Abstract A.I.B. (3) Harbours from Abstract A. I. B. (3). Normal increments. Estimated requirements.
g) " " Class I	410 by 20 to 430	1	258	1	258			
h) " " IV	250 by 15 to 295	1	115	1	159	44		
i) " (African) Class II	150 by 15 to 240	1	42	1	80	38		
j) Messengers and Office Boys	65 to 80	1	92		90	2		
(l) Miscellaneous Expenses (see Appendix V)		12	4,239	11	4,106	133		
			425		390	35		
Deduct Contribution from Port		12	4,664	11	4,406	258		
			154		134	20		
Total 1A(3)		12	4,518	11	4,282	236		
Total 1A		29	14,277	29	13,155	1,122		
1B.—DISTRICT STAFF—								
1) Administrative and Engineering								
a) Senior District Engineers	£	2	1,379			1,379		Two promotions from item (b). Part salary of one post charged to Abstract A.I.A. (1).
b) District Engineers	1,000	1	920	3	2,768	1,848		See item (a).
c) Senior Assistant Engineers	840 by 40 to 920	3	2,310	2	1,960	750		One promotion from item (d).
	720 by 30 to 840	6	4,609	5	4,320	289		
<i>Carried forward</i>								

Railways

ABSTRACT "A" ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>	£							
1B.—DISTRICT STAFF—Contd.		130	20,094	124	20,577	407		
5 Subordinate Supervision of Track—Contd.								
t) Miscellaneous Expenses (see Appendix V.)							200	Estimated requirements.
Add Contribution to Port		130	2,100		2,300			
Deduct Port Contribution to cover Leave Allowances		130	23,084	124	22,877	207		
Total 1B(5)			234		259	85		
Total 1B.		130	23,378	124	23,136	242		104
			104					
Total I		130	23,274	124	23,136	138		
Total 1B.		228	56,807	216	56,558	1,249		
Total I		257	71,084	245	68,713	2,371		
II.—MAINTENANCE AND RENEWALS OF PERMANENT WAY—								
(a) (1) Maintenance Gangs			41,700		42,500		800	
(2) Artisans and Mates			3,222		3,245		77	
(b) (1) Permanent Way Materials			3,866		3,430	376		Actual requirements.
(2) Consumable Stores			728		698	88		
3. Track Tools			1,800		1,600	900		
c. Ballasting			2,071		2,071		2,158	
d. Repairs to Formation			2,842		5,000			
Total II			56,267		56,413		146	
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—								
a) Repairs			1,365		1,134	231		Actual requirements.
(b) Painting			2,430		1,650	780		Nile bridge due for painting in addition to provision for overtaking arrears.
Total III			3,795		2,784	1,011		

Railways

ABSTRACT "A" ENGINEERING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—								
(a) Station Buildings and Workshops			5,282		6,168		306	Reduction in rate of overtaking arrears.
(b) Station Machinery			2,500		3,500		1,000	Increase in rate of overtaking arrears.
(c) Staff Quarters			19,209		16,500	2,709		
(d) Water Supply Installations			2,123		2,000	195		
(e) Roads and Platforms			2,170		1,600	570		
(f) Inland Piers and Docks			1,142		700	442		Actual requirements.
(g) Sewerage Works			795		900		105	
(h) Maintenance of Godown Areas			750		650	100		
Total IV			34,563		32,018	2,535		
Total IV			8,300		8,300			
V.—TELEGRAPHS AND TELEPHONES								
VI.—MISCELLANEOUS SERVICES—								
(a) Bush Clearing and Health Measures			3,685		3,300	385		
(b) Tools and Plant			2,250		1,750	500		
(c) Fire-fighting Appliances			115		411	4	400	Actual requirements.
(d) Conservancy			4,000		4,400	500		
(e) Water Supply			5,500		5,000	500		
(f) Insurance of Motor Vehicles			50		40	10		
Total VI			15,600		14,601	999		Anticipated requirements.
Total VI			8,000		5,000	3,000		
VII.—NEW MINOR WORKS								
VIII.—CONTINGENCIES FOR FLOODS AND ACCIDENTS								
			500		500			
IX.—PASSAGES								
			4,004		4,675		671	Actual requirements.
X.—PRINTING AND STATIONERY								
			750		500	250		
Total Abstract "A"		257	202,853	245	193,504	9,349		

Railways

ABSTRACT "B"—LOCOMOTIVE RUNNING EXPENSES

DETAILS	Scale	ESTIMATE, 1936	ESTIMATE, 1935	Increase	Decrease	EXPLANATION
	£	No.	Av.	£	£	
1 (a) SUPERINTENDENCE—						
*1. Locomotive Superintendent	850 by 50 to 1,150	1	1,116	1,086	50	Normal increment.
*2. Dist. Loco. Superintendent, Class I	720 by 30 to 840	1	791	781	30	"
*3. Dist. Loco. Superintendent, Class II	600 by 30 to 720	1	720	720		"
*4. Asst. Loco. Superintendent	450 by 20 to 600 600 by 30 to 720	1	655	636	30	"
5. Loco. Instructor, Class I	560 by 20 to 600 600 by 30 to 720	1	630	640	30	{ 1/3rd personal to present holder. Normal increment.
6. Inspectors, Class I	560 by 20 to 600	2	1,180	1,190	20	Normal increments.
7. Inspectors, Class II	480 by 20 to 540	5	2,547	2,620	73	Changes in holders of posts.
8. Inspectors, Class III	390 by 18 to 480	2	850	886	14	Normal increments.
9. Miscellaneous Expenses (see Appendix V)			1,048	1,080	32	Estimated requirements.
Deduct Port Contribution		14	9,548	9,479	69	{ 1/3rd salary of District Loco Superintendent charged to Harbours Abstract C.I.
Total I (a)		14	9,308	9,299	69	
1—(b) OFFICES—						
1 Contribution towards Abstract C.I. (c)						The personnel of the joint office is detailed under Abstract C.I. (c), Items 2 to 16
2. Miscellaneous Expenses (see Appendix V)			5,634	5,369	225	
Total I (b)			405	406		
Total I		14	15,347	15,044	303	

*Pensionable Post.

Railways

ABSTRACT "B"—LOCOMOTIVE RUNNING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1936	ESTIMATE, 1935	Increase	Decrease	EXPLANATION
	£	No.	Av.	£	£	
II—LOCOMOTIVE RUNNING SHED STAFF—						
(a) Senior Foreman	480 by 30 to 600	1	571	357	14	
(b) Foremen	{ 444 by 18 to 480 480 by 20 to 540	7	2,854	2,443	13	Normal increments. 1/3rd charged to Abstract C. I (c).
(c) Artisans, Class I	300 by 18 to 420 Sh. per mensum	2	510	490	20	
(d) Clerks (Asian) Class III	310 by 20 to 350	2	299	267	13	Normal increments. 1/3rd charged to Abstract C. I (c).
(e) " " Class IV	250 by 15 to 295	9	908	240	38	" " " " " " " "
(f) " " Class V	150 by 18 to 240	3	72	628	72	1/3rd charged to Abstract C. I (c).
(g) Miscellaneous Expenses (see Appendix V)	20 to 60	50	50	50		None. 1/3rd of this head is chargeable to Ab- stract C. I (d) and C. I (e)
Total II		24	6,965	4,547	38	Estimated requirements.
III—FUELLING, CLEANING AND CARE OF ENGINES—						
(a) Labour			5,459	5,657	207	
(b) Stores.			674	744	70	"
Total III			6,124	6,401	277	
IV—LOCOMOTIVE RUNNING STAFF—						
(a) Drivers	240 by 18 to 300	47	14,186	14,468	282	Reduction of one post.
(b) Firemen, Class I (Passed Firemen)	142 by 12 to 220	23	4,637	4,680	257	Normal increments.
(c) Firemen, Class II	100 by 12 to 160 Sh. per mensum	22	3,021	2,866	156	One additional post and normal increments.
(d) Drivers, "A" Class, Asian	250 by 15 to 350	19	3,925	4,191	265	Changes in holders of posts.
(e) " " Class, Asian	365 by 25 to 450	14	1,811	1,883	72	" " " " " " " "
(f) " " Special Class, African	160 by 15 to 230	2	276	2	54	Reduction of one post.
(g) " " Class, African	160 by 15 to 230	2	276	2	54	One additional post.
(h) " " Class, African	90 to 150	1	87	1	39	Normal increments.
(i) " " Class, African	65 to 80	2	87	1	48	Changes in holders of posts.
(j) Firemen, "A" Class, Asian	100 by 10 to 145	17	1,404	1,375	29	Additional posts to meet requirements.
(k) Firemen, "B" Class, Asian	60 by 10 to 90	18	532	18	40	
(l) " " Class, African	45 to 60	60	2,121	1,868	253	
Total IV		224	32,600	32,580	21	

Carried forward

ABSTRACT "B"—LOCOMOTIVE RUNNING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE 1936		ESTIMATE 1935		EXPLANATION
		No.	£	No.	£	
<i>Brought forward</i>	£	224	32,601	214	32,580	
IV—LOCOMOTIVE RUNNING STAFF—Contd.	Sh. per man-m. m.	140	2,500	131	2,400	Additional posts to meet requirements.
(i) Firemen, "B" Class, African	20 to 40	180	2,180	175	2,100	"
(m) " " "C" Class, African	15 to 20		35		75	Estimated requirements.
(n) Miscellaneous expenses (see Appendix V)		544	37,316	520	37,155	
Deduct Port Contribution			175		161	
Total IV		544	37,141	520	36,995	
V—RUNNING ALLOWANCES AND OVERTIME—			25,436		25,544	Estimated requirements.
(a) Mileage Allowances			500		400	"
(b) Stabling Allowances			3,600		3,500	"
(c) Overtime			29,536		29,444	"
Deduct Port Contribution			175		180	
Total V			29,361		29,264	
VI—RUNNING ROOMS—			950		988	Estimated requirements.
(a) Staff			958		976	"
(b) Stores and Equipment			1,908		1,914	"
(c) " " " "			636		638	"
Deduct Contribution from Abstract D. IV			1,272		1,276	
Total VI			74,132		71,306	Estimated requirements.
VII—FUEL—			38,996		38,996	"
(a) Coal			1,107		1,114	"
(b) Wood			110,645		111,415	"
(c) Oil			3,475		2,760	"
Deduct Port Contribution			107,170		108,656	
Total VII						1,486

ABSTRACT "B"—LOCOMOTIVE RUNNING EXPENSES—Contd.

DETAILS	Scale	ESTIMATE 1936		ESTIMATE 1935		EXPLANATION
		No.	£	No.	£	
VIII—WATER—	£		1,460		1,507	Estimated requirements
(a) Water Machinery (Staff Wages)			6,600		7,305	"
(b) Water Machinery (Fuel and Stores)			5,000		5,332	"
(c) Purchase of Water			13,060		14,044	
Deduct Port Contribution			400		320	
Total VIII			12,660		13,724	
IX—(a) Running Stores (other than Fuel and Water)			6,134		6,078	Estimated requirements
Deduct Port Contribution			775		600	
(b) Engine Tools and Plant			5,359		5,478	Estimated requirements
(c) " " " "			550		596	"
Total IX			5,909		6,074	
X—FIRE FIGHTING APPLIANCES AT SHEDS			175		175	Estimated requirements
XI—PRINTING AND STATIONERY			475		450	"
XII—PASAGES			4,000		5,000	"
XIII—ADVERTISING			100		100	"
XIV—NEW MINOR WORKS			200		150	"
TOTAL ABSTRACT "B"		580	224,579	558	227,876	3,297

ABSTRACT "C"—MAINTENANCE OF ENGINES AND ROLLING STOCK

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
1 (a) GENERAL SUPERINTENDENCE—								
*1 Chief Mechanical Engineer	1,850	1	1,500	1	1,350	150		Salary of present holder £1,500.
*2 Works Superintendent	840 by 40 to 920	1	913	1	873	40		Normal increment.
*3 Assistant Accountant	600 by 30 to 720	1	600	1	580	20		"
*4 Chief Locomotive Draughtsman	600 by 30 to 720	1	720	1	720			Estimated requirements.
5. Miscellaneous Expenses (see Appendix V)			255		279		24	
Total 1(a)		4	3,988	4	3,802	186		
1—(b) SUPERINTENDENCE—								
1. Inspector, Class I	560 by 20 by 600	1	580	1	560	20		Normal increments
2. Inspectors, Class II	480 by 20 to 540	2	1,060	2	1,020	40		One promotion from Item 4.
3. Senior Foremen	480 by 20 by 600	4	2,305	3	1,720	585		One promotion to Item 3 and one additional post.
4. Foremen	444 by 18 to 480 480 by 20 to 540	13	6,702	13	6,790		88	2/3rds charged to Abstract B.II(a) and (b).
5. Proportion of Salaries of Foremen (Abstract "B")			1,414		1,390	15		2/3rds charged to Abstract B.II(c)
6. Proportion of Salaries of Artisans, Class I (Abstract "B")			255		245	10		Estimated requirements.
7. Miscellaneous Expenses (see Appendix V)			680		555	125		
Total 1(b)		20	12,996	19	12,289	707		

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*Reasonable Post

Railways

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

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
1—(c) OFFICE—								
1. Junior Draughtsman, Class II	300 by 18 to 372	1	354	1	336	18		Normal increment.
2. Office Superintendent	500 by 20 to 600	1	560	1	560			One promotion from Item 3.
3. Senior Clerk	500 by 20 to 540	2	1,040	2	1,040		520	One promotion to Item 2.
4. Clerks, Class I	420 by 20 to 480	2	884	3	900		6	
5. " " II	315 by 18 to 405	1	1,080	1	1,073	7		Normal increments.
6. " " IV	180 by 15 to 225	1	210	1	195	15		Changes in holders of posts.
7. Junior Clerks	Up to 180	2	300	2	314		14	Normal increments.
8. Shorthand-Typist (Special Grade)	250 by 18 to 340	1	340	1	330	10		Normal increments.
9. Shorthand-Typists	144 by 12 to 240	5	909	5	842	67		Normal increments.
10. Clerks, (Asian) Special Class	Sh. per mensem 440 upwards	3	1,122	3	1,062	60		Normal increments.
11. " " Class I	410 by 20 to 430	4	1,020	3	774	246		One promotion from Item 12 and normal increments.
12. " " II	360 by 20 to 400	2	424	2	444		20	Changes in holders of posts.
13. " " III	310 by 20 to 350	2	420	2	582		162	One promotion to Item 12 and normal increments.
14. " " IV	250 by 15 to 295	20	2,958	4	478	198		One additional post and normal increments.
15. " " V	150 by 15 to 240	15	2,082	15	2,082			Normal increments.
16. Clerks, (African) Class I	95 to 150	6	336	5	306	30		
" " II	65 to 90	11	175	11	175			
" " III	20 to 60	629	629	629	26			
" " IV	10 to 30	292	292	293	1			
17. Office Boys and Messengers		65	12,543	63	12,029	514		2/3rds charged to Abstract B.II (a), (b), (c) and (d).
18. Proportion of Salaries of Shied Clerks			5,634		5,399	235		See Abstract B. I.(b)
19. Miscellaneous Expenses (see Appendix V)			6,909		6,630	279		
Deduct Abstract "B" Contribution			23,893		22,721	1,172		
Total 1(c)		65	6,909	63	6,630	279		
Total I		89	23,893	86	22,721	1,172		

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

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II—MAINTENANCE OF ENGINES—								
(a) Shop Repairs:								
(1) Artisans Class I	300 by 18 to 420	22	8,430		8,430		9,584	Previously included in Item 2.
(2) Labour			10,816	20,400				Estimated requirements.
(3) Materials			10,454	10,200	254			
(b) Running Repairs:								
(1) Labour			22,353	21,186	1,167		640	
(2) Materials			8,517	9,157				
Deduct Port Contribution		22	60,570	60,943			373	
Total II			750	750				
III—MAINTENANCE OF COACHING STOCK—								
(a) Shop Repairs:								
(1) Artisans Class I	300 by 18 to 420	3	1,136		1,136		2,444	Previously included in Item 2.
(2) Labour			11,636	14,080				Estimated requirements, including deferred maintenance.
(3) Materials			12,628	11,520	508			
(b) Running Repairs:								
(1) Labour			4,636	5,064			448	
(2) Materials			5,669	4,100	1,529			Estimated requirements.
Total III		3	35,125	34,844	301			
IV—MAINTENANCE OF GOODS STOCK—								
(a) Shop Repairs:								
(1) Artisans Class I	300 by 18 to 420	3	1,190		1,190		4,388	Previously included in Item 2.
(2) Labour			13,572	14,000				Estimated requirements, including deferred maintenance.
(3) Materials			20,326	22,000			1,692	
(b) Running Repairs:								
(1) Labour			12,024	12,194	400			
(2) Materials			7,200	8,200	2,098		2,302	Estimated requirements.
Deduct Port Contribution			55,022	57,354			2,302	
Total IV			54,532	56,894			2,302	

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

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
V—MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.—								
(a) Shop Repairs			5,830	6,000			710	Estimated requirements.
(b) Running Repairs			1,900	1,850	150			"
(c) Fire Fighting Appliances			275	225	50			"
(d) Repair and Internal examination of Stationary Boilers			300	300				Estimated requirements.
(e) Maintenance of Water Pumps and Water Columns			600	320	80			
Total V			8,605	9,095			430	
VI—EUROPEAN APPRENTICES' HOSTEL								
Expenditure £900								
Receipts £800								
VII—AFRICAN APPRENTICES' HOSTEL								
900								
VIII—PRINTING AND STATIONERY								
307 18								
IX—DRAWING MATERIALS AND INSTRUMENTS								
50								
X—PASSAGES								
4,000								
XI—NEW MINOR WORKS AND IMPROVEMENTS								
(a) New Minor Works			1,652	450	1,199			Estimated requirements.
(b) Alterations and Improvements			2,852	1,175	877			"
(c) Experimental work on rolling stock			206	200				"
Total XI			3,914	1,825	2,035			
TOTAL ABSTRACT "C"								
		117	191,274	86	191,949		75	

ABSTRACT "D"—TRAFFIC EXPENSES

Railways

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—(a) SUPERINTENDENTS								
1. Superintendent of the Line	1,500	1	1,500	1	1,500	..	..	Improved grade
2. Assistant Superintendent of the Line	1,250	1	1,250	1	1,200	50	..	One promotion from Item 5.
3. Assistant Superintendents, Class I	720 by 30 to 840	2	1,680	2	1,680	..	..	See Item 4.
4. District Traffic Superintendent, Class I	720 by 30 to 840	1	750	..	750	..	720	Improved grades.
5. District Traffic Superintendents, Class II	600 by 30 to 720	1	720	2	1,440	..	..	One promotion from Item 9.
6. Assistant District Traffic Superintendents	480 by 20 to 600	3	1,850	3	1,770	80	..	See Item 8. Change in holder of one post, and one additional post.
7. Assistant Traffic Superintendent	600 by 30 to 720	1	590	1	570	20	..	Normal increment.
8. Traffic Inspectors, Class I	600 by 30 to 720	4	2,060	3	1,541	519	22	Normal increments.
9. Traffic Inspectors, Class II	500 by 20 to 540	2	960	2	982	..	..	Post abolished. Holder promoted to Abstract D. II (a) 3
10. Traffic Instructor, Class I	560 by 30 to 600	1	560	1	560	..	..	Additional post.
11. Traffic Instructor, Class II	420 by 20 to 540	1	540	1	520	20	..	
12. Chief Train Controller	480 by 20 to 600	1	600	1	600	..	..
13. Train Controllers, Class II	380 by 18 to 480	3	1,439	3	1,420	19	..	
14. Assistant Controller, Class II	240 by 15 to 300	1	270	1	270	..	270	
15. Salary of Staff Car Driver	Sh. per mensem	1	90	1	90	..	..
16. Training School Instructor (African)	190 upwards	1	120	..	250	120	..	
17. Contribution to Port	..	24	14,959	23	14,393	566	..	
Total I (a)	..	..	850	..	850	..	..
I.—(b) Miscellaneous Expenses (see Appendix V)								
Total I	..	24	15,809	23	15,243	566	..	

* Pensionable Pos.

Railways

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1934		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II.—(a) OFFICES—								
1. Senior Clerks	500 by 20 to 540	4	2,122	3	1,600	522	..	One promotion from Item 2 and normal increments.
2. Clerks, Class I	420 by 20 to 480	5	2,326	6	2,800	..	474	See Item 1. Normal increments.
3. " " " " II	315 by 18 to 405	3	1,067	3	1,163	..	76	Changes in holders of posts and normal increments.
4. " " " " III	240 by 16 to 300	3	310	3	325	..	15	Change in holder of one post and four posts transferred from Abstract D. III (a) 7.
5. " " " " IV	180 by 15 to 225	5	972	1	225	747	..	Normal increment.
6. Shorthand Typist, Special Grade	250 by 18 to 340	1	266	1	268	18	..	Normal increment.
7. Shorthand Typists	144 by 12 to 240	4	749	5	869	120	..	One promotion to Item 3.
8. Typist, Class I	195 by 15 to 250	1	250	1	250	..	..	Normal increment.
9. Telephonist, Class I	192 by 12 to 240	1	204	1	192	12	..	Normal increments.
10. Clerks, (Asian) Special Class	440 upwards	4	1,614	4	1,590	24	..	Normal increments.
11. " " " " " " Class I	410 by 20 to 430	4	1,632	4	1,632	..	..	Two promotions from Item 13.
12. " " " " " " II	360 by 20 to 400	4	888	2	432	456	..	Four promotions from Item 14.
13. " " " " " " III	310 by 20 to 350	7	1,375	5	1,050	325	..	See Item 13. Normal increments and one post transferred from Abstract D. III (a) 7.
14. " " " " " " IV	250 by 15 to 295	18	2,566	21	3,150	..	484	Normal increment.
15. " " " " " " V	150 by 15 to 240	1	128	1	120	6	..	Normal increments.
16. (African) Special Class	150 upwards	8	556	8	556	..	..	Normal increments.
17. " " " " " " Class I	95 to 150	..	..	..	..	..	..	Normal increments.
18. " " " " " " Class II	65 to 90	..	..	..	..	..	..	Normal increments.
19. " " " " " " Class III	20 to 60	..	..	..	..	..	..	Normal increments.
20. Messengers and Office Boys	10 to 30	14	193	14	168	25	..	Anticipated requirements.
21. Proportion of amount for Clerical Staff provided for under Abstract E.	..	..	447	..	453	..	6	..
22. Contribution to Port	..	87	18,303	83	17,343	960	..	..
Total II (a)	..	..	2,292	..	2,292	69	..	..
II.—(b) Miscellaneous Expenses (see Appendix V)								
Deduct	..	87	20,595	83	19,566	1,029	..	..
Total II	..	87	176	..	165	..	11	Proportion of salary and allowance of Telephonist charged to Abstracts "A" & "E."
Total II	..	87	20,419	83	19,401	1,018	..	..

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
STATION AND PIER STAFFS—								
1 Station Masters, Class I	500 by 20 to 340	1	500	1	500	..	..	Improved grade and change in holder of post.
2 " " " " Class II	420 by 20 to 480	2	660	3	1,380	..	420	Improved grade and reduction of one post.
3 " " " " Class III	300 by 20 to 400	1	378	1	376	..	..	See Item 2.
4 Assistant Station Master, Class I	240 by 15 to 300	1	251	1	285	..	34	Change in holder of post.
5 Goods Agent, Class I	480 by 20 to 600	1	550	1	540	..	..	Improved grade.
6 Assistant Goods Agents	300 by 18 to 420	2	848	2	848	..	..	..
7 Junior Clerks	Up to 180	1	168	4	625	..	457	4 posts transferred to Abstract D. II (a) 5, and one promotion from Item 9.
8 Weighing Machine Inspector	390 by 18 to 480	1	480	1	471	..	9	Normal increment.
9 Traffic Apprentices	Sh. per mensum, 470 upwards	5	326	5	347	..	..	Changes in holders of posts.
10 Station Masters (Asian) Special Class	410 by 20 to 450	6	1,890	4	1,348	..	682	Two promotions from Item 11, and normal increments
11 " " " " Class I	360 by 20 to 400	7	1,854	8	2,136	..	282	See Item 10. One promotion from Item 12, and normal increments
12 " " " " Class II	310 by 20 to 400	11	2,412	4	888	..	1,524	See Item 11. Eight promotions from Item 13, and normal increments.
13 " " " " Class III	310 by 20 to 350	51	10,851	60	12,556	..	1,705	See Item 12, and normal increments.
14 " " " " Class IV	280 by 15 to 295	42	6,341	21	3,050	..	3,291	Normal increments and twenty two promotions from Item 16.
15 " " " " Class V	210 by 15 to 240	115	15,864	108	15,254	..	610	See Item 15. Twenty eight promotions from Item 31 and additional staff for relief.
16 Assistant Station Masters (Asian)	150 by 15 to 240	20	1,975	14	1,439	..	536	Six additional posts and normal increments.
17 Station Masters (African) Class I	180 upwards	14	2,659	14	2,642	..	17	Normal increments.
18 " " " " Class II	120 to 180	3	500	3	500	..	..	Normal increments.
19 Yard Foremen and Assistants (Asian)	350 by 25 to 450	6	1,068	6	1,068	..	..	..
20 Crane Drivers, Fitters and Firemen	250 by 15 to 330	3	1,048	6	1,548	..	18	..
21 Clerks, (Asian) Special Class	440 upwards	290	51,341	268	47,457	..	3,884	..
22 " " " " Class I	410 by 20 to 430	..	..	..	..	..	..	..
23 " " " " Class II	..	..	..	..	..	..	..	..
<i>Carried forward</i>								

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
<i>Brought forward</i>								
27 Clerks African Special Class	150 upwards	1	96	..	..	..	..	Normal increment
28 " " " " Class I	45 to 150	107	4,603	117	5,568	..	965	Four promotions from Item 25.
29 " " " " Class II	65 to 90	5	450	27	3,083	..	2,643	Normal increments and reduction in number of temporary posts required for relief purposes
30 " " " " Class III	20 to 60	..	..	..	..	..	..	One promotion from Item 28.
31 Signallers (Asian)	150 by 15 to 195	11	1,116	11	1,116	..	..	Reduction due to increase under Item 34.
32 " " (African) Class I	180 to 180	48	3,189	40	2,808	..	381	Twenty eight promotions to Item 16. Five promotions from Item 35.
33 " " " " Class II	90 to 120	110	5,330	65	2,448	..	2,882	Eight promotions from Item 34
34 " " " " Class III	50 to 80	3	162	3	158	..	4	See Item 33. Thirty nine promotions from Item 35
35 Telegraph Learners	20 to 40	30	720	50	960	..	240	Anticipated requirements.
36 Telephone Operators (African)	50 to 90	1	144	1	144	..	..	Normal increments
37 Ticket Collectors (Asian)	150 by 15 to 240	2	108	2	108	..	..	New post. Holder previously provided for under Abstract D. IV (a) 3.
38 " " (African)	90 to 90	5	725	5	680	..	45	Normal increments.
39 Weighing Machine Fitters (Asian)	230 by 15 to 450	42	900	41	900	..	..	Anticipated requirements.
40 Railway Agents at Kaservi, Karungu and Musoma	150 by 15 to 230	291	6,000	290	7,600	..	500	Estimated requirements.
41 Headmen	20 to 60	123	1,600	126	1,600	..	..	Estimated requirements.
42 Porters	20 to 40	23	350	27	400	..	50	..
43 Porters and Lemmen	10 to 30	12	600	50	700	..	100	..
44 Sweepers	10 to 30	46	600	600	500	..	..	..
45 Watchmen	90 to 90	1,345	116,260	1,336	113,757	..	2,503	..
46 Office Boys and Messengers	10 to 50	..	..	..	..	..	..	..
47 Overtime	..	..	..	..	..	..	..	..
Total III(a)								

Railways

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

LS	Scale	ESTIMATE, 1935		ESTIMATE, 1935	Increase	Decrease	EXPLANATION
		No.	£				
VIII—(c) CATERING— 1. ASSISTANT STEWARDS (Catering)	600 by 30 to 720	1	630	1	630	£	
2. Catering Assistants, Class II	390 by 18 to 480	1	419	1	401	18	Normal increment.
3. Clerk (Asian) Class I	Sh per mensum 410 by 20 to 430	1	258	1	258		Normal increment.
4. " " III	310 by 20 to 350	1	210	1	198	12	Normal increments.
5. " " IV	250 by 15 to 295	2	288	2	272	16	Normal increments and one promotion from Item 7.
6. Chief Stewards and Cooks, Class II	150 by 15 to 240	5	700	4	568	132	Normal increments and one promotion from Item 7.
7. " " " III	150 by 10 to 200	6	629	6	646		Normal increments and one promotion from Item 8.
8. Assistant Stewards and Cooks, Class I	130 by 10 to 149	5	408	5	441		Normal increments, one promotion from Item 9 and changes in holders of posts.
9. " " " II	140 by 10 to 120	6	402	4	276	126	Normal increments and three promotions from Item 10.
10. " " " III	80 by 10 to 100	13	714	14	830		Changes in holders of posts, and two additional temporary appointments.
11. Cooks and Stewards (African) Class I	65 upwards	1	45	2	96		One post abolished.
12. " " " II	40 to 60	6	204	6	213		Changes in holders of posts.
13. Table Boys and Train Boys, Class I	45 upwards	34	393	34	408		15
" " " II	30 to 40						
" " " III	16 to 28						
14. Catering Assistants " B " (African)	Up to 30	44	436	37	379	57	Additional posts for relief purposes.
15. Office Boys	Up to 30	3	42	3	42		
16. Travelling and Running Allowances			512		512		
Total VIII(a)		129	6,290	121	6,140	150	

* Pensionable Post.

Railways

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1935		ESTIMATE, 1935	Increase	Decrease	EXPLANATION
		No.	£				
VIII—(c) CATERING—Contd.	£					£	
VIII—(d) EQUIPMENT AND UNIFORMS—			366		250	116	Anticipated requirements.
VIII—(e) STORES, LIQUORS, LICENCES, ETC—			5,700		5,500	200	Anticipated requirements.
VIII—(f) LAUNDRY AND DISINFECTOR—		15	435	15	430	5	Normal increments.
1. Salaries and Wages			32		15	17	Anticipated requirements.
2. Equipment			250		250		
3. Stores, Power, etc.							
Total VIII(d)		15	717	15	695	22	
VIII—(g) MINERAL WATER FACTORY—		7	295	7	292	3	
1. Salaries and Wages			40		30	10	
2. Equipment			200		240	40	
3. Stores, etc.							
Total VIII(e)		7	535	7	562	27	
VIII—(h) ICE FACTORY—		2	105	2	102	3	
1. Salaries and Wages			10		10		
2. Equipment			190		180	10	
3. Stores, Power, etc.							
Total VIII(f)		2	296	2	295	1	

Railways

ABSTRACT "D"—TRAFFIC EXPENSES—Contd.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
VIII—CATERING—Contd.	£							
VIII—(g) BEDDING ACCOUNT—								
1. Wages and Travelling Allowance		28	506	28	503		3	
2. Equipment and Uniforms			419		419			
Total VIII(g)		28	919	28	922		3	
VIII—(h) PRINTING AND STATIONERY—			180		180			
Total VIII		181	15,002	173	14,542	460		
IX—(a) CLAIMS INVESTIGATION AND CAMPAIGNATION			200		200			
(b) COMMISSION ON SALE OF PASSENGER TICKETS			600		200	400		Anticipated requirements.
(c) CLAIMS FOR DAMAGE TO PROPERTY			100		100			
Total IX			900		500	400		
X—PRINTING AND STATIONERY—			5,385		5,380	5		Estimated requirements.
XI—PASSAGES—			4,000		4,928	928		Anticipated requirements.
XII—ADVERTISING—			500		400	100		Anticipated requirements.
TOTAL ABSTRACT "D"		1,788	231,065	1,716	223,403	7,662		

ABSTRACT "D"—TRAFFIC EXPENSES

Railway	MILEAGE	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	Increase %	Decrease %
		1936	1935	1935	1936				
Traffic Train Mileage		1,897,000	1,892,200				35,200		1.82
Engineering, Fuel & Water Trains, etc.		550,000	480,000			70,000		14.56	
Total Train Mileage		2,447,000	2,412,200			34,800		1.44	
Miscellaneous Mileage		615,000	585,000			50,000		8.55	
Total Engine Mileage		3,062,000	2,977,200			84,800		2.85	
Freight Ton Miles		316,700,000	303,150,000			13,550,000		4.47	

Railways

ABSTRACT "E"—GENERAL CHARGES

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		EXPLANATION
		No.	£	No.	£	
I.—ADMINISTRATION— a) His Excellency the High Commissioner for Transport	£		1,000	1,000	£	Payable to H. E. the Governor, Kenya— <i>See</i> paras. 3 and 4 of Secretary of State's Kenya Despatch No. 651 of 16-7-1935 and Transport Despatch No. 183 of 24-12-1930.
					£	
b) 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			520	520		
5. Miscellaneous Expenses—His Excellency the High Commissioner and Staff (<i>see</i> Appendix V)			75	75		
Total I(a)			3,145	3,145		Estimated requirements.
(b) Expenses of Railway Advisory Council			300	300	100	Estimated requirements.
(c) Consulting Engineers' Fees and Crown Agents' Commission			300	300		
Deduct Contribution by Port			3,745	3,645	100	
			384	384		
Total I			3,351	3,251	100	
II.—(a) MANAGEMENT—						
*1. General Manager	2,500	1	2,500	1	2,500	
*2. Chief Assistant to General Manager	1,250	1	1,250	1	1,250	
*3. Legal Adviser	950 by 50 to 1,150	1	1,150	1	1,150	
*4. Administrative Assistant	720 by 80 to 840	1	840	1	840	
5. Private Secretary to General Manager and Secretary to the Railway Advisory Council	420 by 20 to 480	1	480	1	480	
Total II(a)		5	6,220	5	6,220	

* Pensionable Post.

Railways

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		EXPLANATION
		No.	£	No.	£	
II.—(b) OFFICE—						
1. Senior Clerk, Special Grade	540 by 20 to 600	1	560		£	One promotion from Item 2.
2. Senior Clerks	500 by 20 to 540	2	1,080	3	1,620	540 <i>See</i> Item 1.
3. Clerk, Class I	420 by 20 to 480	1	454	1	434	20 Normal increment.
4. " " II	315 by 18 to 405	1	342	1	324	18 Normal increment.
5. " " IV	180 by 15 to 225	1	214	1	199	15 Normal increment.
6. Junior Clerks	Up to 180	3	420	2	449	29 Normal increments, and one additional post for relief purposes.
7. Shorthand-Typists, Special Grade	250 by 18 to 340	2	554	2	536	18 Normal increment.
8. Shorthand-Typists	144 by 12 to 240	4	924	4	912	12 Normal increments.
9. Proportion of Telephonist's Salaries and Allowances	Sh. per incmen 440 upwards	1	59	1	55	4 Provided for in Abstract "D".
10. Clerk (Asian), Special Class	250 by 15 to 295	3	524	3	514	10 Normal increment.
11. Clerks (Asian) Class IV	10 to 30	13	203	13	210	7 Normal increments.
12. Office Boys and Messengers			650		650	
13. Miscellaneous Expenses (<i>see</i> Appendix V)			100		100	
14. Expenses incurred on account of Distinguished Visitors			350		250	100 Estimated requirements.
15. Local Publicity Advertising						Estimated requirements.
Deduct		32	6,754	31	6,607	187 Proportion of salaries of Despatchers and Messengers chargeable to Absts. "A" and "D".
Total II(b)		32	6,219	31	6,079	150 37

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
II. (c) PASSENGERS	£	336	336	663	663	327		Estimated requirements.
II (d) PRINTING AND STATIONERY		800	800	800	800			"
Total II (d) (b) (c) and (d)		37	13,585	36	13,762	177		"
Deduct Contribution by Port			2,045		2,064	19		"
Total II		37	11,540	36	11,698	158		"
III.—(a) 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	1,100			"
*3. Senior Assistant Accountants	720 by 30 to 840	3	2,520	3	2,470	50		Anticipated requirements.
*4. Assistant Accountants	480 by 20 to 600	2	1,051	2	1,020	31		"
5. Miscellaneous Expenses (see Appendix V)	600 by 30 to 720	100	65	65	35			"
Total III(a)		7	6,121	7	6,065	116		"
(b) GENERAL OFFICES—								
1. Senior Clerks	500 by 20 to 540	1	540	1	540			See Item 4.
2. Travelling Inspectors of Accounts	360 by 18 to 480	3	1,585	3	1,585	35		Normal increments.
3. Stock Verifiers	360 by 18 to 480	2	1,080	2	1,080			"
4. Clerks, Class I	420 by 20 to 480	4	1,920	3	1,440	480		See reduction in Item 1.
5. " " II	315 by 18 to 405	3	1,161	3	1,138	23		Normal increments.
6. " " III	240 by 15 to 300	1	240	2	405	5		"
7. " " IV	180 by 15 to 225	2	410	2	405	5		"
8. Junior Clerk	Up to 180	1	90	1	144	54		One post transferred from Abstract D, VII (c).
9. Short-hand-Typists	144 by 12 to 240	4	832	4	784	48		Normal increments.
Total III(b)		20	7,353	19	7,116	237		"

Carried forward

* Pensionable Post.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
Brought forward	£	20	7,353	19	7,116	237		
III.—ACCOUNTS—(Contd)—								
(b) GENERAL OFFICES—(Contd)								
10. Proportion of Telephonists' Salaries and Allowances		6	2,380	6	2,337	43		Provided for in Abstract D.
11. Clerks, (Asian) Special Class	Sh. per mensem 440 upwards	17	4,386	18	4,044			Normal increments.
12. " " Class I	410 by 20 to 430	6	1,368	5	1,424	244		See Item 13.
13. " " " II	360 by 20 to 400	16	3,180	16	3,144	36		See reduction under Item 12.
14. " " " III	310 by 20 to 350	42	6,485	42	6,382	103		Normal increments.
15. " " " IV	250 by 15 to 285	3	220	3	215	5		"
16. " " " V	150 by 15 to 240	11	180	11	180			"
17. Clerks, (African) Class I	95 to 150							"
" " " II	65 to 90							"
" " " III	20 to 60							"
18. Messengers	10 to 30							"
19. Miscellaneous Expenses (see Appendix V)		121	26,337	120	26,342	495		Anticipated requirements
20. Deduct amount debited to Provident Fund			780		780			"
21. Deduct Contribution from Port			1,000		1,000			"
Total III(b)		121	25,057	120	24,562	495		"

Railways

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	ESTIMATE, 1936	ESTIMATE, 1935		Increase		Decrease		EXPLANATION
		No.	£	No.	£	No.	£	
III ACCOUNTS—(Contd.)								
(a) MECHANICAL ACCOUNTS—								
1 Clerk Class I	420 by 20 to 480	1	480	1	480			Personnel to present holder.
2 Junior Clerks	Personal Allowance Up to 180	1	168	1	168			
3 Clerks Class III	Sh. per mensm 310 by 20 to 380	1	210	1	210			
4 " " " IV	250 by 15 to 295	11	1,650	11	1,584			Normal increments
5 " " " V	180 by 15 to 240	1	20	1	20			
6 Messengers	10 to 30	1	30	1	30			
7 Miscellaneous Expenses (see Appendix V)			858		876			Anticipated requirements.
8 Machine—			350		310			
(a) Hire Charges			338		338			
(b) Cards, etc.			4,164	15	3,986	178		
(c) Running Expenses, etc.			1,871		1,854			
9. Deduct contribution from other Departments		15	2,293	15	2,192	101		
TOTAL III(c)								
(d) CASH AND PAY OFFICE—								
1 Cashiers, Class I	Sh. per mensm 410 by 30 to 600	7	2,184	7	2,070	114		
2 " " " II	310 by 20 to 400	2	432	2	408	24		
3 " " " III	150 by 15 to 205	3	466	3	459	7		Normal increments.
4 Cash Counters, (Asians)	50 by 5 to 90	2	132	2	120	12		
5 Clerk (African) Class II	90 by 10 to 120	1	54	1	54			
6 Messengers	65 to 90	1	90	1	90			
7 Miscellaneous Expenses (see Appendix V)	10 to 30	5	130		130			
TOTAL III(d)		20	3,468	20	3,331	137		

Railways

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	ESTIMATE, 1936	ESTIMATE, 1935		Increase		Decrease		EXPLANATION
		No.	£	No.	£	No.	£	
III—ACCOUNTS—(Contd.)								
(a) PRINTING AND STATIONERY								
(b) PASSAGES								
Total III...		163	39,259	162	38,530	729		Anticipated requirements
IV—COLONIAL AUDIT—								
Fixed contribution			4,125		4,125			Estimated requirements
Deduct Contribution from Port			150		159			
Total IV			3,975		3,975			
V— <i>a</i> STORES DEPARTMENT—								
* 1 Stores Superintendent	1,000	1	1,000	1	1,000			Normal increment.
* 2 Assistant Stores Superintendent	500 by 30 to 840	1	786		756	30		
* 3 District Stores Superintendent	720 by 20 to 600	1	648	1	618	30		
* 4 Miscellaneous Expenses (see Appendix V)	600 by 30 to 720	1	92		92			Estimated requirements.
Total V (a)		3	2,526	3	2,374	152		
(b) OFFICES AND STORES—								
1 Stores Accountant	500 by 20 to 600	1	532	1	512	20		Normal increment.
2 Senior Clerk	500 by 20 to 540	1	540	1	540			Normal increment and one promotion
3 Clerks, Class I	430 by 20 to 480	2	872	1	432	440		405—See Item 3.
4 " " " II	315 by 18 to 405			1	405			
5 " " " III	240 by 15 to 300	2	453	1	240	210		Normal increments
6 Junior Clerk	180 by 15 to 225 Up to 180			1	191	92		Replaced by Appointment. See Item 17
7 Clerks (Asian Special Class Class I)	Sh. per mensm 440 upwards	2	600	2	579	21		Normal increments.
8 " " " II	410 by 20 to 480	2	516	2	516			
9 " " " III	310 by 20 to 350	13	2,550	13	2,436	114		
10 " " " IV	250 by 15 to 295	7	1,131	5	786	345		Normal increments and two promotions
11		30	7,194	20	6,817	377		
Carried forward								

Railways

ABSTRACT "E" - GENERAL CHARGES - Contd

DETAILS	ESTIMATE 1936	ESTIMATE 1935	ESTIMATE 1935		EXPLANATION
			No.	£	
IX - PUBLICITY -					
(A) London Office and Overseas Advertising:					
1. Contribution to Central Office ..	832	825	7	£	
2. Railway Section--					
(a) Salary of London Representative ..	600	600	1	£	Normal increment.
(b) Clerical Assistant ..	132	125	7	£	
(c) Travelling and Subsistence ..	25	25			
(d) Rents, Lighting, Heating, Stationery etc.	336	336			
(e) Advertising ..	1,000	750	250	£	Anticipated requirements. Includes contribution by Fanganyika Railway.
Total IX(A) ..	2,925	2,661	254	£	
B Empire Exhibition (1936-37), Johannesburg, South Africa ..	5,000		5,000	£	
Total IX ..	7,925	2,661	5,264	£	
X - FURNITURE AND EQUIPMENT FOR STAFF QUARTERS, ETC.	1,000	325	675	£	Increased provision necessary.
XI - MEDICAL SERVICES-- Per Capita Payments to Governments of Kenya and Uganda, etc.	7,000	6,440	560	£	Anticipated requirements.
TOTAL ABSTRACT "E" ..	106,162	96,302	7,860	£	

Railways

ABSTRACT "E" - STEAMER SERVICES

DETAILS	ESTIMATE 1936	ESTIMATE 1935	ESTIMATE 1935		EXPLANATION
			No.	£	
I - a) GENERAL SUPERINTENDENCE--					
1. Senior Marine Officer ..	1,000	1,000	1	£	
2. Senior Marine Engineer ..	840	882	1	£	Normal increment.
3. Engineer-in-Charge, Lake Kioga ..	755	726	1	£	"
Total I(a) ..	2,595	2,557	3	£	38
b) HEAD OFFICE STAFF--					
1. Clerks, (Asian) Special Class ..	354	386	1	£	Normal increments.
2. " " " Class I ..	774	774	3	£	"
3. " " " III ..	408	396	2	£	"
4. " " " IV ..	348	339	2	£	"
5. " " " V ..	615	522	4	£	Normal increments and provision for relief staff
6. " " (African) Class I ..	273	234	4	£	Normal increments.
7. Office Boys and Messengers ..	72	72	4	£	
Total I(b) ..	2,945	2,693	156	£	
Miscellaneous Expenses (see Appendix V)	160	150	10	£	Estimated requirements.
Total I ..	5,603	5,400	203	£	
II - SUBORDINATE SUPERINTENDENCE--					
Foreman ..	540	530	1	£	Normal increment.
Total II ..	540	530	1	£	

* Pensionable Post.

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III—RUNNING EXPENSES—								
1. Superintendence—								
*1. Commanders	720 by 30 to 840	3	2,490	2	1,677	813		Normal increments and inclusion of Item IX (c)1.
*2. First Officers	600 by 30 to 720	2	1,440	2	1,440			
*3. Second Officers	480 by 18 to 480	4	2,272	4	2,324	40		Normal increments.
*4. First Engineers	800 by 20 to 800	4	2,644	2	1,324	1,320		Promotions from Item 4.
*5. Second Engineers	800 by 30 to 720	10	5,277	13	6,343	1,066		See Item 4.
6. Allowances to Engineers-in-Charge of Vessels	480 by 18 to 480 480 by 20 to 600		228		270		50	Reduction due to abolition of Duty Allowance in case of two engineers promoted to First Engineers.
Total III(a)	50	23	14,343	22	13,286	1,057		
(b) 7. Tug Masters (Asian)	Sh. per mensm 250 by 15 to 330 350 by 25 to 500	3	592	3	573	19		Normal increments.
8. Tug Masters and Pilots (African)	50 to 90 95 to 150	13	764	13	671	33		"
9. Third Engineers (Asian)	150 by 15 to 300 320 by 25 to 450	9	2,113	12	2,657		544	Changes in holders of posts.
10. Engine Room Assistants	200 by 15 to 350	3	365			355		Normal increments.
11. Third Engineers (African)	45 to 80 95 to 150	11	710	11	698	12		"
12. Mates (Asian)	150 by 15 to 250	4	510	4	475	35		"
13. " (African)	45 to 60	3	168	1	33	75		Normal increments and 2 additional appointments.
14. Steamer Clerks. (Asian) Special Class	440 Upwards	1	282	1	264	18		Normal increments
15. " " " " Class III	310 by 20 to 350	2	420	2	408	12		"
16. " " " " " " Class IV	250 by 15 to 295	5	900	5	900			"
17. " " " " " " " " Class V	150 by 15 to 240	3	461	2	262	199		Normal increments and provision for relief staff.
18. Clerks. (African) Class I	95 to 150							Normal increments.
" " " " " " " " Class II	65 to 90	2	99	2	98	6		
" " " " " " " " Class III	20 to 60							
Carried forward		59	7,684	56	7,034	250		

*Reasonable Post.

DETAILS	Scale	ESTIMATE, 1938		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III—RUNNING EXPENSES—contd.								
(b)—(contd.)								
19. Wireless Operators (African) Class II	Sh. per mensm 90 to 120	2	76	2	76			Normal increment.
20. Deck, Engine Room Crews, etc	80 to 80		6,502		6,150	352		Normal increments and provision for necessary relief staff.
Total III(b)		61	13,862	56	13,259	603		Estimated requirements.
(c) Miscellaneous Expenses (see Appendix V)			199		175	15		
Total III		84	28,395	80	26,720	1,675		
IV.—MAINTENANCE—								
(a) Vessels								
(b) Machinery in Shops			6,900		9,518		2,618	Estimated requirements.
(c) Tools and Plant			550		500	50		Estimated requirements.
(d) Training of African Apprentices			113		100	13		Estimated requirements.
e) Disinfecting Ships			240		150	90		Apprentices.
Total IV			80		90			
V.—GENERAL STORES—			7,893		10,368		2,465	Estimated requirements.
Ropes, Tarpaulins, Clothing, etc.			1,930		1,000	30		Estimated requirements.
VI.—FUEL—			10,558		10,267	331		Estimated requirements.
(a) Fuel								Estimated requirements.
(b) Labour			725		650	75		Estimated requirements.
VII.—RUNNING STORES—			705		575	130		Estimated requirements.
Oil, Tallow, etc.								Estimated requirements.
VIII.—NEW MINOR WORKS								

Railways

ABSTRACT "F"—STEAMER SERVICES—Contd.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I. MAINTENANCE OF CHANNELS—								
(a) Maintenance ..			470	110	360			Includes provision for dredging Kagera Bar.
(b) upkeep of Lights, Lakes Victoria and Albert			120	80	40			Estimated requirements.
Total IX (a) and (b)			590	190	400			
(c) Survey:								
*1. Marine Hydrographic Officer	600 by 38 to 720							
2. Miscellaneous Expenses (see Appendix V)	720 by 30 to 840							
Total IX (c)			80	80			780	Provided for under Item III (a).
Total IX			670	1,050	380			
X.—CATERING—								
(a) Salaries and Wages, etc.			4,804	4,300	504			Estimated requirements, normal increments and provision for relief staff
(b) Equipment			195	175	20			Estimated requirements.
(c) Stores, Liquors and Licences			1,600	1,600				
XI.—PRINTING AND STATIONERY								
XII. PASSENGES			109	62,758	105	62,825	67	
TOTAL ABSTRACT "F"								

*Provisional Post.

Railways

ABSTRACT "G"—MOTOR SERVICES

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—SUPPLEMENTENCE								
(a) Motor Transport Officer	600 by 30 to 720	1	720	1	720			
(b) Miscellaneous Expenses (see Appendix V)			25		25			
Total I		1	745	1	745			
II.—OFFICE—								
(a) Clerk (Asian) Class III	Sh. per mensum 310 by 20 to 350	1	153	1	186	12		Normal increment.
(b) " (African) Class I	95 to 150	1	69	1	65	4		"
(c) " " " II	65 to 90	1	54	1	54			"
(d) " " " III	20 to 60	1	41	1	41			"
(e) Office Boy	10 to 30	1	18	1	18			Anticipated requirements.
(f) Miscellaneous Expenses (see Appendix V)			15		12	3		
Total II		5	395	5	376	19		
III.—STATION STAFF—								
(a) Clerk (African) Class I	Sh. per mensum 95 to 150	1	63	1	54	9		Normal increment and promotion from Class II
(b) Labour			60		60			
(c) Miscellaneous Expenses (see Appendix V)			71		71			
Total III		1	194	1	185	9		

*Provisional Post.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935	Increase	Decrease	EXPLANATION
		No.	£				
V.—RUNNING EXPENSES							
(a) Drivers and Van Boys	Sh. per mansem 90 to 150; 50 to 80; 35 to 45; 20 to 30	48	1,536	48	1,440	96	Normal increments.
(b) Stores			3,700		3,700		
(c) Licences and Insurance for Motor Vehicles			800		800		
(d) Clothing			80		80		
(e) Overtime			60		60		
(f) Miscellaneous Expenses (see Appendix V).		108		90	18	Anticipated requirements.	
Total IV		48	6,284	48	6,170	114	
V.—MAINTENANCE OF CARS—							
(a) 1. Mechanics	Sh. per mansem 360 by 18 to 480 Sh. per mansem 90 to 100	3	1,440	3	1,440		Normal increments.
2. Mechanics (African)			385		365	20	
3. Labour (African)			400		400		
4. Overtime			40		40		
5. Miscellaneous Expenses (see Appendix V)			68		50	18		Anticipated requirements
Total V(a)		8	2,333	8	2,295	38	
V.—(b) Stores and Material			1,150		1,150		
Total V		8	3,483	8	3,445	38	
VI.—PASSAGES			210		210		
VII.—NEW MINOR WORKS			285			285	Estimated requirements.
TOTAL ABSTRACT "G"		63	11,146	63	11,191	385	

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935	Increase	Decrease	EXPLANATION
		No.	£				
I.—Provident Fund and Gratuities from Revenue Account	£		27,500		24,750	2,750	Anticipated requirements.
II.—Expense of Indian Agency			1,000		1,000		
III.—Legal Expenses			50		50		
IV.—Exchange and Brokerage			5,000		7,500		
V.—Pensions and Gratuities			17,200		16,650	550	
VI.—Suggestions Scheme and Training Schemes			150		75	75	
VII.—Municipal Rates			6,919		6,215	704	
VIII.—Management Expenses of Loans			1,400		1,400		
IX.—Subscriptions to Research Societies and Committees			50		50		
X.—Investigations in connection with Standardization of Railways in Africa			500		500		
XI.—Loss on Stores			150		200		
XII.—Investigation in connection with proposed Superannuation Fund			400		400		
XIII.—Grants to Railway Clubs and Institutes		250		250			
TOTAL ABSTRACT "H"		60,589		59,040	1,529		Estimated requirements. For details, see Appendix IV. Estimated requirements.

HARBOURS ESTIMATES
1936

ABSTRACT "A"—PORT ENGINEERING EXPENSES.

DETAILS	Scale	ESTIMATE, 1935	ESTIMATE, 1935	Increase	Decrease	EXPLANATION
		No.	Rs.	%.	Rs.	
IA.—HEADQUARTERS STAFF—						
(1) Administrative and Engineering	Rs.	185	168	90	5	
(2) Technical Office		609	609	100	0	
(3) Clerical Office		154	154	100	0	
Total IA		948	948	100	0	
IB.—DISTRICT STAFF—						
(1) Administrative and Engineering	720 by 39 to 840	810	750	91	60	Change in holder of post.
(a) Senior Assistant Engineer		57	54	95	3	Normal increment.
(b) Trolleyman and Chainmen		867	804	93	63	
(c) Miscellaneous Expenses (see Appendix V)		125	340	272	216	
Deduct Contribution from Railway		992	1,144	115	152	
Add Port Contribution to cover Leave Allowances		477	582	122	165	
Total IB(1)		575	562	97	13	
(2) Technical Office		114	114	100	0	
(a) Surveyor (Asian) Class II	Shs. per mensem 350 by 25 to 800	689	562	81	127	
(b) Chainmen		240	225	94	15	
(c) Miscellaneous Expenses (See Appendix V)		40	37	92	3	Normal increment.
Deduct Contribution from Railway		280	262	94	18	
Add Port Contribution to cover Leave Allowances		30	30	100	0	
Total IB(2)		310	292	94	18	
		130	125	96	5	
		180	167	93	13	
		20	20	100	0	
Total IB(2)		200	167	83	33	

*Pensionable Post.

Harbours

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

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
5. <i>Superintendant Supervision of Track</i> —							
a Permanent Way Inspector, Class I	500 by 20 to 540	1	540	1	540		
b Apprentice Permanent Way Inspector	48 to 120 Shs. per mensm	1	118	1	72	46	Change in holder of post.
c Sub-Permanent Way Inspector (Asian) Class III	150 by 15 to 240	1	103	1	117	14	"
d Timekeeper (African) Class II	65 to 90	1	39			39	Normal promotion.
e Timekeeper (African) Class III	20 to 66			1	36	36	"
f Trolleyman and Chainmen			128		125	3	Normal increments.
g Miscellaneous Expenses (<i>see Appendix V</i>)		4	928	4	890	38	"
Deduct Contribution from Railway			20			20	"
Add Port Contribution to cover Leave Allowances		4	948	4	890	58	"
			294		259	35	"
		4	654	4	631	23	"
Total Ib(5)		4	104	4	631	104	"
Total Ia		4	758	4	631	127	"
Total Ib		20	4,083	19	3,098	985	"
Total I		20	5,041	19	4,046	995	"

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Harbours

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

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
II.—MAINTENANCE AND MINOR RENEWALS OF PERMANENT WAY—							
a) 1. Maintenance Gangs			1,072		1,066	16	Actual requirements.
2. Artisans and Mates			276		216	60	"
b) 1. Permanent Way materials			461		420	41	Additional minor renewals required.
2. Consumable stores			30		30		"
3. Track tools			25		30	5	Additional renewals to be overtaken.
c) Ballasting			120		50	70	"
d) Repairs to formation			50		50		"
Total II			2,034		1,852	182	"
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—							
a) Repairs			35		20	15	Actual requirements.
b) Painting							"
Total III			35		20	15	"
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—							
a) Station buildings and workshops			2,680		3,420	440	Reduction in rate of overtaking arrears.
b) Station machinery			380		264	116	Increase
c) Staff quarters			2,165		1,990	175	"
d) Water installations			265		250	15	Actual requirements
e) Roads and Platforms			745		800	55	Actual requirements.
f) Piers and Docks			1,215		1,360	135	Ferry ramps no longer maintained by Railway.
g) Sewerage works			80		50	30	Actual requirements.
Total IV			7,830		8,124	294	"

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Harbours

ABSTRACT "B"—MARINE WORKING—Contd.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
V.—PASSAGES							
1. Masters	390 by 18 to 486	2	856	2	821	35	Normal increments.
2. Chief Engineers	390 by 18 to 480	2	906	2	888	18	Normal increments.
3. Mates—Asian	Shs. per messem						
4. Engine Room Assistants—Asian	150 by 15 to 250	2	295	2	281	14	Normal increments.
5. Crews—African	200 by 15 to 350	3	471	3	487	16	Designation and scale changed.
6. Running Stores and Shipping Tugs			738		732	6	Normal increments.
7. Overtime			1,700		1,700		Estimated requirements.
8. Miscellaneous Expenses—See Appendix V.			452		340	112	
			468		315	153	To provide for relief for Engineers' leave.
Deduct contribution to Coast Lighting		9	5,886	9	5,474	412	
Total V		9	5,746	9	5,474	272	Proportion chargeable to Abstract B.II for supervision, etc.
VI.—LAUNCHES AND BOATS, MOMBASA—							
a) Nahorha (Asian)	Shs. per messem	1	198	1	198		
b) Engine Room Assistant (Asian)	250 by 15 to 330	1	140	1	128	12	Designation and scale changed.
c) Motor Boat Drivers (African)	200 by 15 to 350	6	276	5	240	36	One transferred from item (d).
d) Crews (African)	50 to 80:90 to 150		587		605	18	See item (c).
e) Running Stores			720		620	100	Estimated requirements.
f) Overtime			100		100		
Total VI		8	2,631	7	1,891	1,400	

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Harbours

ABSTRACT "B"—MARINE WORKING—Contd.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase/Decrease	EXPLANATION
		No.	£	No.	£		
VII.—FERRIES AND ROAT, LAMU—							
a) Engine Room Assistant—Asian	Shs. per messem	1	177	1	164	13	Designation and scale changed.
b) Crews—African	200 by 15 to 350		221		190	31	To provide two extra for pontoon.
c) Running Stores			150		150		Estimated requirements.
d) Materials			30		30		
e) Miscellaneous Expenses—See Appendix V.			42		42		
Deduct contribution by Government		1	620	1	576	44	
Total VII (a)		1	320	1	326	6	
(a) Cattle loading facilities at Lamu			66			66	To provide for suitable handling of cattle at Lamu.
Total VIII		1	386	1	326	60	Estimated requirements.
VIII.—PASSAGES			487		461	26	
IX.—FERRIES							
TOTAL ABSTRACT "B"		60	20,975	55	20,338	37	To be taken over by Local Road Authority.

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ABSTRACT "D"—SHORE WORKING AND LIGHTERAGE

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
I.—YARD WORKING—								
(1) Yard Master	£		560	1	540	20		Amended scale.
(2) Yard Foreman	£	4	1,452	3	1,106	346		Normal increments and 1 extra post
(3) Clerk, Asian, Class III	Sh. per mensem	1	180	1	186	180		Change in holder of post
(4) Clerk, Asian, Class IV	310 by 20 to 350	1	36	1	36			
(5) Clerk, African, Class III	250 by 15 to 285	4	168	4	166	3		Normal increments
(6) Jemadars, African	20 to 60	4	271	12	273			
(7) Pointsmen	20 to 40	3	59	3	47	12		
(8) Flagmen	20 to 30	3	180	3	180			
(9) Overtime	20 to 30	3	180	3	180			
(10) Miscellaneous Expenses (see Appendix V)			228		92	68		Estimated requirements.
(11) Add contribution to Railway for provision of Clerical Expenses					216	12		Half cost of three clerks
Total I		26	3,295	27	2,842	453		
II.—LANDING AND SHIPPING CARGO—								
(a) Cargo Inspector	£	1	420	1	420			
(b) Clerk, Asian, Class III	Sh. per mensem	1	210	1	210			
(c) Clerks, Asian, Class IV	310 by 20 to 350	5	723	5	720			
(d) Clerks, Asian, Class V	250 by 15 to 285	1	90	1	87	3		Normal increments
(e) Clerk, African Class I	150 by 15 to 240	9	86	9	86			Half paid by Railway
(f) Messengers	95 to 150	19	371	19	378			
(g) Porters	10 to 30		122		80	42		Estimated requirements.
(h) Overtime	10 to 30		50		50			
(i) Clothing			50		190			Estimated requirements.
(j) Miscellaneous Expenses (see Appendix V)								
Total II		36	2,122	36	2,191	69		

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

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1935		Increase	Decrease	EXPLANATION
		No.	£	No.	£			
III.—CRANE WORKING—								
(a) Crane Drivers, African	Sh. per mensem	40	2,044	40	2,051			Changes in holders of posts
(b) Firemen, African	50 to 100	3	47	3	50			Normal increments
(c) Cable Boys	25 to 45	8	129	8	120	9		
(d) Running Stores	25 to 45		200		208			
(e) Overtime			170		170			
(f) Electrical Power			3,200		2,900	300		Anticipated increase in usage.
Total III		51	5,790	51	6,439	291		
IV.—MISCELLANEOUS CHARGES—								
(a) Locomotive Power, Fuel, etc.			5,000		4,000	1,000		To provide for anticipated traffic.
(b) Wagon Hire			750		620	130		
(c) Claims			100		100			
(d) Tarpaulins to Ships			75		75			
(e) Tarpaulins, etc.			460		600			Anticipated requirements.
(f) Lighting			1,500		1,500			
(g) Running Stores for Fire Fighting Appliances and Weighing Machines			160		210			Anticipated requirements.
(h) Passages			8,045		7,108	940		
			340		400			Estimated requirements.
Total IV			8,365		7,505	860		
TOTAL ABSTRACT "D"		113	19,592	112	18,037	1,555		

ABSTRACT "E"—GENERAL CHARGES

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1936		ESTIMATE, 1936		EXPLANATION
		No.	£	No.	£	No.	£	
EXPENSES OF ADMINISTRATION AND MANAGEMENT								
(I) EXPENSES OF HARBOUR ADVISORY BOARD								
(II) SUPERINTENDENCE								
1. Port Manager and District Traffic Superintendent	£600	1	1,000	1	1,000			
2. Port Captain	840 by 40 to 920	1	920	1	920			
3. Miscellaneous Expenses (see Appendix)		154	154	250	250			96
Deduct contribution from Railway								
Total III								
(b) Office								
1. Office Superintendent	500 by 20 to 600	1	600	1	600			
2. Clerks, Class I	420 by 20 to 480	2	760	3	480	280		
3. " " II	315 by 18 to 405	1	163	1	285		265	
4. Sporthand Typist	144 by 12 to 240	1	136	1	136			
5. Clerks, (Asian) Class I	410 by 20 to 430	2	516	2	516			
6. Clerks, (Asian) Class II	360 by 20 to 400	2	456	2	432	24		
7. Clerks, (Asian) Class III	310 by 20 to 350	4	752	4	744	48		
8. Clerks, (Asian) Class IV	250 by 15 to 295	12	2,045	12	2,027	18		
9. Clerks, (Asian) Class V	150 by 15 to 240	2	168	2	104	4		
10. Telephone Operators (African)	50 to 80	2	146	2	148			
11. Messengers	40 to 30		773		638	138		
12. Miscellaneous Expenses (see Appendix V)		26	6,361	26	6,107	254		
Deduct contribution from Railway								
Total III (b)								
Total III								
* Pensionable Post								

One third of 1, post changed to Abstract E. II.

1 promotion from Item 3

See Item 2.

Normal increment

Normal increments.

Normal increments.

Normal increments.

Normal increments.

Normal increments.

Normal increments.

Normal increments.

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Normal increments.

Normal increments.

Normal increments.

ABSTRACT "E"—GENERAL CHARGES—Contd.

DETAILS	Scale	ESTIMATE, 1936		ESTIMATE, 1936		ESTIMATE, 1936		EXPLANATION
		No.	£	No.	£	No.	£	
IV.—ACCOUNTS								
(a) Accounts	£		1,000		1,000			
(b) Audit			150		150			
Total IV								
V.—STORES EXPENSES—								
VI.—TELEPHONES AND TELEGRAMS—			1,150		1,150			
VII.—WATCH AND WARD—			1,350		840	510		Anticipated requirements
(a) Port Police			355		300	55		
(b) Port Watchman			2,048		2,039	9		
Total VII			33		33			
VIII.—FURNITURE AND EQUIPMENT FOR STAFF QUARTERS—								
IX.—PASSAGES			2,081		2,072	9		
TOTAL ABSTRACT "E"								
		26	15,809	28	15,187	622		Anticipated requirements

ABSTRACT "F"—MISCELLANEOUS EXPENDITURE

DETAILS	ESTIMATE, 1936		ESTIMATE, 1936		ESTIMATE, 1936		EXPLANATION
	No.	£	No.	£	No.	£	
I.—PROVIDENT FUND AND GRATUITIES FROM REVENUE ACCOUNT							
II.—MEDICAL SERVICES		1,400		1,400			
III.—PENSIONS AND GRATUITIES		400		330		70	
IV.—LEGAL EXPENSES		570		570			Anticipated requirements For details see Appendix IV
V.—MUNICIPAL RATES		25		25			
VI.—MANAGEMENT EXPENSES OF LOANS		4,025		4,880		855	Anticipated requirements
TOTAL ABSTRACT "F"							
		6,923		7,708		785	

Harbours

ABSTRACT "G"—PAYMENTS TO SHORE HANDLING AND LIGHTERAGE CONTRACTORS

TABLE	Scale	ESTIMATE 1936		ESTIMATE 1937		EXPLANATION
		No.	£	No.	£	
I—Imports	£					
a) Direct		23,009		20,765	2,244	
b) Lightered		301		285	16	
Total I		23,310		21,050	2,260	
II—Exports						
(a) Direct		21,820		20,465	1,355	
(b) Lightered		197		388	191	
Total II		22,017		20,843	1,174	
III—Overtime		6,000		4,500	1,500	
IV—Payments for Clerical Work		500		500		
V—Miscellaneous Services		2,000		2,490		
TOTAL ABSTRACT "G"		53,827		48,888	4,939	To cover anticipated increased traffic.

ABSTRACT "J"—DEPRECIATION

CONTRIBUTION TO RENEWALS FUND		£
Railways		328,189
Motor		5,722
Marine		
Harbours		30,223
	TOTAL	365,134

ABSTRACT "K"—BETTERMENT

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

ABSTRACT OF ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED

RAILWAYS ROAD AND LAKE MARINE SERVICES

CLASS OF EXPENDITURE	ESTIMATED TOTAL COST OF WORKS ALREADY SANCTIONED BUT NOT COMPLETED AS AT END OF NEW WORKS				ESTIMATED AMOUNT REQUIRED FOR WORKS IN PROGRESS				ESTIMATED EXPENDITURE ON NEW WORKS DURING THE YEAR 1936				Total	Expenditure during subsequent years			
	Capital Account	Renewals Funds	Provisional Funds	Total	Capital Account	Renewals Funds	Provisional Funds	Total	Capital Account	Renewals Funds	Provisional Funds	Total					
I. Permanent Way	2,186	4,300	17,130	18,816	—	—	—	18,816	—	—	—	18,816	—	—			
II. Station Buildings and Equipment	34,927	8,023	3,027	45,977	290	3,178	51,850	55,245	750	1,298	—	56,243	—	80,285			
III. Signal and Signalling	30,271	13,254	17,230	60,755	572	2,307	12,000	75,034	900	—	—	76,934	—	43,545			
IV. Workshops Machinery and Equipment	18,057	2,871	4,555	25,483	52	36,652	2,307	43,492	2,307	—	—	45,799	—	45,300			
V. Locomotives and Pans	1,806	10,350	5,000	17,156	—	16,000	3,568	34,724	—	1,050	—	35,774	—	25,000			
VI. Rolling Stock	24,637	17,496	138,126	180,259	60	479	181,008	17,614	2,153	—	—	19,767	—	1,250			
VII. Road and Marine Services	32,726	2,786	6,336	41,848	—	—	8,186	50,034	894	456	—	13,440	—	5,306			
VIII. Sundry Renewals and Betterments	1,850	2,000	2,100	5,950	—	—	4,060	10,010	450	—	—	4,510	—	50,105			
XI. Unfinished Works	5,000	—	—	5,000	—	—	—	—	—	—	—	—	—	10,000			
Total	£ 113,205	99,806	19,806	370,718	959	54,814	609,927	10,814	19,140	1,754	142,105	637,009	6,181	622	4,225	27,208*	70,130

Additional amount required for Works already Sanctioned

1934 19,140 1935 142,102 599 134,559

Total for Year £ 105,812 52,321 11,120 254,533 522 4,014 466,957

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

ABSTRACT OF ESTIMATE OF EXPENDITURE ON WORKS IN PROGRESS AND PROPOSED HARBOUR

CLASS OF EXPENDITURE	ESTIMATED TOTAL COST OF WORKS ALREADY SANCTIONED BUT NOT COMPLETED AND PROPOSED NEW WORKS				ESTIMATED AMOUNT REQUIRED DURING 1935 IN RESPECT OF WORKS ALREADY SANCTIONED				ESTIMATED EXPENDITURE ON NEW WORKS DURING THE YEAR 1936				Total	Expenditure during subsequent years		
	Loan Funds	Capital Account	Betterment Funds	Total	Loan Funds	Capital Account	Betterment Funds	Total	Loan Funds	Capital Account	Betterment Funds	Total				
I. Permanent Way	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
II. Piers, Wharves and Harbour Improvements	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
III. Marine Craft	13,700	—	—	13,700	—	—	—	—	—	—	—	—	—	13,700		
IV. Planning	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
V. Navigation	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
VI. Existing Buildings	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
VII. Sundry Buildings	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
VIII. Sundry Buildings and Betterments	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
VIII. Harbour Works	2,500	—	2,500	5,000	—	—	—	—	—	—	—	—	—	5,000		
Total	£ 20,110	2,450	5,258	27,818	850	—	—	850	450	—	—	450	—	310	500	25,890

Additional Amount required for Works already Sanctioned

1934 19,060 1935 2,450

Total for Year £ 19,060 2,450 4,380 25,890

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

APPENDIX I—Statement showing the Approximate position of Renewals and Betterment Funds and Capital and Reserve Accounts

	Railways (including Motor Services and Marine)		Harbours		Reserve Accounts	Total of all Funds
	Renewals	Betterment	Renewals	Capital Account		
Estimated Balance, 31-12-1935	£ 1,526,078	£ 42,367	£ 173,069	£ 41,468	£ 266,708	£ 2,731,036
Contributions, 1936	334,911	36,105	30,923	41,468	49,112	444,351
Total	£ 1,860,989	£ 42,367	£ 203,922	£ 41,468	£ 320,320	£ 3,175,387
Withdrawals, 1936—						
(a) As per Abstracts L & M.	282,639	41,129	4,380	21,510		477,411
(b) of Assets from Service	36,105					36,105
Total	£ 288,744	£ 41,129	£ 4,380	£ 21,510		£ 513,516
Estimated Balance, 31-12-1936	£ 1,572,245	£ 31,898	£ 198,942	£ 19,958	£ 329,820	£ 2,661,871

APPENDIX II—Interest and Sinking Fund Charges, 1936
(RAILWAYS, MARINE AND MOTOR SERVICES)

YEAR OF LOAN, ETC.,	£	£
1) 1932 Loan of £2,000,000	887,421	53,245
	44,371	
	2,974	
	Interest 5% Sinking Fund	
2) 1921 Loan of £5,000,000	2,837,641	196,635
	170,259	
	22,377	
	Interest 6% Sinking Fund 1%	
3) 1927 Loan of £5,000,000	4,431,236	265,874
	231,562	
	44,312	
	Interest 5% Sinking Fund 1%	
4) 1928 Loan of £3,500,000	2,135,978	117,479
	96,119	
	21,960	
	Interest 4% sinking Fund 3%	
5) 1930 Loan of £3,400,000	3,47,908	19,135
	15,650	
	1,676	
	Interest 4% sinking Fund 1%	
Less Interest on Unspent Balances of		654,368
" " " " £3,500,000 (1924) Loan		289
" " " " £3,500,000 (1928) Loan		1,805
" " " " £3,400,000 (1930) Loan		1,052
" " " " £2,000,000 (1932) Uganda Loan		233
" Reimbursements from Kenya Government in respect of Branch Lines Guarantees	3,379	
" Kenya Government in respect of Stamp Duty Reserve Fund	21,354	£ 816
" Harbours in respect of Stamp Duty Reserve Fund		£ 106
" Uganda Government in respect of Telegraph Lines		26,081
GRAND TOTAL		628,287

APPENDIX III—Interest and Sinking Fund Charges, 1936

HARBOURS

YEAR OF LOAN, ET.	NAME OF LOAN AND PROTECTIVE RATE	£
1 1921	Loan of £5,000,000	1,407,745
	Interest 6% Sinking Fund	84,465
		14,077
		98,542
2 1927	Loan of £5,000,000	568,764
	Interest 5% Sinking Fund	28,336
		5,688
		34,024
3 1928	Loan of £3,500,000	704,353
	Interest 4% Sinking Fund	31,626
		7,044
		38,740
4 1930	Loan of £3,400,000	818,183
	Interest 4% Sinking Fund	36,818
		8,182
		45,000
	Payment to Railways in respect of Stamp Duty Reserve Fund	105
		216,513
	Less: Interest on Unspent Balances of £3,400,000 (1936) Loan	1,228
	GRAND TOTAL	215,285

APPENDIX IV—Pensions and Compensation Gratuities, 1936

(RAILWAYS)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pension	PAYABLE BY	
				Colours of Kenya	Uganda Protectorate
Mr. B. Eastwood, C.M.G.	27-10-1918	General Manager	6,005	4	0
" H. Pennisdorfer	1-11-1911	Assistant Locomotive Superintendent	2,078	3	0
" A. E. Church	22-10-1919	Chief Engineer	717	18	5
" B. L. Bremner	9-7-1919	District Locomotive Superintendent	565	2	0
" W. P. Wynne	1-6-1916	District Engineer	426	5	0
" J. A. W. Hartnell	31-12-1920	Assistant Traffic Manager	500	0	0
" A. W. Ross	1-3-1921	Commander, Uganda Railway Marine	417	7	0
" R. M. Gress	28-4-1921	Chief Storekeeper, Master	207	0	0
" W. M. Gress	14-9-1921	District Superintendent, Marine	68	19	0
" S. Cooper	3-11-1921	District Engineer	573	1	0
" E. G. Wilson, C.B.E.	4-1-1923	General Manager	1,470	0	0
Comdr. C. C. Barrett, R.N.R.	2-3-1923	Superintendent, Buaga Railway Marine	762	13	4
Mr. R. Lane	2-5-1923	Assistant Traffic Manager	286	1	8
" T. A. Whitaker	4-4-1924	Assistant Chief Accountant	291	1	0
" W. M. Gregg, F.R.S.S.	20-12-1922	Assistant Engineer	6	8	0
" W. C. F. Bennett	5-6-1924	Works Manager	284	0	0
" C. Bennett	28-4-1924	Commander, Lake Steamers	624	13	4
Mr. W. J. McJanet	1-6-1924	Commander, Lake Steamers	351	17	6
Comdr. R. M. Reynolds, F.R.S. Retd.	11-2-1926	Marine Superintendent	281	6	0
" Mr. G. E. W. Hartnell	23-2-1926	Locomotive Superintendent	413	0	0
" Robert Hill	7-10-1927	Press Superintendent	347	8	4
" St. C. Grant Davie	12-1-1928	District Engineer	154	6	1
Mr. R. Mercer	28-10-1927	Commander, Lake Steamers	529	10	9
" L. Comdr. E. C. Bussard, R.N. Retd.	20-9-1928	Assistant Chief Engineer	488	3	1
" L. Comdr. F. J. King, R.N.R.	2-2-1928	Assistant Chief Engineer	608	13	10
" C. W. Lawson	9-2-1930	Deputy Chief Accountant	514	5	4
" G. W. Embley	2-10-1930	Deputy Chief Engineer, Superintendent Class II	275	11	7
" G. W. Embley	31-1-1931	Chief Engineer, Lake Steamers	315	3	0
" F. Blaser	29-7-1931	Senior Superintendent Class I	302	3	2
" S. H. Halliwell	29-8-1931	Locomotive Superintendent	394	6	0
" A. F. Marsa	18-5-1931	Commander, Lake Steamers	325	17	6
" S. H. Carter	1-2-1931	Chief Engineer, Lake Steamers	284	15	4
Carolan T. F. Linnell	9-5-1931	District Engineer	523	0	0
" Mrs. A. E. Lucas	5-2-1931	Supervisor	41	6	8
" Mr. W. N. Low	5-6-1931	Supervisor	505	0	0
			11,402	15	6
			10,252	3	5
			450	0	15,682
					11

Carried forward

* Temporary Bonus added to Pension *vide* Colonial Office Despatch, Kenya 543 of 12-5-1926.
 (1) Compensation Allowance of £100.00 per annum added with effect from 1-1-1932, *vide* Crown Agents letter No. 20 P.W. A/H 1073 of 22-3-1932.
 (2) Includes £195/14/5 per annum, a special additional allowance *vide* Colonial Office despatch, Kenya 2920 of 27-3-1925.

APPENDIX IV—Pensions and Compensation Gratuities, 1936—Contd.

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda Railways and Harbours	Total Pensions	PAYABLE BY				
				Colonial Kenya	Uganda Protectorate	Kenya and Uganda Railways and Harbours		
<i>Brought forward</i>								
V. H. E. Goodship, C.B.E.	13-11-1931	Dy. General Manager, & Chief Accountant Revenue, Accountant	16,402 15 6	10,282 5 5	4 8	5,657 1 0		
F. Jarrett	13-11-1931	Revenue, Accountant	905 0 0	794 1 7		556 5 23		
B. M. Carter, R.R.F.	13-11-1931	Stores Superintendent	577 16 3	116 1 4		272 4 10		
A. B. Cameron	13-11-1931	Assistant Superintendent (Headquarters)	44 5 10	77 9 4		361 16 9		
J. Anderson	21-11-1931	Chief Engineer, Lake-Steamer	271 0 0	64 4 0		206 8 6		
Captain A. W. Necker	21-11-1932	Catering Manager	402 1 0	125 16 10		277 1 20		
Mr. W. F. Woods	18-2-1932	Commander, Lake Steamers	207 1 0	107 12 5		20 8 9 (4)		
Mr. W. A. Swain	27-2-1932	Chief Marine Engineer & Works Manager	422 1 6	107 4 6		344 13 6		
Mr. T. Neilson	1-3-1932	Divisional Superintendent	537 0 0	106 11 0		20 15 9		
H. A. Swain	1-4-1932	Works Manager	429 4 5	109 3 5		245 10 11		
Mr. F. R. Hemsted, R.D., R.N.F.	4-10-1932	Senior Quantity Surveyor	677 1 0	109 3 5		308 10 6		
Mr. F. C. Brindle	4-10-1932	Commander, Lake Steamers	145 4 0	78 1 11		241 10 6 (6)		
Mr. H. W. Gault	9-10-1932	Assistant Port Captain	277 0 0	64 4 0		66 10 4 7		
Mr. W. W. Gault	11-1-1933	District Traffic Superintendent, Class I	434 0 0	90 19 3		317 16 5 (5)		
W. A. McClelland	11-1-1933	District Traffic Superintendent, Class I	567 0 0	170 4 5		395 4 11		
G. P. Ellis	20-1-1933	Engineer-in-Charge, Stores Services	774 5 4	137 1 7		80 5 4		
S. Toopill	5-9-1933	District Engineer	436 5 5	98 1 7		256 15 4		
R. L. Briars	22-10-1933	Works Manager	771 5 12	78 1 1		307 18 10		
A. J. Thompson	10-11-1933	Assistant Stores Superintendent	364 0 0	72 1 8		281 17 7		
A. Beauchamp	31-5-1934	Assistant Locomotive Superintendent	303 15 0	55 11 11		247 18 1		
R. McFarlane	16-11-1934	District Stores Superintendent	320 12 10	38 3 2		265 10 10		
Mr. R. H. Hodgson (Provincial Auditor)	10-11-1934	Engineer in charge, Marine Service	1 2 10			1 2 10		
R. H. Crofton (Exchequer and Audit Department)	22-10-1934	Artisan						
S. F. Deck	22-1-1934	Superintendent of Native Labour	1,035 0 0	918 0 0		116 0 0		
W. Welch	19-3-1935	Stores Superintendent	566 11 3	127 10 2		438 16 11		
A. E. R. Mayne, O.B.E.	26-3-1935	Chief Accountant	604 8 1	76 0 0		529 15 3		
Compensation gratuities			28,853 17 4	13,904 3 3		13,569 10 9		
Fines for commuted						350 0 0		
Fines for New Pensions						2,000 0 0		
TOTAL						730 0 3		
TOTAL						16,650 0 0		

(3) £54,099 p.a. payable by Sierra Leone Government Railways.
 (4) £79,100 p.a. payable by Port and Harbours.
 (5) £29,477 p.a. payable by Government of Federated Malay States.
 (6) £52,150 p.a. payable by Nigerian Government.
 (7) £29,150 p.a. see Port and Harbours and £87,611 p.a. payable by Government of Federated Malay States.
 (8) £387,774 has see Port and Harbours.

APPENDIX IV—Pensions and Compensation Gratuities, 1936—(Contd.)

(RAILWAYS)

WIDOWS' AND ORPHANS' PENSION SCHEME

NAME OF PENSIONER	Date from which payable	Post occupied by the Deceased Officer	Total Pension	PAYABLE BY				
				Kenya	Uganda Protectorate	Kenya and Uganda Railways and Harbours		
Hodgson, Mr. T. G. Cornack	13-10-1927	Section Engineer	117 17 3	7 5 1		4 4 7		
Mr. J. J. J. J. J.	14-10-1927	Artisan, 1st Class	52 3 3			62 9 8		
F. F. Lochrane	15-6-1932	Land Surveyor	325 10 7			225 16 5		
V. K. Russon	17-2-1933	Clerk, Class I	28 10 1			28 10 1		
D. Hoyle	26-1-1934	Driver	65 2 11			57 4 10		
			£,499 14	78 3 3		4,4 1 5		
Widows & Orphans' Pensions which may be granted during 1936								
Cost of Administering Widows and Orphans' Pension Scheme								
Total Widows' and Orphans' Pension Scheme						555 0 0		
Total Pensions						16,650 0 0		
TOTAL RAILWAYS						17,200 0 0		

APPENDIX IV—Pensions and Compensation Gratuities, 1936—Contd.
(HARBOURS)

NAME	Date of Retirement	Last Appointment held on the Kenya and Uganda, Railways and Harbours	Total Pension	PAID BY		
				Colony of Kenya	Uganda Proportate	Kenya and Uganda Railways and Harbours
Mr. M. Lopes	2-2-1928	Clerk	65 0 7	66 0 0	0	15 0 0
S. A. Wajidhi	16-6-1926	Engineer, S.L. "Mota"	48 4 9	34 0 0	0	14 4 9
A. M. D'Souza	5-3-1929	Clerk	80 8 0	72 0 0	0	8 8 0
A. P. D'Souza	30-4-1929	Engineer, S.L. "Kasin"	128 14 9	113 0 0	0	15 14 9
Abdul Gaffoor	5-9-1929	Engineer, S.L. "Kasin"	64 8 0	56 0 0	0	8 8 0
Shahk Ahmed Sh. Esmail	5-3-1930	Chief Driver	65 4 0	58 18 0	0	6 6 0
J. Furtado	24-12-1932	Clerk, Class I	79 12 10	40 0 0	0	38 12 10
Capt. A. N. Newitt		Communicable Disease Staff Officer				
Mr. T. Neilson		Divisional Superintendent				
Lt. Comdr. F. C. Greenwood R.D. R.N.R.		Assistant Port Captain				
Mr. H. W. Gauld		District Traffic Superintendent Class I.				
Compensation Gratuities						
Gratuities on account of commuted pensions						
Add. for New Pensions						
TOTAL HARBOURS						
TOTAL RAILWAYS						
GRAND 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
RAILWAYS								
A I A (1) (d)		25		114			30	169
A I A (2) (r)	120	150	180		150		50	550
A I A (3) (f)	160	25	05		25		10	425
A I B (1) (j)		350			300		30	920
A I B (2) (d)		120					20	160
A I B (3) (g)	50	25					25	276
A I B (4) (j)		350	120				40	800
A I B (5) (v)		1,500	90	280	410		2,100	
B I (d) (3)	50	490	84	344	40		1,500	
B I (d) (2)	50		192			113	50	408
B II (e)	10	20					20	50
B IV (v)		25					10	35
C I (a) (5)	15	30					20	265
C I (a) (7)		160			50		20	680
C I (c) (19)	50	100					50	292
D II (a)	100	100		200	100		300	850
D II (a)		125		150	50	137	50	2,292
D IV (b)			100	325			50	650
E I (a) (5)		75					100	175
E II (a) (13)	65	60	45		55		25	650
E III (a) (5)				100			100	1,225
E III (a) (19)	70	3 0	2 5				10	30
E III (a) (7)		4	5					130
E III (a) (7)	50	1 10						92
E V (a) (4)				92			167	160
E V (c) (32)	200	100	160		30	88	90	1,050
F I (c)	15	75					30	160
F III (c)		70		30			40	80
F IX (c) (2)	5	35						25
G I (d)	15	10						15
G II (j)			15					71
G III (c)	29	15		108			25	108
G IV (f)			42				20	68
G V (a) (5)		6						
£	1,431	4,486	4,199	1,515	1,155	1,938	1, 52	16,070
POST AND HARBOURS								
A I B (1) (g)	40				65		20	125
A I B (2) (g)	25						5	30
A I B (3) (g)	40						8	60
A I B (4) (d)	25				12		20	255
A I B (5) (e)					210		20	20
B I (a) 4				36	74		36	146
B V (a)				420	48			468
B VII (a) 5		6	36					42
C I (f)	11						50	72
D I (f)	138				11		10	160
D II (g)				30			20	50
E III (a) 3	579	25		21	106		57	154
E III (a) 12				105	3	29		773
£	658	31	36	612	543	29	246	2,355

APPENDIX VI—Statement of Wasting Assets
(RAIL SERVICES)

DETAILS OF ASSETS	Capital Expenditure as at 31st Dec. 1934	Estimated Life
	£	Years
BRIDGE WORK.		
Major Bridges	903,678	75
Minor Bridges	574,766	100
FENCING	19,556	12½
TELEGRAPH		
Telegraph	82,040	15 ½
Tyer's Tablet Instruments, etc.	35,942	15 ½
PERMANENT WAY	4,323,894	93½
STATIONS AND BUILDINGS		
<i>Stations and Offices</i>		
Temporary	105,677	25
Permanent	514,601	100
<i>Workshops and Stores</i>	343,675	66½
<i>Staff Quarters</i>		
Temporary	177,456	25
Permanent	1,206,261	100
<i>Station Hoekhs ry</i>	487,074	22½
ROLLING STOCK		
Locomotives	1,427,701	20
Carrages and Wagons	2,462,563	30
PLANT		
Engineering	43,274	6½
Locomotive	189,599	15
Transportation	7,757	20
Stores	20,135	25
JETTIES AND FERRIES	240,216	25
TOTAL	13,167,565	

APPENDIX VII—Statement of Wasting Assets
(LAKE MARINE)

Details of Assets	Capital Expenditure as at 31st December, 1934	Estimated Life
	£	Years
Steamers, Tugs, Lighters, Plant, etc.	533,150	33½

APPENDIX VIII—Statement of Wasting Assets
(MOTOR SERVICES)

Details of Assets	Capital Expenditure as at 31st December, 1934	Estimated Life
	£	Years
Motor Vans, Lorries and Trailers	20,610	5

APPENDIX IX—Statement of Wasting Assets
(HARBOURS)

Details of Assets	Capital Expenditure as at 31st Dec. 1934	Estimated Life
	£	Years
Kilindini Old Pier	70,490	66½
Wharf and Jetties	23,102	33½
Fenders	1,903	10
Railways and Sidings	95,721	33½
Electrical Installation, Cranes and Equipment	189,331	20
Crane Roads	19,615	33½
Macadamised Roadways	39,719	10
Tugs, Launches and Pontoons	64,027	20
Lights, Buoys and Beacons	21,251	13½
Water Supply	5,115	33½
Brick Transit Sheds	348,922	100
Transit Sheds and Goods Sheds, etc.	94,634	50
Fencing	3,097	33½
Stations and Offices, etc.	11,737	25
Godowns	6,489	50
Staff Quarters	41,231	100
TOTAL	1,035,384	

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END

TOTAL EXPOSURES →

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