

38179

CO 533/482

38179

KENYA

KENYA - UGANDA RAILWAYS & HARBOURSANNUAL REPORTS

Previous

M: Ford

1936

R 299

7/1

297

7/1

309

12/1

M: Parkin

9/1

Subsequent

M: Dams

19.1

1938

297

R 297

24/12

R 309

2/16

M: Parkin

24

M: Ford

25

Sir J. Conkell

25.6.37

Sir C. Sillanpaa

24.6.

R. 297

20/6

M: Parkin

17

R 303

3/7

298

5/7

297

5/7

M: Parkin

17

R. 297

1/8

R. 309

1/10

M: Parkin

31/11

C.I.
TRANSPORT (K.G.R.)

HIGH COMM. TRANSPORT... 48... 1725.07.
The 12 copies of General Manager's Report for 1935 and
states that comments will follow in due course.

1 copy to :-

Mr. Flood
Mr. Paskin
Sir J. Campbell
Room 309
Library.

6 copies in R.297.
~~SECRET~~

The usual distribution of the
Annual Manager's Report is
Crown Agents, Librarian, Honorary Commission-
Librarian, Honorary Lords, Treasury,
Messrs. Royal Palace & Triton &
Messrs. Cooke, Wilson Mitchell & Vaughan
Lee,

I suppose this must be
continued.

? Sent off as usual
I await the H.C.'s
further dispatch. Affronculla
2/7/35

Paskin
2/7/35

The most interesting part of this report
from our point of view is the general comments on
pages 65 - 79. It will be noted from the table
of working results on page 5 that receipts, in spite
of reductions in rates, exceed the figure for 1935 by
£142,000, and that the percentage of expenditure to
earnings remains well below 50. It is 45.2 which,
though not as low as the figure in 1934 (44.6) is
yet extraordinarily low, and it must be remembered
that in 1934 expenditure in all directions had been
pared to the very bone, so that many works which
might have been carried out with profit were, in
fact, not executed.

Paragraph 172 shows that the rolling stock
is being put into sound condition again and will,
it is hoped, be satisfactory in every respect at the
end of this year. There is, however, a note of

Warning

warning in the same paragraph, that is that the prices of stores are going up while the cost of labour, which is reflected in the cost of maize, will also tend to rise. It will then be found that the working expenditure in 1937 will probably go up again, but still, I think I am right in holding that anything below 60 per cent is remarkably low.

I would also call attention to the increasing figures of traffic as shown in paragraph 173. The railway now shows 372,000 ton miles of traffic for every mile of its length. The table of the low rated traffic on page 71 gives some quite remarkable figures. The tonnage of maize has gone up from 26,000 in 1934 to 86,000 in 1936. This is above everything except 1927, 1930 and 1931. The cotton seed traffic shows a maximum of 92,500 tons. Wheat, however, shows a considerable drop, though more wheat has been put on the rail than for the last four years.

I would draw attention also to the statement on page 70 that the general rate level is very low. It is repeatedly stated that the community of Kenya is being "strangled by high railway rates," and it is just as well to bear in mind that the rates are not, in fact, high.

The rating policy as sketched on page 72 is, I think, very sound, i.e. not to reduce rates too much during fair times, when reductions are not really required, lest they have to put them up later when they may cause hardship. Caution in this respect is the only policy

policy and Sir J. Rhodes, I think, pursues it.

The table of reductions of direct benefit to natives on page 72 is put in as a crack at Sir A. Pim and at me. Sir A. Pim said that nearly all the recent reductions would only benefit the white and I of course passed this on, not as endorsing it, but as being Sir A. Pim's remark. It appears that of the last reductions those in third class passenger fares and cotton cloth are really the only ones of any substantial benefit to the black man. The third class fares can be left out of consideration, because the passenger fare doesn't affect the cost of living much, since a man need not travel, so that in practice, out of the recent reductions, the only one of any importance was that on cotton cloth and cotton piece goods, which has been reduced from the most expensive class of all to the next most expensive. I don't want to argue the point here, but anybody who wants ammunition in support of Sir A. Pim can find it.

I would like, also, to draw attention to the great betterment fund and depreciation discussion on page 75. We have had this out before and of course it will all have to come up again when we consider with the Treasury the whole finance of the railway, which event is slated for next year. I would draw attention to paragraph 180 which explains what betterment funds are used for; and how they are brought in to supplement the renewals fund when it is desired to renew something to a better standard.

The forecast of the future is interesting, and the estimates provide for a surplus of £319,000 which, it is expected, will be more than realised at the end

end of the year. I would, however, draw attention to paragraph 183, where the General Manager points out that in 1946, when we want to redeem about £4½ million of loan, there will only be £1,800,000 available in the Sinking Fund. He accordingly suggests that a supplementary sinking fund should be established and this proposal certainly deserves the most careful consideration, if they can put a large sum of money into it - and that is a big if.

I would draw attention to the tonnage table on page 17, showing the tonnage carried in the different classes and the revenue derived therefrom. It will be seen that there was a big increase in the tonnage in the lowest class as compared with 1935, but owing to rate reductions, the average receipts per ton are down by about 3s.3d. The receipts in the top classes remain fairly steady, all things considered.

We shall have to wait for the High Commissioner's comments, but it seems to me a case for another large bouquet to be handed out to the Transport Administration.

J. E. G. Hand

25.6.1937

It is, as usual, a most excellent report, and shows excellent work done, and admirable results achieved.

2. I agree generally with Mr. Flood's minute. But the lion in our path is the Treasury 5½ million pounds. If things go on at anything like their present position, we shall find it exceedingly difficult to prevent that 5½ millions being added to the interest-bearing debt burden, or a pretty large whack of it, anyhow. We need not meet our troubles half-way, and when we come to it we shall have a "bonny fechter" in the G M to help us to secure everything it is possible to secure in the settlement; but that 5½ million is clearly going to dominate the situation.

3. We need not discuss now the question raised in para 183, either. There again the Treasury will have some potent words to say, I have no doubt. Personally, I think we'd be on stronger ground, all round, if we did not pursue this supplementary sinking fund idea. I'd much rather go for rate reductions, as and when possible. We'd all like to see a sounder rate structure than we have, and that, while of permanent benefit to the country and the railway, seems more defensible, vis-à-vis the Treasury, than the supplementary sinking fund idea, I should say. We can't get both: a choice will therefore have to be made--if we can secure agreement to some rate reductions in fact: and of the two I think rate reductions are preferable. They would of course be rate reductions which would make the rating structure sounder, and which could be maintained, so far as it was possible to foresee events.

4. I fully agree to "the bouquet". The G M's work is admirable--its efficiency has always impressed me greatly; and he must have a quite extraordinary power to get such consistently efficient service

from his large staff. The K V R seems to me
such the finest thing in Colonial administration
that I have come across.
The 28th June, 1937.

[Handwritten signature]
29/6/37

I entirely agree as to the excellent
work which Sir G. Rhodes has carried out.
We need take no action until we get
the High Commissioner's comments but then it
will, I think, be necessary, apart from the
award of a bouquet, to consider Sir G. Rhodes's
proposals in the light of the £5 million
liability. It is about time we started
thinking seriously of the case we are to make
against the Treasury demand. We have been
assured in the past that the ^{Money} demand will never
have to be met ^{next} but that implies that we shall be
able to put up a good case against ~~the demand~~.
In particular we shall hardly be able
either to have any constructive plan of rates
reductions or commit ourselves to a
Supplementary Sinking Fund until that nightmare
has been dissipated.

Went W.L.S.

29.6.37.

[Handwritten signature]

[Handwritten notes]
I to PA
to Mr. C. Bottomley
to Mr. H. S. L. ...
to Mr. ...
to Mr. ...
to Mr. ...

(w/c report)
in 1
5.7.37

5 To Treasury
Messrs. Gode Wilson Mitchell & Co
Messrs. Randal Palmer & Taitton

The comments of the ~~Board~~ ^{Board} ~~are~~
not add anything to the appreciation
of the inherent features of the Report to
wh. attention has been drawn in
previous minutes.

This file was laid aside during
the late summer & autumn
owing to the preoccupation of the Dept.
with other matters & I have discussed
with you whether, after this lapse of
time, it wd. not be better to
include the proposed response of
the C.P.T.'s appreciation of the
accepted aspects of the management
in the Dep. wh. will shortly have
to be sent (after consultation with
the Press) on an Advertiser for 1938,
wh. have recently been received.
You thought however that it wd.
be preferable to dispose of this
file separately & I submit a *[Handwritten signature]*
for cover.

[Handwritten signature]
31/8/37

yes, but we must get busy on the 5 1/2 million case,
see Sir C. Bottomley's mind.

[Handwritten signature]

98. H. B. Thompson 2. 8. Trinidad
6 JAN 1958

1309

New

~~In view of the discussion on loan redemption
policy proceeding on 38179/19/38 this file may
be ? put by Clarke, White 13/1~~

Correspondence is proceeding with the Treasury
on the Estimates file*, and the question of loan
redemption policy is discussed in a memo
registered on 38179/19/38*. This file may
be ? put by Clarke, White 13/1

* in case

* sent onto Mr. Parkin
on 12/1

~~m-p page~~

You see, I think, see (especially
S. J. Campbell's minute of 28/6), in
connection with the 200m 5%
million loan, as to what there are to
be discussions with the Treasury
this year.

J.P. Rowe
2/1

Seen

A. J. Rowe
19.1

Attree

C.O.

38129/14/37.

98

Mr. Parsons 31/12

Mr. Flood

Mr.

Sir H. Moore.

Sir G. Tomlinson.

Sir C. Woodley.

Sir J. Sturges.

Permt. P.S. of S.

Parly. of S.

Secretary of State

O. D.
R-31 DEC
D. 1/1

Astr

6 JAN 1938

I have the honor to refer to
your Dep. No 64 of the

20th of July, in which you
commented on the Report
for 1936 on the Administration

of the Department of
Education and Science
which have been received
in relation to the
Administration for 1936

2. I have been
most gratified to learn
that the gross savings
of the system of the traffic
handled in the year
under report reached
total greater than had
ever previously been
achieved, & that the
general economy

DRAFT

Transmit

King's

No. 2

FURTHER ACTION.

properties of Kenya & Uganda, etc.
are reflected in these figures,
is being maintained.

~~I also your appreciation~~

~~of the assistance afforded by~~

3. The fact that this greatly
increased traffic has been being
dealt with, without diminution
of efficiency, affords convincing
evidence of the exceptional
capacity of the management
of the staff of the staff.
I desire to associate myself
with the tribute which we have
paid to the General Manager,
the Railway Advisory Council, the
Harbour Advisory Board &
generally to the whole staff
of the Administration.

}
(Signed) W. ORMSBY GORE



TRANSPORT

KENYA-UGANDA

NO. 64

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

RECEIVED
23 JUN 1937
G. O. REGY

20th July, 1937.

Sir,

I have the honour to offer the following comments on the Report by the General Manager on the Administration of the Kenya and Uganda Railways and Harbours for 1936, of which copies were sent to you with my despatch Transport No.48 of the 17th May.

2. In form the Report for 1936 differs little from its predecessors; and you will not wish me to recapitulate in this despatch the various statistical data which are clearly and, in many cases, graphically set out in the volume itself; nor will you have failed to notice from perusing the Report that the gross earnings of the system (£2,986,591), the freight-ton-miles moved by the Railway (464,555,905), and the tonnage handled at the Port of Kilindini (1,089,024) represent respectively totals substantially greater than have ever previously been achieved.

3. Figures such as these afford evidence of the volume of the work undertaken by the Administration rather than of the efficiency with which it has been conducted, and the increases to which I have referred bear eloquent testimony not only to the returning tide of prosperity to the producers of Kenya and Uganda, but to the rapid powers of recuperation inherent in the agricultural industries of East Africa once they can be assured of immunity from natural catastrophe, and a reasonable return in the markets of the world.

4. The increase in traffic, much of which was concentrated in a season of three or four months' duration, inevitably threw a heavy strain upon the existing resources of the Railways

and Harbours/

THE RIGHT HONOURABLE
W.G.A. CRMSBY GORE, M.P.,
SECRETARY OF STATE FOR THE COLONIES,

Harbours which, so far as material equipment is concerned, are necessarily inelastic. The remarkable measure of success with which the Services responded to the demand can best be deduced from the efficiency figures tabulated on page 25, and the particulars set out in paragraphs 55-57 of the Report; the corresponding data for the Harbour are shown in paragraphs 149-155.

5. When the two factors of a greatly augmented volume of traffic and increased efficiency in operation are taken into account, it is hardly a matter for surprise that the financial working of the year revealed a net surplus of £415,048, in place of the original estimated net surplus of £58,112. Of the amount realized, £250,710 was credited at the close of the year to General Reserve Account, bringing the total in that account to £576,579. As Sir Joseph Byrne explained in his despatch, Transport No.85 of the 12th November, 1936, it was felt that the existence of an ample reserve, combined with the agricultural and economic prospects for 1937, justified a relaxation of the conservative policy previously followed, and towards the close of the year very substantial reductions in rates were decided upon, to take effect at the beginning of 1937. The details of these reductions were communicated to you in my predecessor's despatch No.96 of the 9th December; I am here concerned merely to invite your attention to the General Manager's remarks in paragraph 174 of the Report, and particularly to the latter section of that paragraph, in which the General Manager demonstrates that the benefit of recent reductions has not been confined to the non-native sections of the community. In view of the allegations to the contrary, of which you are aware, you may think it well to afford all practicable/

21-38/79/36

21-38/79/36

-2-

practicable publicity to the facts as described by the General Manager.

6. Analysis of the data contained in the table on page 17 of the Report shows that of the total goods revenue earned by the Railway in 1935, approximately 21% was derived from goods falling within the three highest rated classes; and this percentage was only slightly reduced in the year 1936. The receipts per ton-mile for these classes (prior to the reductions introduced at the beginning of 1937) calculated on the basis shown in the table mentioned were 3 1.15 cents, 3 0.86 cents, and 3 0.59 cents respectively. You will recall that in paragraph 23 of his Report, Sir Osborne Mance estimated that the economic charge, including profit, for road transport might be as low as 35 or even 50 cents per ton-mile. These figures afford striking evidence of the vulnerability of the Railway Administration to competition by road transport, as regards the higher-rated commodities.

7. Many of the subjects touched upon in Chapter XI of the Report have formed the subject of separate correspondence and need not therefore be discussed in this despatch; I refer in particular to the South African Transport Conference, the recent review of the Renewals Fund position, the share taken by the Administration in securing greater publicity in South Africa, and the purchase by the Administration of the Magadi Soda Company premises at Shimanzi. You are, moreover, aware that the general question of the regulation and co-ordination of transport, which is briefly discussed by the General Manager in paragraphs 175 and 176, has been recently reviewed by the East African Transport Policy Board, in the light of Sir Osborne Mance's Report, with results that have already been communicated to you.

(15) 38 77 1/16
8. In your despatch, Transport No. 25, of the 4th March.

you/

you indicated that the Lords Commissioners of the Treasury were not at that time prepared to concur in the proposed allocation of the surplus estimated to be earned in 1957, the greater part of which it was intended to place to Betterment Account. Renewed consideration will no doubt be given to this question at a later date; in the meantime, I desire to draw your attention to Sir Godfrey Rhodes' remarks on page 76 of the Report, where reasons are given for considering that the Betterment Fund should be built up to, and maintained at, a level of £500,000.

9. I cannot conclude this despatch without reaffirming the tributes paid by my predecessors to the exceptional ability with which the Transport Administration is controlled by the General Manager, assisted by the willing support and co-operation of his staff. During the few months which have elapsed since my arrival in this country, I have been most favourably impressed with the zeal and efficiency displayed by all those who are responsible for the main artery of the country's economic welfare. It gives me pleasure also to record the satisfactory relations between the Administration and its two advisory bodies; both the Railway Advisory Council and the Harbour Advisory Board contribute an element of no small value to the wise direction of the Transport organization, and have done much to earn the thanks of the community at large.

I have the honour to be,

Sir,

Your most obedient, humble servant,

R. Brooke Popham

HIGH COMMISSIONER

Kenya and Uganda Railways and Harbours



REPORT
OF THE GENERAL MANAGER
OF THE
ADMINISTRATION OF THE
RAILWAYS AND HARBOURS

For the Year ended 31st December, 1936

Parts I & II

PRICE FIVE SHILLINGS

PRINTED BY THE GOVERNMENT PRINTER
Nairobi, Kenya Colony

Kenya and Uganda Railways and Harbours



REPORT
— OF —
THE GENERAL MANAGER
ON THE
ADMINISTRATION OF THE
RAILWAYS AND HARBOURS

For the Year ended 31st December, 1935

Parts I and II

PRICE FIVE SHILLINGS

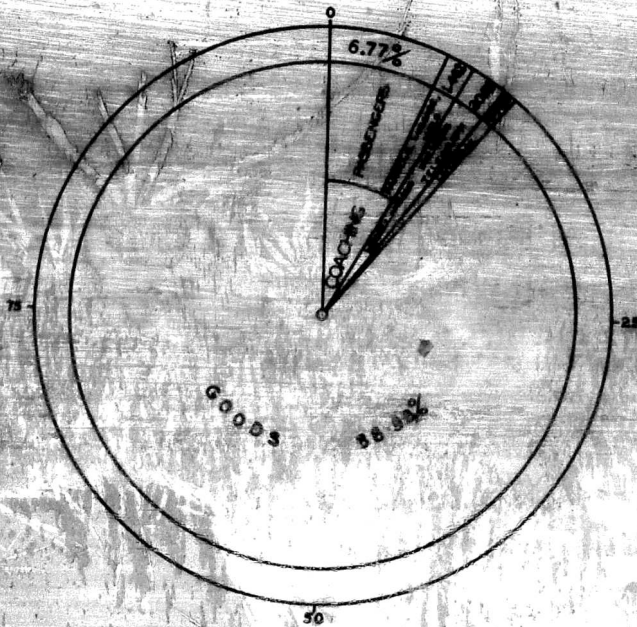
1937
PRINTED BY THE GOVERNMENT PRINTER
NAIROBI, KENYA COLONY

RAILWAYS

REVENUE 1936

HOW

IT



WAS

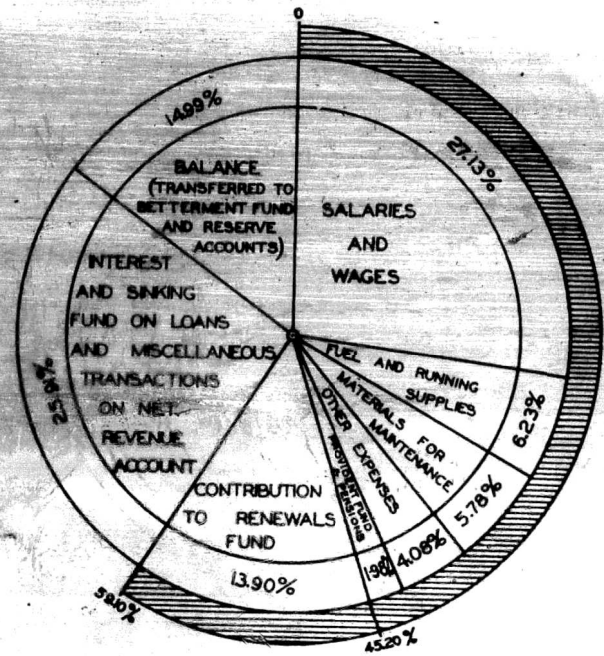
EARNED

RAILWAYS

REVENUE 1936

HOW

IT



WAS

SPENT

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OFFICE OF THE GENERAL MANAGER,
NAIROBI,

23rd April, 1937

TO THE HIGH COMMISSIONER FOR TRANSPORT.

YOUR EXCELLENCY,

I have the honour to present my Report for the year 1936 on the working of the services under the control of the Kenya and Uganda Railways and Harbours Administration, comprising railways in Kenya and Uganda; steamer services on Lakes Victoria, Kioga and Albert, and the River Nile; the motor transport service connecting Masindi Port on Lake Kioga with Butiaba on Lake Albert; and the Harbour Administration.

The Report is divided into two parts: Part I contains information of general interest, while Part II contains statistics maintained chiefly for record purposes.

I have the honour to be,

Your Excellency's most obedient servant,

G. D. RHODES,
General Manager,

Kenya and Uganda Railways and Harbours.

INTRODUCTORY

The Services operated by the Kenya and Uganda Railways and Harbours consist of 1,622 miles of open lines metre-gauge track, 3,737 route miles of steamer services, and 75 miles of road motor transport (exclusive of motor feeder services).

MAIN LINE.

The Main Line, 879 miles in length, extends from Mombasa, in Kenya, to Kampala, in Uganda, and passes through Nairobi, Nakuru, Eldoret, Tororo and Jinja.

PRINCIPAL LINES.

Kisumu, where the main workshops of the Lake Marine Services are situated, is connected with the main line by a local line of 131 miles, which takes off at Nakuru Junction.

Tororo to Soroti.—100 miles, serving the Eastern Uganda cotton districts.

Voi to Kahe.—92 miles, connecting with the Tanganyika Railways at Kahe, and serving the Kilimanjaro and Arusha areas in Northern Tanganyika.

MINOR AND BRANCH LINES.

Eight minor and branch lines serve producing areas situated at a distance from the main line. These branch lines are:

Konza to Lake Magadi.—A private line of 91 miles serving the soda deposits at Lake Magadi.

Nairobi to Nanyuki.—145 miles, serving the West Kenya district adjoining Mount Kenya.

Gilgil to Thomson's Falls.—48 miles, serving the fertile areas of the Laikipia Plateau and the Aberdare range of mountains.

Rongai to Solai.—27 miles, serving the farming industry in the Solai and Subukia Valleys.

Leseru to Kitale.—41 miles, tapping an area producing maize, coffee, etc.

Kisumu to Butere.—43 miles, serving the North Kavirondo district and the Kakamega goldfields.

Through connection between the main line and Lake Kioga is provided by a local line of 19 miles between Mbulamuti and Namasagali.

Port Bell, on Lake Victoria, is connected with Kampala by a short line, six miles in length.

LAKE MARINE SERVICES.

Lake Victoria and Kagera River Services.—Comprise 2,283 route miles round-the-lake steamer sailings and intermediate tug and lighter services. The Kagera River service between Busungwe and Nyakanyasi (198 miles) is included in the route mileage.

Lake Kioga Marine Services.—Consist of 697 route miles of steamer services operated from Namasagali.

Lake Albert and River Nile Services.—Cover 757 route miles of steamer services on Lake Albert and on the River Nile, operated from Butiaba, and extending to Kasenyi in the Belgian Congo and to Nimule in the Sudan. Connection is made at Nimule with the Sudan Railways Road Service to the Nile port of Juba.

ROAD MOTOR TRANSPORT SERVICE.

Masindi Port-Butiaba Road Motor Services.—Consist of passenger and goods services over a road system 75 miles in length, providing connection between Lake Kioga and Lake Albert, water connection between these lakes not being possible on account of rapids. Minor feeder services are also operated.

THE PORT OF MOMBASA.
(*Kilindini Harbour*.)

Kilindini Harbour, at Mombasa, which serves both Kenya and Uganda, has a deep-water quay approximately 3,000 feet in length, at which six vessels with a maximum draught of 31 ft. can be accommodated. The quay is served by 25 electric level luffing cranes, and equipped with five transit sheds, three of which are double storey. Quay, shed, and stacking-ground cranes number 82.

In addition, the Administration has recently acquired, at Shimanzi, a jetty 210 feet in length. The jetty is served by two conveyor belts connecting with a high-level transit shed.

Special jetties are available for the handling of bulk oil and bulk coal cargoes.

STANDARD UNITS OF CURRENCY, WEIGHTS, AND DISTANCES EMPLOYED
IN KENYA AND UGANDA.

Currency.

East African shilling of 100 cents.

Twenty East African shillings equal £1 sterling.

Weight.

English ton of 2,240 lb.

Distance.

Mile of 52.8 chains or 1,760 yards.

CHAPTER I

RAILWAYS AND HARBOURS

1. The combined working results of all the Services during 1936 were as follows:—

	Railways	Harbours	Railways and Harbours
Earnings—Revenue Account	£ 2,527,158	£ 459,433	£ 2,986,591
Miscellaneous Receipts, Net Revenue Account	84,457	537	84,994
Gross Earnings	2,611,615	459,970	3,071,585
Ordinary Working Expenditure—Revenue Account	1,142,276	179,387	1,321,663
Contributions to Renewals Fund	351,377	25,316	376,713
Miscellaneous Expenditure, Net Revenue Account	104,919	3,142	108,061
Gross Expenditure	1,598,592	207,845	1,806,437
Balance Net Earnings	£ 1,013,023	252,125	1,265,148

On the total capital expenditure of £21,999,072, this gives a return of 5.75 per cent, while on the interest-bearing proportion of this total, i.e. £13,924,106, the return is 9.09 per cent.

From this balance the following Loan Charges were met, leaving a surplus as shown:—

	Interest.	Sinking Fund.	Total.
LOAN CHARGES.			
Railways	£530,708	£103,655	£634,363
Harbours	£180,714	£35,023	£215,737
	£711,422	£138,678	£850,100
Balance Available			£1,265,148
		Surplus	£415,048

Of this surplus a sum of £47,950 has been transferred to a reserve for the Widows' and Orphans' Pension Scheme, and £136,388 to Betterment Funds (Railway, Marine, and Harbours), the balance of £230,710 being credited to the Reserve Account.

COMBINED REVENUE ACCOUNT.

2. The financial results of working the Railways and Harbours (excluding Contributions to Renewals Funds) for 1936, as compared with 1935 and 1934, were as follows:—

	1934	1935	1936	1936 Increase on 1935	1936 Increase on 1934
Earnings	£ 2,560,040	£ 2,793,845	£ 2,986,591	£ 192,746	£ 426,551
Ordinary Working Expenditure	1,126,443	1,243,831	1,321,663	77,832	195,220
Gross Surplus	£ 1,433,597	1,550,014	1,664,928	114,914	231,331
Percentage of Ordinary Working Expenditure to Earnings	44.00	44.52	44.25	Decrease .27	.25

The combined earnings for the year show an increase of 6.90 per cent on 1935, and an increase of 16.66 per cent on 1934. The combined ordinary working expenditure, exclusive of contributions to Renewals Funds, shows an increase of 6.26 per cent, as compared with 1935, and an increase of 17.33 per cent as compared with 1934.

Compared with 1929, the year immediately preceding the depression, the combined earnings show an increase of £161,281, while the combined ordinary working expenditure shows a decrease of £347,900, resulting in a surplus which is the biggest yet recorded. The operating ratio for the combined services is slightly lower than that for 1935.

Operating Ratio

3. The percentage of Ordinary Working Expenditure (i.e. excluding Contributions to Renewals Funds) to Earnings for the combined services is given in the table on the preceding page. Including Contributions to Renewals Funds, the corresponding figures during the past four years are:—

Year	Percentage
1933	61.27
1934	58.31
1935	57.63
1936	56.87

Comparison with Estimates

4. The earnings were £548,671 above estimate, while the working expenditure was £97,140 above estimate, leaving the net balance £451,531 above estimate. From this sum should be deducted £74,595 on Net Revenue Account above the estimate, making a surplus of £376,936 above the estimate.

CAPITAL ACCOUNT AND BALANCE SHEET— RAILWAYS AND HARBOURS

Capital Account

5. The expenditure on Capital Account to the end of 1936 amounted to £21,999,072, of which £100,550 is in respect of assets handed over to Kenya Colony and Protectorate without charge, and £7,125 for telegraph lines constructed for and owned by the Uganda Protectorate. Of this expenditure, £8,074,966 is free of interest, being found from the following sources:—

	£
Parliamentary Grants, 1895-6 and 1902-03	70,000
Parliamentary Grant, Uganda Railway Acts, 1896 and 1902	5,502,592
Other sources, revenue and non-interest bearing	2,398,269
Loans redeemed from revenue	104,105
	£8,074,966

The balance, totalling £13,924,106, has been met from interest-bearing capital guaranteed by the respective Governments in the following proportions:—

	£
Kenya Government	13,045,343*
Uganda Government	878,763
	£13,924,106

* Of this total, the Uganda Government has accepted responsibility for approximately £2,000,000, representing assets constructed in Uganda and a share of rolling stock expenditure.

6. Loan Charges during the last six years, and the estimated Loan Charges for the next four years, are shown in the following table:—

YEAR	RAILWAYS			HARBOURS			GRAND TOTAL
	Interest	Sinking Fund	Total	Interest	Sinking Fund	Total	
	£	£	£	£	£	£	£
1931	512,685	95,770	608,455	176,436	28,440	204,882	813,337
1932	528,918	103,535	632,453	176,121	31,031	207,152	839,605
1933	523,328	92,394	615,722	178,848	26,800	205,657	821,379
1934	520,472	93,531	614,003	180,249	35,007	215,256	829,259
1935	536,243	102,068	632,301	180,417	35,005	215,422	847,723
1936	530,708	103,655	634,363	180,714	35,023	215,737	850,100
1937	526,981	102,171	629,152	182,745	35,285	218,030	847,182
1938	528,028	102,163	630,191	182,763	35,293	218,056	848,247
1939	528,028	102,166	630,184	182,763	35,291	218,054	848,238
1940	528,028	102,163	630,181	182,763	35,290	218,053	848,234

Note.—The reduction in the Interest Charges (Railways) for 1937, compared with 1936, is due to the operation of Branch Line Guarantees and the increase under Harbours is due to the purchase of the Magadi Soda Company's property at Shimani.

For the year under review Loan Charges constitute the following average charge on capital:—

	Average Percentage on Interest-bearing Capital (£14,139,229)	Average Percentage on Total Capital Expenditure (£21,999,072)
Interest	5.03	3.23
Sinking Fund	0.98	0.63
Total	6.01	3.86

The difference between these figures and the return on capital referred to on page 1 accounts for the surplus shown.

The total Loan Charges for 1936, as shown in the preceding table, represent 28.47 per cent of the total revenue received.

7. The following are the amounts of the Sinking Funds of Kenya and Uganda Loans as at 31st December, 1936:—

Loan	Total of Sinking Fund		Transport Proportion	
	£	s. d.	£	s. d.
<i>Kenya</i>				
£5,000,000 (1921)	1,093,341	11 10	928,331	8 4
£5,000,000 (1927)	322,787	2 2	322,787	2 2
£3,500,000 (1928)	222,870	16 0	180,864	16 3
£3,400,000 (1930)	88,843	15 1	30,813	10 7
<i>Uganda</i>				
£2,000,000 (1932)	30,771	5 9	13,584	1 8
Total £	1,759,612	11 10	1,476,369	19 0

8. The following are the amounts of the Stamp Duty Reserve Funds of Kenya and Uganda Loans as at 31st December, 1936:—

	Total of Stamp Duty Reserve Fund		Transport Proportion	
	£	s. d.	£	s. d.
Kenya Loans	61,306	15 8	43,889	8 1
Uganda Loans	7,718	4 3	3,462	14 5
Total £	69,024	19 11	47,352	22 6

Expenditure on New Works and Renewals as under:—

9. Net Expenditure on New Works and Renewals during the year was

	£
Renewals Funds	108,633
Betterment Funds	11,491
Loan Funds	28,988
Capital Credits	51,936
Total	£201,048

Of the expenditure from Betterment Funds, the amount of £2,223 has been capitalized.

10. The balances of the various funds at the 31st December, 1936, were:—

	£
Renewals Funds	1,862,769
Betterment Funds	211,025
Loan Funds	234,185
Capital Credits	560,638
Total	£2,868,617

Details of expenditure from the funds are contained in Statement No. 17. Statements Nos. 1, 8, and 9 summarize the transactions on Capital, Betterment, and Renewals Funds Accounts.

11. The balance in the account at the end of 1935 was £345,870. With the transfer to the account of £230,710, resulting from the year's working, the balance at 31st December, 1936, was £576,580.

12. Contributions to the Renewals Funds have been made at an average rate of 2½ per cent of the capital value of Railway wasting assets, and at varying full life rates on other assets.

Statements are included (46 to 49) showing the renewal value and annual contribution in respect of existing assets. The contributions to Renewals Funds in 1936 represent 12.61 per cent of the total revenue earned during the year.

13. The cash and invested balances held on 31st December, 1936, were as under:—

	£		s. c.		£		s. c.	
Local—								
Current Account at Banks	293,098		1	97				
Chief Accountant	18,255		7	81				
Sub Accountants	2,579		9	34				
Cash in Transit	7,677		6	82				
					321,610		5	94
Crown Agents—								
Cash	4,412		7	00				
Joint Colonial Fund	1,750,000		0	00				
					1,754,412		7	00
Agents in India					1,695		2	83
					2,077,717		15	77
Cash on Fixed Deposits at Bank					750,000		0	00
Investments, General Account					822,979		18	09
Total					£3,650,697		13	86

14. The value of Investments has been adjusted to the middle market price on 31st December, 1936, resulting in a net credit of £659 14 94 to Net Revenue account, "Appreciation of Investments."

CHAPTER II

Railways (Including Lake Steamers & Motor Transport Services)

OPEN LINE MILEAGE

15. The total route mileage of open lines at the 31st December, 1936, was as follows:—

	Miles
Main Line—	
Mombasa to Kampala	879
Principal Lines—	
Kisumu Line (Nakuru Junction to Kisumu)	131
Soroti Line (Tororo to Soroti)	100
Voi-Kahe Line (Voi to Kahe Junction)	92
	323
Minor and Branch Lines—	
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

Lines Worked but not Owned—

Magadi Branch (Konza to Magadi Lake)	91
Total open miles	1,622

Motor Transport Services (excluding Feeder Services) 75

Lake Route Mileage 3,737

16. The total track mileage, including loops and industrial sidings, amounted to 1,825 miles.

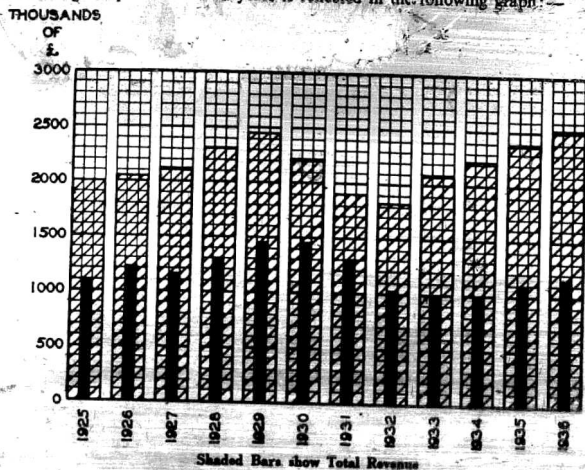
WORKING RESULTS

17. The revenue and net revenue accounts for the Railway Services during 1936 (inclusive of Lake Steamers and Motor Transport Services, but exclusive of Harbour Services) are shown in the following table in comparison with four previous years:—

	1932	1933	1934	1935	1936
Earnings—Revenue Account	£ 1,833,881	£ 2,008,162	£ 2,227,285	£ 2,384,923	£ 2,527,158
Ordinary Working Expenditure—Revenue Account	1,044,161	999,054	994,287	1,088,185	1,142,276
Surplus of Receipts over Ordinary Working Expenditure	794,500	1,098,108	1,232,998	1,296,738	1,384,882
Contributions to Renewals Funds	324,522	333,102	336,047	336,067	351,397
Balance Transferred to Net Revenue Account	469,978	763,006	896,951	960,671	1,033,485
Interest	528,918	523,328	520,472	530,243	530,708
Redemption Charges	103,535	92,394	93,531	102,058	103,655
Miscellaneous Transactions on Net Revenue Account	Cr. 47,894	Cr. 115,534	Cr. 103,301	Cr. 18,791	20,462
Surplus Transferred to Combined Net Revenue Account	114,581 (Loss)	262,818	386,249	347,161	378,660
Percentage of Ordinary Working Expenditure to Earnings (excluding Contributions to Renewals Fund)	57.79	47.41	44.64	45.63	45.20

*See Graph on page 7.

The increase or decrease in earnings and ordinary working expenditure during the previous eleven years is reflected in the following graph:—



Shaded Bars show Total Revenue
Solid Bars show Ordinary Working Expenditure
(Excluding Contributions to Renewals Fund)

18. The percentage ratio of ordinary working expenditure (i.e. excluding Contributions to Renewals Fund) to earnings during the last five years is given in paragraph 17.

Including Contributions to Renewals Fund, the corresponding figures are:—

Year	Percentage
1932	74.44
1933	83.46
1934	89.73
1935	89.72
1936	89.18

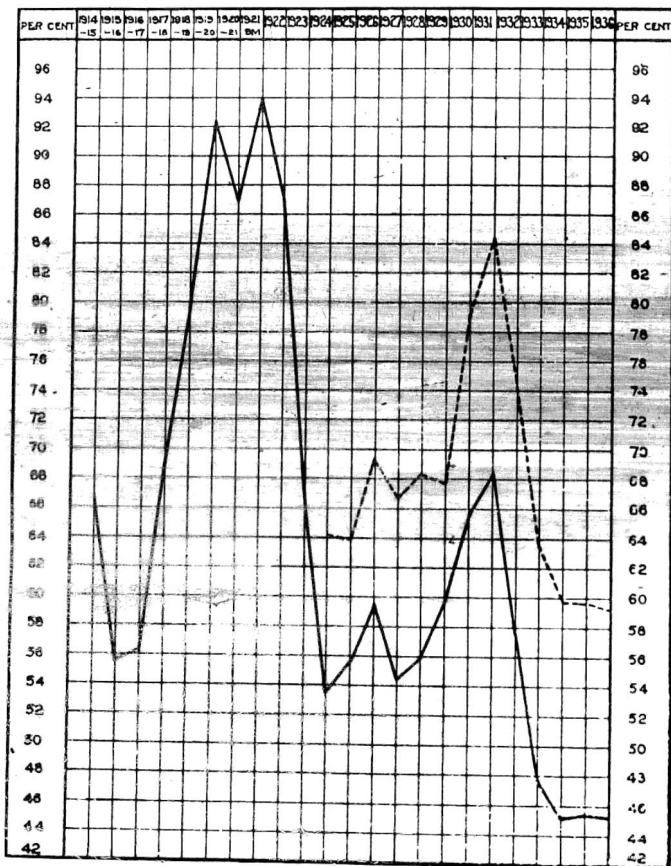
19. The balance of £1,033,485 transferred to net revenue account represents an increase of 7.58 per cent when compared with 1935; an increase of 15.22 per cent when compared with 1934; an increase of 35.45 per cent when compared with 1933, and an increase of 119.90 per cent when compared with 1932.

20. The table on page 3 reflects the Loan Charges (i.e. Interest and Sinking Fund) met during the last six years. So far as the Railways are concerned, it has been estimated that for 1937 a sum of £629,152 will be required to meet Loan Charges.

EARNINGS AND WORKING EXPENDITURE
21. EARNINGS UNDER THE MAIN HEADS.

HEAD	1935	1936	Increase	Decrease
Passengers	£ 159,833	£ 171,066	£ 11,233	..
Parcels, Luggage and Mails	34,315	36,815	2,500	..
Goods	2,122,556	2,247,386	124,830	..
Livestock	20,857	20,086	..	791
Telegraphs	1,320	1,578	258	..
Miscellaneous	46,042	50,249	4,207	..
	2,384,923	2,527,158	142,235	..

PERCENTAGE OF ORDINARY WORKING EXPENDITURE TO EARNINGS



— EXCLUDING CONTRIBUTIONS TO RENEWALS FUND
- - - INCLUDING " " " "

Comparison with Estimates.

22. When compared with the estimates prepared in 1935, the following are the percentage increases and decreases under each of the main heads of revenue:—

Increases.		Per cent.
Passengers	...	8.27
Parcels, Luggage, and Mails	...	2.26
Goods	...	21.48
Telegraphs	...	31.25
Miscellaneous	...	2.97
Decrease.		
Live Stock	...	8.79

The total earnings for the year were £411,158 (or 19.42 per cent) above the original estimate.

FREIGHT TON MILES MOVED.

Freight Ton Miles Moved

23. The following table shows the total freight ton miles moved (including Lake Steamer and Motor Transport Services) as compared with the previous two years and with 1929:—

	1929	1934	1935	1936
Public	300,763,341	381,448,745	384,431,706	460,430,332
Railway Paying	24,070,279	1,079,135	818,308	1,663,536
Railway Non-paying	60,874,744	40,424,782	49,070,265	53,432,967
TOTAL	385,708,364	322,952,662	384,320,289	464,526,835

These figures are a measure of the work done by the Railway. It will be noted that there is an increase of seventy-five million ton-miles of public traffic on 1935, and an increase of one hundred and nine million ton-miles on 1929, which year was the highest revenue-earning year in the history of the Railway.

FREIGHT TON MILE RECEIPTS.

Freight Ton Mile Receipts

24. It will be noted from paragraph 21 that the earnings on goods traffic are 5.88 per cent above the earnings for the previous year.

Average Receipts per Ton Mile

25. The fall in receipts per freight ton-mile is due partly to rate reductions but mainly to the fact that whereas traffic conveyed at class rates increased by approximately 8,000 tons, the tonnage conveyed at the low exceptional and export rates increased by roughly 100,000 tons.

	*Average Receipts per Freight Ton Mile					
	1932	1933	1934	1935	1936	
	Cents	Cents	Cents	Cents	Cents	
Public Traffic only	12.212	11.813	13.918	12.680	10.363	
All Traffic including Railway Stores carried at Construction rates, and Railway Stores carried free	10.764	10.438	13.145	11.046	9.576	

*Railway, Lake Steamer and Motor Transport Services.

26. ORDINARY WORKING EXPENDITURE UNDER THE MAIN HEADS.

Expenditure

HEAD	1935	1936	Increase	Decrease
	£	£	£	£
Engineering Expenses	188,971	189,573	702	..
Locomotive Running Expenses	238,156	257,469	19,332	..
Maintenance of Engines and Rolling Stock	194,075	203,670	9,595	..
Traffic Expenses	230,318	241,550	11,232	..
General Charges	99,821	107,615	7,794	..
Steamer Services	64,896	65,513	617	..
Motor Services	11,484	12,432	948	..
Miscellaneous	60,464	64,335	3,871	..
£	1,088,185	1,142,276	54,091	..

The increases under Engineering Expenses and Maintenance of Engines and Rolling Stock are due to the fact that full maintenance is now being carried out.

The increase in Locomotive Running and Traffic and Steamer Expenses is due to the increase in ton-mileage referred to on the previous page.

The increase in General Charges is mainly due to expenditure in connexion with the Empire Exhibition at Johannesburg.

The increase under Miscellaneous is due mainly to the incidence of the Net Earnings on the Provident Fund bonus.

27. The total expenditure for the year was £51,500 above the original estimate.

Comparison with Estimates

FREIGHT TON MILE COSTS.

28. Full figures are given in this report showing the work performed by the Administration, including unit costs of individual operations. The final results, so far as goods working is concerned, can best be judged by average freight ton-mile costs, and the following figures show the comparison with previous years:—

Average Ton Mile Costs

	AVERAGE COSTS PER TOTAL FREIGHT TON MILE*					
	1931	1932	1933	1934	1935	1936
Ordinary Working Costs	6.140	6.440	4.381	4.021	4.402	3.907
Renewals Fund Contributions	1.314	1.775	1.562	1.638	1.423	1.259
Working Costs (Inclusive of Contributions to Renewals Fund but exclusive of Loan charges)	7.454	8.215	5.943	5.659	5.825	5.166
Loan Costs	2.995	3.459	2.872	2.992	2.677	2.277
*Total Costs	10.648	10.674	8.815	9.251	8.502	7.443

* Railway Services inclusive of Lake Steamer and Motor Transport Services, based on the total freight ton mileage given in paragraph 23.

† Excludes Net Revenue Account transactions other than Loan charges.

The following table has also been prepared to show the average cost per public goods ton-mile calculated on the basis that public goods traffic must bear all costs not covered by receipts from other sources:—

	AVERAGE COSTS PER PUBLIC FREIGHT TON MILE*					
	1931	1932	1933	1934	1935	1936
Ordinary Working Costs	6.816	6.009	4.691	5.157	4.925	4.196
Renewals Fund Contributions	2.174	2.533	2.173	2.388	2.010	1.716
Working Costs (Inclusive of Contributions to Renewals Fund but exclusive of Loan Charges)	8.990	8.542	6.864	7.545	6.935	5.914
Loan Costs	4.300	4.937	3.994	4.363	3.782	3.059
*Total Costs	13.290	13.479	10.858	11.908	10.717	9.013

* Railway Services, inclusive of Lake Steamer, and Motor Transport Services. Public ton miles as per paragraph 23.

† Excludes Net Revenue Account transactions other than Loan charges.

The satisfactory reductions in unit costs disclosed by the figures in the above two tables are mainly due to the increase in ton mileage noted in paragraph 23, accompanied by a minor increase only in expenditure.

BRANCH LINE WORKING

Results of Working Branch Lines 29. The method of calculating the financial results of working branch lines was detailed in full in the 1935 Report, when announcing the introduction of a formula more favourable to branch lines.

In the case of the following Branch Lines, the loss in working, shown below, was in each case borne by the Government of Kenya under the guarantees governing the construction of these lines:—

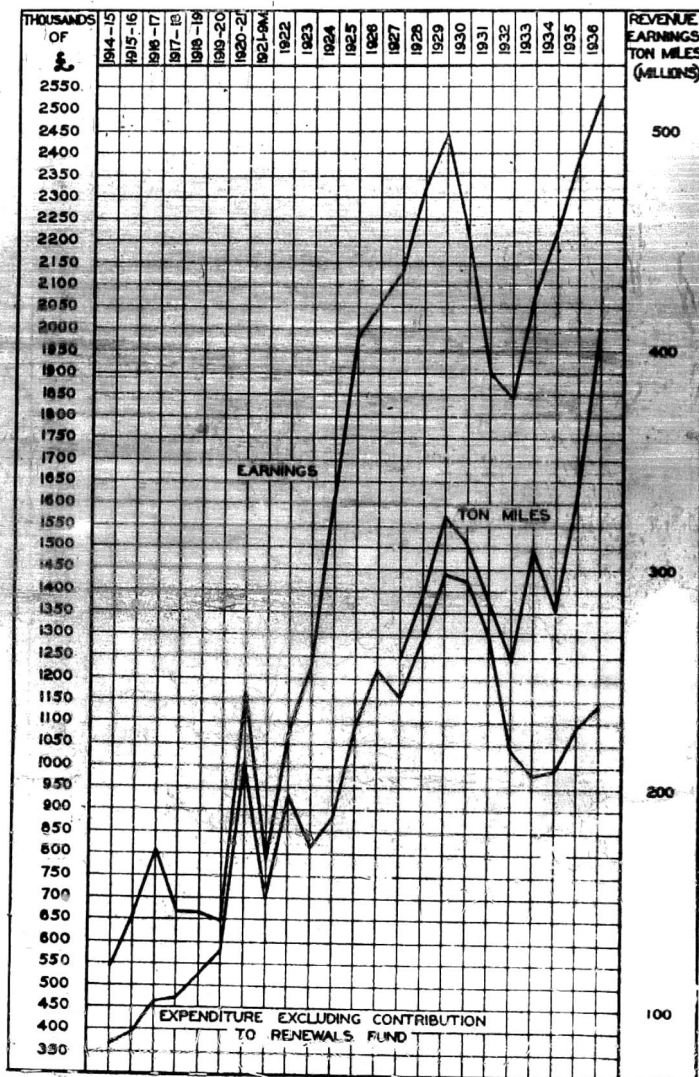
Branch.	Government Guarantee.	Loss borne by Government.
Thomson's Falls	To extent of Loan Charges	£6,891
Kisumu-Butere	To extent of Loan Charges	7,435
		£14,326

The following reflects the tonnages conveyed over these two Branches since they were opened for traffic:—

	1929	1930	1931	1932	1933	1934	1935	1936
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Gilgil-Thomson's Falls (4 months)	1,455	5,541	6,441	4,769	5,476	4,727	5,272	6,469
Kisumu-Butere		3,125 (8 months)	10,000	6,106	17,967	17,437	16,675	14,566

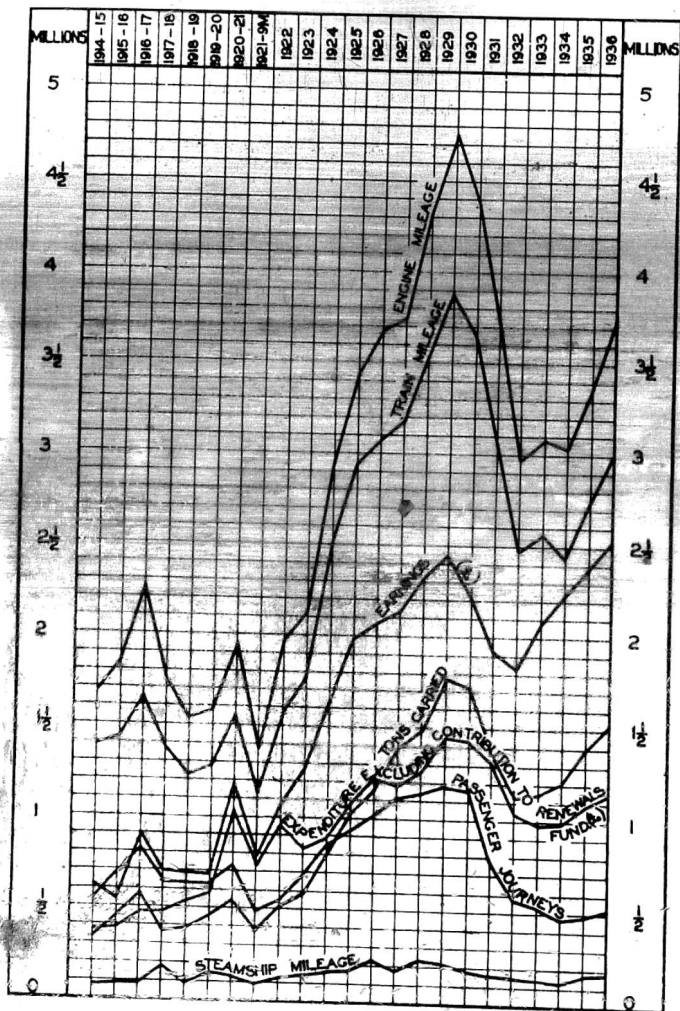
RAILWAY, LAKE STEAMER AND MOTOR TRANSPORT SERVICES EARNINGS

EXPENDITURE AND REVENUE EARNING TON MILES



RAILWAY, LAKE STEAMER AND MOTOR TRANSPORT SERVICES

TRAFFIC DIAGRAM



SUMMARY OF RESULTS OF WORKING

36. The following statement gives in summarized form the results of working and other information for the year ended the 31st December, 1936, as compared with the previous year:—

	1935	1936	Increase	Decrease
Total mileage of open lines .. Miles	1,622	1,622	..	..
Average mileage of open lines .. Miles	1,622	1,622	..	..
Locomotives .. No.	149	148	..	..
Coaching Vehicles .. "	428	415	..	..
Goods Stock .. "	3,999	3,656	..	343
Road Vans (Motor) .. "	20	20	..	..
Lake Steamers and Tugs .. "	18	16	..	2
Lighters, etc. .. "	54	53	..	1
Train mileage .. Miles	2,729,821	3,008,001	278,180	..
Train and Engine mileage .. "	3,356,930	3,754,646	397,716	..
Passengers carried (journeys) .. No.	487,419	521,297	33,878	..
Tonnage of Goods (Revenue Earning including Construction) .. Tons	863,096	966,722	103,626	..
Tonnage of Fuel and Stores for Lines and Lake Services (free hauled) .. "	532,593	556,685	24,092	..
Gross Tonnage (Revenue and Non-revenue Earning traffic) .. "	1,395,689	1,523,407	127,718	..
Live Stock carried .. Units	49,071	54,930	5,859	..
EARNINGS—Revenue Account				
Passengers .. £	159,833	171,066	11,233	..
Parcels, Luggage and Mails .. "	34,315	36,815	2,500	..
Goods .. "	2,122,556	2,247,386	124,830	..
Live Stock .. "	20,857	20,066	..	791
Telegraphs .. "	1,320	1,576	256	..
Miscellaneous .. "	46,042	50,249	4,207	..
Total Earnings .. "	2,384,923	2,527,158	142,235	..
EXPENDITURE—Revenue Account				
Engineering Expenses .. £	188,971	189,673	702	..
Locomotive Running Expenses .. "	238,156	257,468	19,312	..
Maintenance of Engines and Rolling Stock .. "	194,075	203,670	9,595	..
Traffic Expenses .. "	230,318	241,550	11,232	..
General Charges .. "	99,821	107,615	7,794	..
Steamer Services .. "	64,896	65,513	617	..
Motor Services .. "	11,484	12,432	948	..
Miscellaneous Expenditure .. "	60,464	64,335	3,871	..
Total Ordinary Working Expenditure .. "	1,088,165	1,142,276	54,091	..
Surplus of Earnings over Ordinary Working Expenditure .. "	1,296,738	1,384,882	88,144	..
Contributions to Renewals Fund .. "	336,067	351,397	15,330	..
Interest on Loans .. "	530,243	530,708	465	..
Redemption Charges .. "	102,058	103,655	1,597	..
Other Miscellaneous Receipts and Charges (Net) .. Cr.	18,791	20,462	1,671	..
Harbours (Surplus) .. "	15,611	36,388	20,777	39,253
Surplus transferred to Combined Net Revenue Account .. "	362,772	415,048	52,276	..
Earnings per total train mile .. SAs.	16/39	15/78	..	-51
Earnings per Revenue Earning train mile .. "	20/38	19/32	..	1/06
Earnings per open mile .. £	1,380	1,463	83	..
Earnings per steamer mile .. SAs.	16/18	16/00	..	-18
*Expenditure per total train mile .. "	7/41	7/08	..	-33
*Expenditure per Revenue Earning train mile .. "	9/21	8/66	..	-55
*Expenditure per open mile .. £	624	656	32	..
*Expenditure per steamer mile .. SAs.	7/75	7/30	..	-45
*Expenditure per cent on Earnings .. %	45.63	45.20	..	-43

* Excluding Contributions to Renewals Fund.

14

CHAPTER III

RAILWAYS—COMMERCIAL SECTION

PASSENGER TRAFFIC

31. The number of passenger journeys in each class during 1936, as compared with the four previous years, is given in the following table:—

CLASS	1932	1933	1934	1935	1936
First	8,366	7,741	7,739	7,555	8,144
Second	31,426	27,996	27,002	27,768	30,139
Third	518,700	477,262	449,397	446,178	475,784
Season Tickets	16,684	11,772	9,680	5,918	7,220
TOTAL	575,176	524,771	493,818	487,419	521,287

(See Graph on page 15)

32. The receipts from passenger traffic under each class of travel for the same period, together with the average receipts per passenger in each class, are detailed in the following table:—

CLASS	1932		1933		1934		1935		1936	
	Total Receipts	Per Passgr.	Total Receipts	Per Passgr.	Total Receipts	Per Passgr.	Total Receipts	Per Passgr.	Total Receipts	Per Passgr.
	£	£	£	£	£	£	£	£	£	£
First ..	30,910	3-69	28,978	3-74	28,833	3-73	26,841	3-55	27,903	3-43
Second ..	56,599	1-80	54,797	1-96	55,295	2-01	53,914	1-94	59,380	1-97
Third ..	81,650	0-16	75,275	0-16	78,413	0-17	77,534	0-17	82,524	0-17
Season Tickets	664	0-04	702	0-06	778	0-08	673	0-11	420	0-06
TOTAL	169,823	0-30	159,752	0-30	162,319	0-33	158,962	0-33	170,227	0-33

The total receipts for 1936 are the highest since 1931.

(See Graph on page 15)

33. The following are details of the tickets issued during the year under the standard excursion facilities granted by the Administration as compared with similar issues during the preceding three years:—

FACILITY	1933	1934	1935	1936
	No.	No.	No.	No.
Seasonal Excursions to Coast ..	607½	544½	642	1,274½
Excursions from Uganda to Kenya Highlands	54½	41	21½	43
Coast to Nairobi and Kenya Highlands	189	133½	104	170
Steamer Call Excursions	101	116	162½	193½
Special Short Period	86	183	61½	5
TOTAL	1,032	1,013	991½	1,686

The increase in the number of standard excursion tickets issued during 1936 is very gratifying.

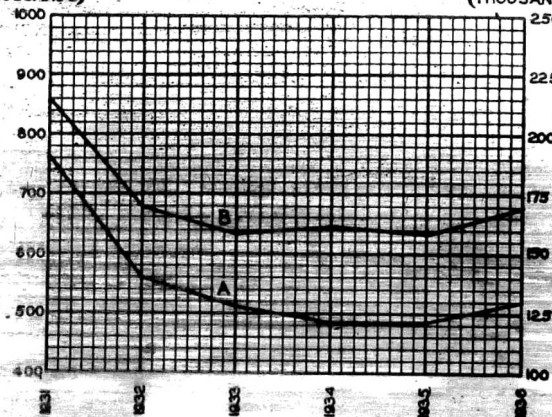
34. The issue of Special Short Period Excursions introduced towards the end of 1933 was discontinued at the end of June owing to lack of support.

35. Facilities in the form of special first and second class composite inclusive tickets were continued during the year for the convenience of passengers travelling to and from the Sudan.

NUMBER OF PASSENGER JOURNEYS AND PASSENGER EARNINGS

SCALE FOR GRAPH A
(THOUSANDS)

SCALE FOR GRAPH B
(THOUSANDS OF £)



(A) Number of Passenger Journeys

(B) Total Revenue from all Classes of Passengers

36. On 1st February, 1936, an arrangement was introduced whereby through bookings of passengers, parcels and goods between Wilson Airways Limited and the Administration, and vice versa, could be effected. So far, only passenger traffic has been handled under this arrangement.

The basis of charging passengers is the sum of the two fares of each carrier less a discount of 5 per cent. In each case the carrier whose transport provides the first portion of the journey issues the combined ticket.

During 1936 the number of passengers booked under this facility was 38.

PARCELS, LUGGAGE, LIVE STOCK AND GOODS TRAFFIC

37. The following statement shows the receipts from parcels (including mails), luggage, live stock, and goods traffic for 1936 compared with the four previous years:—

Year	Parcels £	Luggage £	LIVE STOCK		Goods	
			No.	£	Tonnages	£
1932	23,993	12,643	44,746	16,892	723,453	1,564,182
1933	23,213	12,370	50,811	19,974	766,363	1,821,270
1934	26,634	12,025	46,677	17,738	728,706	1,958,672
1935	23,637	10,778	49,071	20,857	849,795	2,120,315
1936	26,975	19,769	54,530	28,066	960,507	2,244,245

Tonnage

38. The total tonnage moved during the year was 1,523,407 tons, an increase of 127,718 tons, or 9 per cent, when compared with 1935. The following statement provides a comparison with the four preceding years:—

	Public	Departmental	Total
	Tons	Tons	Tons
1932	723,453	394,387	1,117,840
1933	766,363	377,363	1,143,726
1934	728,706	479,201	1,207,907
1935	849,795	645,894	1,395,689
1936	960,507	562,900	1,523,407

39. The tonnage and revenue under the various class, exceptional and export rates for the year under review compared with 1935 is as follows:—

Class	Tonnage		Revenue		Average Receipts per Ton		Equivalent Distance Hauled (from Tariff Book)*		Equivalent Receipts per Ton per Mile*	
	1935	1936	1935	1936	1935	1936	1935	1936	1935	1936
	Tons	Tons	£	Sh. cts.	Sh. cts.	Miles	Miles	Sh. cts.	Sh. cts.	
1(a)	10,843	10,477	296,103	361,946	549 85	516	445	1 13	1 07	
2	3,619	3,538	69,367	68,577	383 46	453	445	84	85	
3(b)	5,884	8,414	76,544	111,141	259 50	440	450	59	59	
4	33,045	24,157	305,284	229,322	184 77	415	430	45	44	
5(c)	2,781	12,483	16,607	91,132	119 72	320	395	37	36	
6	16,013	16,153	75,223	73,844	93 44	340	330	27	28	
7	42,074	36,827	1,4066	96,383	54 21	230	256	20	20	
8	62,369	65,336	194,318	212,854	47 31	168	181	17	17	
9	90,936	71,438	106,761	91,097	23 72	92	93	14	14	
10	126,258	151,753	62,037	96,623	9 63	Not available	Not available	11	10	
Exceptional	98,068	102,471	205,898	199,591	41 69	Not available	Not available	Not available	Not available	
Export (d) ..	338,695	437,010	569,793	682,051	34 63	Not available	Not available	Not available	Not available	
Total:	849,795	960,507	2,114,347	2,224,943						

NOTE.—Separate figures of receipts per Ton Mile under Exceptional and Export rates are not available. It may be stated, however, that large tonnages move at about 6 cents per Ton Mile as regards Exceptional rates and as low as 2 1/2 cents per ton mile in respect of Export rates. During December, 1936, due to the temporary rebate, Export Maize was carried at a rate as low as 1 3/5 cents per Ton Mile.

*The distances shown in this column are the tariff book mileages equivalent to the average receipts per ton given in the preceding column. Owing to the effect of the taper, incorporated in the rates, the actual average distances may differ appreciably from the figures shown and consequently the equivalent receipts per ton mile shown in the next column would also vary.

Owing to all space on the Hollerith cards being fully allocated, it is not yet possible to obtain directly the actual average distances.

NOTES.—(a) Includes traffic at class 1, less 10 per cent.

(b) Blankets transferred from class 1 to class 3 December, 1935.

(c) Petrol transferred from class 4 to class 5 August 1st, 1936.

(d) Excludes maize rebate of 5s 6 per ton allowed during January-November, 1935.

Traffic at
Principal
Stations

40. Traffic (inwards and outwards) at the principal stations during the last five years is shown in the following table. Tonnages shown against Kilindini for the year 1932 comprised the traffic handled at both Kilindini Station and Kilindini Harbour. Consequent upon the closing of Kilindini Station on the 1st January, 1933, and the opening of the Central Station on Mombasa Island, the tonnages shown against Kilindini for the years 1933 to 1936 are those handled at Kilindini Harbour only. The tonnage shown as handled at Mombasa for the same four years includes traffic that in previous years was dealt with at Kilindini Station.

STATION	1932	1933	1934	1935	1936
	Tons	Tons	Tons	Tons	Tons
Mombasa	37,119	109,988	108,375	122,593	128,913
Kilindini	300,859	357,828	297,429	386,330	493,684
Nairobi	211,106	202,458	180,575	198,521	198,520
Nakuru	34,190	31,351	31,561	32,053	36,942
Kisumu	29,405	36,896	42,108	50,271	44,010
Eldoret	29,948	17,967	24,157	27,373	24,538
Thika	24,924	27,812	42,233	52,698	44,809
Kampala	58,525	61,303	52,791	68,036	70,961
Jinja	14,906	17,333	19,557	17,832	22,548

Commodities
Railed to the
Coast

41. In the following table the tonnages of the principal commodities railed to the Coast during 1936 are compared with those railed during the four preceding years:

COMMODITY	1932	1933	1934	1935	1936
	Tons	Tons	Tons	Tons	Tons
Beans	564	248	542	1,355	1,583
Coffee	28,728	29,745	32,812	44,734	41,254
Cotton	38,179	54,823	54,183	49,638	64,524
Fibre, Sisal	13,020	18,927	21,866	29,611	33,536
Hides of Cattle	3,660	5,283	5,817	4,182	3,259
Maize	34,610	49,598	26,108	63,665	85,949
Oil Seeds (Cotton)	55,482	84,768	40,422	55,670	92,591
... (Groundnuts)	3,734	1,492	266	1,880	4,785
... (Sisasin)	9,987	5,106	3,265	3,191	4,114
Potatoes	4,101	2,533	2,336	5,545	5,759
Rice	519	76	80	180	441
Rubber	—	17	139	393	618
Skins (Goat and Sheep)	219	414	401	524	673
Soda Ash	42,610	35,778	30,657	41,919	40,694
Sugar	3,029	10,351	18,108	15,923	14,814
Timber	1,446	1,188	1,652	934	865
Wattle Bark	13,478	10,578	12,690	12,167	11,236
Wheat	11	—	—	—	2,291
Wool	672	489	440	532	536
TOTAL	256,547	311,384	251,984	331,943	409,292

It is interesting to note that the 1936 tonnages for beans, cotton, and sisal fibre are the highest ever recorded, the previous highest tonnages in these commodities being 1,453 tons in 1927 for beans, 54,823 tons for cotton in 1933, and 29,611 tons for sisal fibre in 1935.

The maize and wheat tonnages are the highest since 1931 (94,315 tons and 3,134 tons respectively). The previous highest tonnage for groundnuts was in 1927 (4,738 tons).

42. A table is now given indicating the traffic in certain local products as compared with the tonnage of the corresponding imported commodity:—

Local and
Imported
Traffic

COMMODITY	1932		1933		1934		1935		1936	
	Local	Imported	Local	Imported	Local	Imported	Local	Imported	Local	Imported
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Flour (Wheat)	6,346	924	6,385	763	6,990	829	7,472	603	7,864	831
Rice	2,441	1,130	2,368	1,094	2,127	1,150	2,224	1,334	2,372	1,354
Sugar	14,653	31	21,695	37	28,762	39	32,215	37	26,890	37
Soap	2,553	486	2,842	450	2,555	527	2,006	502	1,696	567
Alc and Beer	526	479	710	429	759	454	896	596	844	693
*Timber	16,619	312	15,664	353	18,626	335	10,369	410	20,823	585
Tobacco (including Cigars and Cigarettes)	847	707	1,028	623	1,164	835	1,023	528	1,015	616

*Excludes Firwood.

43. The following statement shows the traffic in motor cars and allied commodities for the year 1936 and the three preceding years:—

Motor Cars
and Allied
Traffic

TRAFFIC	1933		1934		1935		1936	
	Tons	£	Tons	£	Tons	£	Tons	£
Cars, Class 3	558	6,883	872	10,459	1,127	13,072	1,211	14,063
Cars, Scale A	133	1,114	237	1,999	81	722	130	1,121
Cars, concession:	(Class 5 changed when cheaper than Scale A as from 30-34)							
Single Journeys	199	799	164	726	126	499	143	433
Return Journeys	39	288	27	324	58	254	61	277
Cents 20 per mile	—	—	—	—	87(a)	518(a)	194	1,658
Lorries, Class 4	952	10,378	1,317	14,569	925	9,284	1,368	11,758
Lorries, Scale B	133	575	296	2,354	623	5,273	682	5,864
	(Class 4 changed when cheaper than Scale B as from 21-35)							
Motor Spares, Class 3	474	5,598	587	7,408	710	8,787	683	8,330
Petrol, Class 4 (b)								
Packed	12,284	91,388	10,033	65,366	10,503	69,668	8,219	41,333
Tanks	10,812	108,488	14,022	151,298	15,634	169,249	17,333	184,469

(a) Six months—rate introduced 1st July, 1935.

Cars, Concession, include Government Traffic.

(b) Petrol reduced to Class 5 from 1st August, 1936.

The reduced rates are applicable only in cases where a valid passenger ticket is held for the journey between the two points the car is railed and are subject to conveyance being given in open trucks solely at Owner's Risk.

The special return concession rate of Cents 20 per mile for motor cars is not in force during the period January to June, and the increase compared with 1935 is evidence of the popularity of the facility.

Rates
Reductions

44. Rates reductions and temporary reductions from previous years affecting the following commodities were introduced or continued during the year 1936:—

(1) Local Movement.

Timber (10-ton lots) between all points.
Timber (10-ton lots) to Mombasa Island.
Shooks, three-ply for packing rubber.
Sisal suckers, bulbs, poles, etc.
Wattle bark, for distances 201 miles and over.
Cotton seed in 10-ton lots.
Mining candles (5-ton lots).
Asbestos, crude (5-ton lots).
Wattle bark.
Tin packing.
Petrol.
Quicklime.
Wire, copper and brass.
Tobacco.
Tobacco leaf: Hoima Feeder Service.
Kapok.
Vegetables, canned.
Cotton, ginned and unginned.
Dyes and dye extracts.
Locks and keys.
Corpses.
Paper bags, wrapping and packing paper.
Marble, imported.
Fodder and forage to Mombasa Island.
Coco-nuts.
Gypsum.
Chloride of lime.
Electric signs.
Twine.

(2) Export.

Coffee.
Coffee from Lake Albert.
Coffee milling-in-transit terminal charges.
Sisal.
Sisal waste.
Maize.
Sunflower seeds.
Canned peas and beans.
Export native cattle.
Concentrates.

The reductions in respect of the coffee (milling-in-transit) rates and the petrol rates (reduced from Class 4 to Class 5 as from August 1st) resulted in an estimated loss of gross revenue of £900 and £47,500 per annum, respectively.

The rebate of Sh. 5 per ton on maize and maize flour introduced in December, 1935, was in force from January up to November 30th, 1936. The aggregate rebate for the period was £18,835 or, including December 1935, £20,220.

The reductions in rates in favour of primary produce, granted in December, 1935, were continued throughout 1936, and it is estimated that, together with the additional reductions set out in this paragraph, they were worth approximately £199,000 to the public.

Throughout the year particular attention was paid to the possibility of reducing rates in the higher classes and also passenger fares. After full consideration it was finally decided to introduce the revised rates and fares shown below as from January 1st, 1937:—

Alteration	Reduction in Revenue per annum
	£
Passenger Fares	
First Class An approximate all-round reduction of 15 per cent	4,000
Second Class An approximate all-round reduction of 15 per cent	8,000
Third Class An approximate reduction of 30 per cent at average distance	22,000
All Classes Limit of children's half fare extended from twelve years of age to sixteen years of age	
Goods Traffic	
Terminal charges at Masindi abolished	3,000
Rate on Sugar s.o.h.p. reduced from Class 6 to Class 7	100
Rate on Sugar in 1 ton lots, Class 7 reduced to Class 6 subject to increase of quantity from 1 ton to 10 tons	10,000
Rate on Corrugated and Galvanized Iron s.o.h.p. reduced from Class 6 to Class 5	1,100
Rate on Corrugated and Galvanized Iron in 10-ton lots reduced from Class 6 to Class 10	5,000
Rate on Luxury Goods reduced from Class 1 to Class 2	
Rate on certain Class 1 Goods, including cotton cloth, reduced to Class 1 less 10 per cent	74,400
Balance of Class 1 Goods reduced to Class 2 less 10 per cent	
All Class 2 Goods reduced to Class 3 rates	16,600
Manures, rate reduced from Class 10 up to 450 miles and 3 cents per ton per mile thereafter (minimum rate Sh. 25 per ton) to cents 3 Sh. 2/24 per ton	2,000
Rate on Lime and Limestone for industrial purposes reduced from Class 10 to 3 cents per ton per mile subject to a minimum rate of Sh. 2/24 per ton	2,300
Miscellaneous minor reductions	6,500
Total Reductions	£155,000

45. The following table shows the through booked traffic which passed via Mwanza and via Moshi during the period under review compared with 1935:—

Through Bookings with Tanganyika Railways

Class of Traffic	Unit	Route	1935			1936		
			From T.R. to K.U.R.	From K.U.R. to T.R.	Total	From T.R. to K.U.R.	From K.U.R. to T.R.	Total
Passengers	No.	Mwanza	351	246	597	259	460	719
		Moshi	268	322	590	111	172	283
Luggage	lbs.	Mwanza	27,398	25,542	52,940	22,771	21,839	44,610
		Moshi	14,496	7,424	21,920	23,747	8,863	32,610
Parcels	No.	Mwanza	186	176	362	58	272	330
		Moshi	169	725	894	279	746	1,025
Goods	Tons	Mwanza	1,147	622	1,769	643	865	1,508
		Moshi	2,815	2,461	5,276	2,113	2,080	4,193

The total weight of luggage and the number of parcels carried by the two routes during 1936 show *increases* of 3 per cent and 8 per cent respectively when compared with 1935. The number of passengers and the total tonnage of goods carried during 1935, however, *decreased* by 16 per cent and 19 per cent respectively.

The year 1935, when compared with 1934, showed *increases* of 21 per cent and 37 per cent for luggage and goods respectively, while the number of passengers and of parcels carried showed *decreases* of 0.75 per cent and 0.24 per cent.

46. The total number of bales of cotton and bags of cotton seed booked for export from Uganda during 1936 and the seven preceding years is reflected in the following table:—

YEAR	COTTON		COTTON SEED	
	Bales	Tons	Bags	Tons
1929	198,141	35,025	1,028,087	68,539
1930	125,978	22,496	530,332	35,356
1931	191,305	34,162	715,530	47,702
1932	200,084	35,729	822,428	54,829
1933	291,648	52,080	1,220,346	81,356
1934	379,866	49,976	537,552	35,837
1935	247,965	44,330	744,904	49,690
1936	320,339	57,293	1,219,811	80,721

Cotton and Cotton Seed Traffic

47. Details of the claims compensation paid during 1936 and the six preceding years are given in the table set out below:—

YEAR	No. of Claims Received	NUMBER OF CLAIMS PAID			AMOUNT OF COMPENSATION PAID		
		Railway Risk	Owner's Risk	Total	Railway Risk	Owner's Risk	Total
1930	Not available	112	91	208	£ 364	£ 347	£ 711
1931		40	55	95	436	407	843
1932	148	29	43	72	43	169	212
1933		38	33	71	143	111	254
1934	141	25	39	65	71	136	
1935	148	26	41	67	56	265	
1936	160	43	23	71	154	54	208

Receipts and Expenditure

CATERING AND BEDDING

48. The receipts and expenditure in respect of catering and bedding services on the Railways and catering on the Lake Steamers during the year under review and during the four preceding years are given in the following table:

	1932	1933	1934	1935	1936
	£	£	£	£	£
RAILWAYS					
Receipts	16,761	15,253	15,257	15,131	16,535
Expenditure	18,025	13,197	14,248	13,736	14,795
Surplus or Deficit	1,264	2,056	1,009	1,395	1,740
	(Deficit)	(Surplus)	(Surplus)	(Surplus)	(Surplus)
LAKE STEAMERS—					
Receipts	4,470	4,545	4,069	4,333	4,519
Expenditure	4,926	4,390	4,428	4,282	4,855
Surplus or Deficit	386	155	339	51	334
	(Deficit)	(Surplus)	(Deficit)	(Surplus)	(Deficit)
RAILWAYS AND LAKE STEAMERS COMBINED—					
Receipts	21,231	19,798	19,346	19,464	21,114
Expenditure	22,861	17,587	18,676	18,018	19,641
Surplus or Deficit	1,630	2,211	670	1,446	1,473
	(Deficit)	(Surplus)	(Surplus)	(Surplus)	(Surplus)

The figures of receipts and expenditure for the Railway Section of the Administration's catering activities show that the measures taken in 1932 for the elimination of loss in that facility continue to bear fruit; while receipts increased by 10 per cent when compared with 1935, expenditure increased by 8 per cent, and the profit of £1,809 can be considered as satisfactory.

49. The following table gives details of bedding valises issued to passengers, pieces passed through the laundry, and mineral water and ice factory issues during 1936 compared with the four preceding years:—

YEAR	Bedding Valises Issued	Laundry	Mineral Water Factory Issues	Ice Factory Issues
	Number	Pieces	Dozens	lb.
1932	13,219	173,084	11,023	268,721
1933	13,788	153,540	9,674	206,748
1934	13,200	285,373	9,502	216,228
1935	14,687	244,570	9,668	210,683
1936	16,352	257,709	9,165	221,785

Auxiliary Services

CHAPTER IV

RAILWAYS—OPERATING SECTION

50. The figures of train and engine mileage for the year 1936 and the five previous years are set out in the following comparative table:—

Train and Engine Mileage

	1931	1932	1933	1934	1935	1936
I. TRAIN MILES—						
Passenger	449,967	411,521	407,584	412,598	408,693	405,234
Goods	1,995,799	1,594,984	1,789,708	1,519,227	1,787,708	2,061,479
Total	2,445,766	2,006,505	2,197,292	1,931,825	2,196,401	2,466,713
II. DEPARTMENTAL TRAIN MILES						
Loco. Fuel	208,418	133,384	142,007	114,204	102,764	125,667
Engineering	399,228	274,456	221,333	360,145	402,138	337,916
Miscellaneous	37,827	89,892	27,107	29,002	26,518	27,706
Total	645,473	447,732	390,447	503,351	531,420	551,289
Total Train Miles ..	3,090,939	2,454,237	2,587,739	2,435,176	2,727,821	3,008,001
III. ENGINE MILES—						
Assisting	58,276	31,420	35,068	77,263	80,506	131,663
Light	131,089	103,976	65,732	57,671	78,332	87,246
Shunting	479,938	402,423	404,899	463,471	468,271	527,796
Total	669,303	537,819	505,719	598,405	627,109	746,645
Total Engine Miles (i.e. Train Miles plus other Engine Miles)	3,760,242	2,992,056	3,093,458	3,033,581	3,356,930	3,754,646

EFFICIENCY FIGURES

51. Following the practice introduced in 1929, an Index of Efficiency has been compiled, as shown in the table below, the year 1926 being taken as the datum year, as in that year the train control system was inaugurated.

Efficiency Index

	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936
1. Average Load per 12-ton Wagon Unit—											
Index Figure	7.4	8.80	8.45	8.41	8.61	7.99	8.05	8.43	8.01	8.11	8.25
2. Average Net Train Load—											
Index Figure	100	116.08	114.19	113.45	116.36	107.97	108.78	115.92	108.24	109.59	112.94
3. Wagon Miles per Engine Hour											
Index Figure	100	134	150	160	167	183	169	181	198	201	210
4. Train Miles per Train Hour											
Index Figure	100	135.82	144.71	158.77	173.14	194.74	185.58	203.01	216.00	217.5	229.24
5. Freight—											
Index Figure	100	10.93	9.84	9.68	10.19	11.47	12.21	12.64	13.43	13.75	13.93
6. Coaching—											
Index Figure	100	141.72	139.18	136.21	144.13	163.23	172.70	178.78	189.96	194.48	193.64
7. Locomotive Stock, Percentage of Number Available to Stock—											
Index Figure	100	137.14	153.82	155.82	165.48	165.55	169.96	169.86	16.68	16.77	16.70
8. Coal Consumption—											
Index Figure	100	66.80	76.18	76.13	77.77	76.54	76.55	79.50	80.69	84.74	84.91
9. Freight Train Miles per lb. of Coal Consumed—											
Index Figure	100	99.79	108.91	108.83	111.18	113.71	109.41	113.78	115.35	121.1	121.59
10. Engine in Use—											
Index Figure	100	91.18	96.31	108.91	98.28	78.34	80.70	83.14	83.79	91.43	94.93
11. Coal Consumption—											
Index Figure	100	106.88	112.67	120.29	108.10	91.53	94.35	97.18	97.94	100.9	110.95
12. Freight Train Miles per lb. of Coal Consumed—											
Index Figure	100	91.62	90.13	80.26	74.54	80.26	88.11	82.84	81.58	81.83	80.92
13. Freight Train Miles per lb. of Coal Consumed—											
Index Figure	100	88.53	82.17	74.52	71.54	73.25	75.8	72.61	69.43	69.43	72.61
FINAL INDEX FIGURES	100	114.93	118.96	119.90	126.49	128.06	135.3	140.92	143.98	148.94	150.54

(See Graph on page 28)

Item 1.—Average Load per 12-ton Wagon Unit.

The continued improvement in the average wagon load is satisfactory.

Item 2.—Average Net Train Load.

The substantial improvement now recorded is a measure, not only of the increase in traffic density which is favourable to improvements in operation, but to the constant care which is given to this important aspect of train working.

Item 3.—Wagon Miles per Engine Hour.

The improvement, though slight, is satisfactory in the light of the record created by last year's figure, and its considerable advance on any figure previously recorded. Wagon working generally is dealt with in more detail in a later paragraph of this section.

Item 4.—Train Miles per Train Hour (Freight).

This figure shows a slight setback, due to the greater traffic activity at all roadside stations and halts. The endeavour to handle this traffic without increasing train miles slows up the movement of trains to a certain extent.

Item 5.—Train Miles per Train Hour (Coaching).

Also shows a slight decrease.

PASSENGER TRAIN OPERATION

Time
Keeping of
Passenger
and Mixed
Trains

52. The percentage number of Mail and Mixed Trains running to time during 1936 showed a slight decline over performances during 1935, and timekeeping of branch line trains was below both 1935 and 1934.

The following table compares the 1936 results with those of the two preceding years:—

	1934	1935	1936
Mail Trains	83.81	81.40	78.29
Mixed Trains	77.20	76.66	73.96
Branch Lines Trains	66.08	64.51	60.26

The figure for mail trains is not so satisfactory as the two previous years, but was affected by several factors causing small delays, including belated arrival of ocean steamers.

Time
Keeping of
Branch
Line Trains

It is difficult to maintain a very satisfactory degree of punctuality for mixed and branch line trains, as these must function as goods trains during the slack period.

FREIGHT TRAIN OPERATION

Movement
of Maize
Exports

53. During 1936 considerable strain was put upon the organization in transporting low-rated crops; but with the co-operation of the industries concerned the quota system during the peak period worked efficiently, while the total movement of export crops during March constituted a record for any one month in the history of the Railway.

The main export of maize was finished by May, although small forwardings continued for the remainder of the year. The heaviest month was February, in which 17,854 tons were received at the Coast. The total tonnage of maize railed to the Coast was 85,949, compared with 63,665 in 1935—an increase of 35 per cent.

92,591 tons of cotton seed were railed to the Coast during the year, as against 55,670 tons in 1935—an increase of 66 per cent. The heaviest month was June, in which 17,193 tons were railed.

Cotton commenced to move in January, and the traffic continued throughout the year. In all, 64,524 tons were railed, the heaviest month being February (14,417 tons). This total of 64,524 tons shows an increase of 30 per cent over 1935, when 49,538 tons were railed.

Coffee was again railed steadily throughout the year. The total tonnage was 41,854 tons, which was a decrease of 6 per cent on the 1935 figure of 44,734 tons.

33,536 tons of sisal moved steadily throughout the year. This represents an increase of 13 per cent on the 1935 tonnage of 29,611 tons.

The totals of the various crops railed, compared with 1935 and preceding years, will be found in the Commercial Section of this report, but it should be noted here that the total export traffic carried in 1936 was 437,010 tons, compared with 338,695 tons in 1935—an increase of 29 per cent. It is interesting to record that the export tonnages conveyed during the year under review are the highest on record, the figures from 1930 onwards being as follows:—

Year	Tons
1930	248,828
1931	285,076
1932	247,143
1933	306,880
1934	380,870
1935	338,695
1936	437,010

54. The tonnage moved during the year was 1,523,407 tons, as detailed on page 16.

The highest public tonnage moved was in March, when 102,342 tons were transported, and the lowest in November, when 63,226 tons were moved.

55. Railway ton miles, excluding steamships and road services, were 442,045,663, as compared with 365,309,826 in 1935, an increase of 21 per cent.

The total ton miles for the last three years are detailed in the following table:—

	1934	1935	1936
Railway	307,033,973	365,309,826	442,045,663
Steamer	14,988,645	18,099,146	21,301,179
Road Services	929,044	920,895	1,189,063
Total	322,952,662	384,329,867	464,535,905

(See Graph on page 29.)

56. The following table compares the engine miles run during 1936 with those of 1935, 1934 and 1933:—

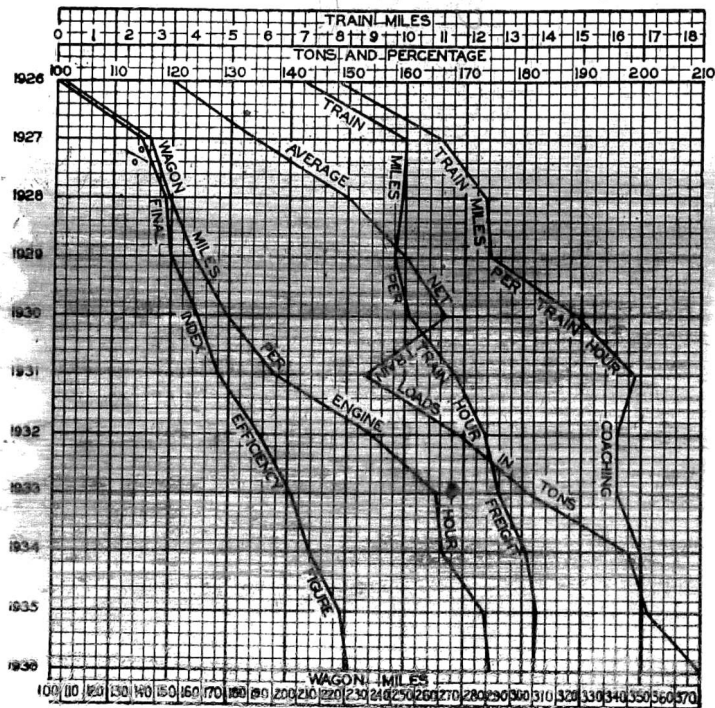
	1933	1934	1935	1936
Public	2,197,292	1,931,825	2,196,401	2,458,713
Departmental	390,447	608,361	533,420	551,298
Miscellaneous	605,719	598,406	627,109	746,645
Total	3,093,458	3,038,681	3,356,930	3,756,646

(See Graph on page 29)

57. There was a slight increase in the percentage of empty haulage over 1935, i.e. from 21.79 to 22.24, due mainly to heavy railings from the Coast towards the end of the year.

The average haul for public traffic rose from 379 miles to 412 miles, while that for departmental traffic rose from 91 miles to 97 miles.

RAILWAY OPERATING EFFICIENCY INDEX

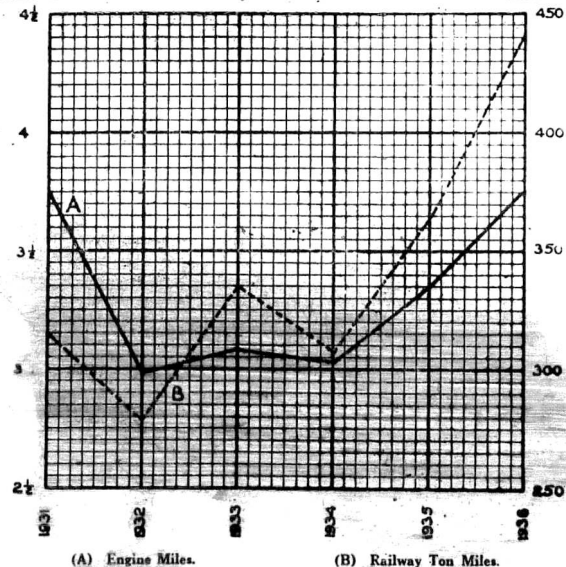


(See Table on page 21.)

ENGINE MILES AND RAILWAY TON MILES

SCALE FOR GRAPH A MILLIONS

SCALE FOR GRAPH B MILLIONS



The improvement in the time occupied per wagon journey noted in 1935 was maintained during the year under review. In 1933 it was 12.96 days, which fell in 1934 to 11.34 days; in 1935 there was a further fall to 10.30 days, and this was reduced to 9.64 days in 1936.

The ton mileage moved per wagon was again increased, the figures being 78,751 in 1933, 81,977 in 1934, 96,146 in 1935, and 109,311 in 1936.

The following table, containing comparative figures of freight movement, is of interest:—

	1929	1930	1931	1932	1933	1934	1935	1936
Average Miles per Wagon per Day	38.73	30.80	26.12	28.77	35.12	35.38	41.43	45.99
Net Ton Miles per Wagon Unit (12 tons) per Annum	107,036	80,509	60,618	63,911	78,761	81,977	96,146	109,311
Net Ton Miles per Engine Hour	1,125	1,239	1,238	1,430	1,616	1,694	1,806	1,860
Net Ton Miles per Train Hour	1,543	1,705	1,755	2,066	2,292	2,660	2,770	2,911
Percentage of Empty Haulage to Total	16.85	16.93	20.39	24.60	27.11	20.73	21.79	22.24

58. No serious accidents happened during the year. No passengers or persons on business on railway premises were killed or injured.

59. The training of staff in the Training School was continued during the same lines as in previous years, and which have been found to achieve fruitful results.

In the Transportation Section, one European apprentice, one Asian, forty-one African learners and sixteen African signallers were admitted to the School for training in telegraphy, train working, and guards' duties.

One European apprentice, one Asian, and thirty-one Africans were passed out of the School, and twelve Africans were receiving instruction at the end of the year.

Close co-operation with the Education Department was maintained, not only to ensure the best methods of training, but to attract natives of superior education and standards.

The modernization of Training School apparatus was effected during the year under review, and has been of considerable benefit.

CHAPTER V

RAILWAYS—ROAD MOTOR SERVICE

WORKING RESULTS

60. The following are the results of working the main Masindi Port-Butiaba Road Motor Service and the subsidiary Masindi Town-Hoima Feeder Service for the last five years:—

	1932	1933	1934	1935	1936
Total Revenue (All Traffic)	£11,351	£12,000	£13,000	£11,000	£10,055
†Goods Traffic Revenue	£9,844	£10,713	£11,000	£10,001	£8,978
‡Direct Expenditure (excluding Contribution to Renewals Fund)	£10,191	£10,307	£10,509	£11,484	£12,432
†Contribution to Renewals Fund	£8,864	£8,776	£8,198	£8,198	£1,850
‡Total Direct Expenditure (including Contribution to Renewals Fund)	£17,055	£17,083	£18,707	£17,682	£14,282
†Tonnage Carried (Public) . . . Tons	8,410	13,194	14,138	12,807	15,306
Total Tonnage Carried	10,074	14,570	15,999	14,755	15,827
Passengers Carried No.	11,173	13,487	14,880	15,208	16,418
Mileage Run—					
(a) Loaded Miles	Not available	368,864	312,355	326,577	358,888
(b) Empty Miles	Not available	76,647	83,184	76,646	115,783
(c) Total Miles	327,591	335,501	395,540	403,223	515,871
†Ton Miles (Public) Ton Miles	549,247	676,813	802,180	793,057	1,037,323
Ton Miles (Departmental)	66,810	95,931	126,864	127,338	151,740
Total Ton Miles	616,057	771,844	929,044	920,395	1,189,063
†Revenue per Public Freight Ton Mile Cents	35.65	31.66	29.09	26.71	17.50
Revenue per Total Freight Ton Mile Cents	23.96	27.76	25.12	23.01	15.27
††Direct Working Costs per Public Freight Ton Mile Cents	40.63	40.38	33.32	35.67	25.25
††Direct Working Costs per Total Freight Ton Mile Cents	44.29	36.41	28.77	30.74	22.11
‡Direct Expenditure per Total Lorry Mile Cents	68.89	71.52	65.73	87.40	39.89
Average Tons per Loaded Lorry Mile Tons	104.12	101.84	84.48	87.06	55.39
Average Tons per Total Lorry Mile Tons	available	2.98	2.97	2.79	2.97
Average Tons per Total Lorry Mile Tons	1.88	2.30	2.35	2.27	2.31

*Includes Contribution to Renewals Fund. †Includes Railway Paying Traffic.
‡Excluding Maintenance of Buildings, Terminal Labour Costs and Headquarters Charges.

The increase of roughly 25 per cent in the total mileage run was due to (a) an increase of approximately 28 per cent in the total tonnage, and (b) the temporary use of a number of small capacity units in order to avoid delays, etc. This was somewhat compensated by the improvement secured in the average loads per loaded lorry mile.

The reduction in the goods traffic revenue, notwithstanding the increased tonnage, was due to a number of factors, but mainly to the fact that an increased tonnage of lower-rated traffic was handled, and also to the effect on earnings of certain reduced rates introduced at the end of 1935.

Tonnage
of Goods
Carried

61. The tonnage of goods carried on the Masindi Port-Butiaba Road Motor Service during 1936 is compared with 1935 as follows:—

DIRECTION	1935	1936	Increase	Decrease
Upward	Tons 8,376	Tons 11,348	Tons 2,972	Tons —
Downward	2,199	2,404	205	—
TOTAL	10,575	13,752	3,177	—

Feeder
Service

62. The feeder service between Masindi Town and Hoima, a distance of thirty-six miles, was operated throughout the year.

The results of working this feeder service during 1936, as compared with 1935, are reflected in the following table:—

	1935	1936
Total Revenue		
Direct Expenditure excluding Contribution to Renewals Fund and Insurance	£309	£346
Direct Expenditure including Contribution to Renewals Fund and Insurance	£130	£109
Tonnage Carried (Public)	1,188	1,171
Total Mileage Run	1,144	1,033
Total Ton-Miles (All Public)	5,021	7,023
	13,378	14,911

Collection
and Delivery
of
Traffic at
Masindi
Town

63. The collection and delivery service instituted at Masindi Town towards the end of 1933, was continued during 1936.

Details of the consignments handled under this scheme during 1936, as compared with 1935, are given in the following table:—

		Collected		Delivered	
		1935	1936	1935	1936
Consignments	No.	340	244	1,470	1,751
Packages	"	2,823	2,116	10,553	14,667
Tonnage	Tons	84	87	467	766

Fleet

64. At the 31st December, 1936, the Road Motor Service Fleet consisted of the vehicles shown in Statement No. 43, page 140.

During the year two new 10-ton units, each consisting of a 6-ton Albion lorry and a 4-ton trailer, were put into commission. These vehicles are driven by six-cylinder L.W. Type Gardner Compression Ignition engines, and by the end of the year had completed approximately 5,000 miles per unit, giving satisfactory service.

Contribution
to
Renewals
Fund

64A. The considerable decrease in the contribution to the Renewals Fund is due to the withdrawal of obsolete vehicles and an extension of life found to be justified as a result of the review of the Renewals Fund recently carried out.

CHAPTER VI

RAILWAYS—MARINE SERVICES

LAKE FLOTILLAS

LAKE VICTORIA

65. The services on this Lake were maintained by one ship and five tugs. One additional ship and tug were used for relief purposes to cover vessels withdrawn during the year for overhaul.

Craft in
Commission

66. The S.S. *Nyanza* was laid up throughout the year.

Craft Laid
Up

S.S. *Clement Hill* and S.S. *Winifred*, having been surveyed and found to be unseaworthy owing to old age, were sunk at Luambo Island as a breakwater to the causeway connecting the Island with the mainland.

The alterations to the S.S. *Usoga*, which, while reducing the vessel's cargo capacity slightly, provide additional and improved passenger accommodation, were completed in August, when the ship was recommissioned and the S.S. *Rusinga* was held as the relief vessel.

67. The Kagera River Service was maintained throughout the year.

Kagera
River
Service

68. All vessels in service and all machinery were maintained in efficient order throughout the year.

Workshops

69. Fourteen African apprentices and one Asian apprentice were being trained in the Kisumu workshops at the end of the year.

Workshops
Apprentices

70. The total tonnage of cargo handled on Lake Victoria is shown in the statement in paragraph 80.

Tonnage
of Cargo
Handled

LAKE KIOGA

71. Two ships were in commission on this Lake throughout the year. A third vessel was used for relief purposes to cover those withdrawn from service for overhaul.

Craft in
Commission

72. All ships and machinery were maintained in good repair.

Workshops
Machinery

73. No difficulty on account of sudd blockage was experienced.

Sudd

74. Adequate stocks of wood fuel were maintained at all fuelling stations.

Fuel
Supplies

75. The tonnage of cargo handled on Lake Kioga during the year is shown in the statement in paragraph 80.

Tonnage
of Cargo
Handled

LAKE ALBERT AND THE RIVER NILE.

76. Three ships and one launch were employed on Lake Albert and the River Nile.

Craft in
Commission

77. All vessels and machinery were maintained in good condition.

Workshops
Machinery

78. All passenger vessels on Lake Albert were under private charter at one time or another during the year.

Charters

79. The tonnage of cargo handled on Lake Albert during 1936 is included in the following paragraph.

Tonnage
of Cargo
Handled

LAKE TRAFFIC.

Lake
Tonnages

80. The following table shows the tonnages of public traffic handled on Lakes Victoria, Kioga, and Albert, and the River Nile during 1936 and the four preceding years:—

	1932	1933	1934	1935	1936
	Tons	Tons	Tons	Tons	Tons
LAKE VICTORIA					
Inward to Kisumu ..	27,672	35,145	34,247	41,326	47,785
Outward from Kisumu ..	9,537	9,457	11,988	20,797	27,783
Intermediate Ports ..	3,123	4,437	5,022	4,962	5,557
Total for Lake Victoria ..	40,332	49,039	51,257	67,085	81,125
LAKE KIOGA					
Inward to Namasagali ..	13,846	21,161	13,882	12,428	20,761
Outward from Namasagali ..	9,123	10,342	14,007	13,700	16,966
Intermediate Ports ..	1,307	1,078	1,310	784	599
Total for Lake Kioga ..	24,336	32,581	30,199	26,912	38,326
LAKE ALBERT AND RIVER NILE					
Inward to Butiaba ..	760	1,392	1,174	1,740	1,843
Outward from Butiaba ..	5,780	6,110	8,036	7,834	10,662
Intermediate Ports ..	433	1,087	1,401	2,486	2,470
Total for Lake Albert and River Nile ..	6,943	8,589	10,611	12,060	14,975
GRAND TOTAL FOR THESE LAKES ..	71,611	90,209	92,116	106,066	134,466

The total tonnages handled on Lake Victoria and Lake Kioga during 1936 are the highest recorded since 1930 for the former, when the figure was 110,149 tons, and since 1929 for the latter, when the figure was 39,712 tons.

The total tonnages handled on Lake Albert and the River Nile for the year under review are the highest recorded since these statistics were first introduced in 1928.

The total tonnage of lake traffic approached within measurable distance of the tonnage handled in the year before the slump, viz. 148,596 in the year 1930.

Mwanza
Traffic

81. The extent to which the traffic carried by the Administration from and to Mwanza has been affected by the opening of the Tanganyika Railways line from Mwanza to Tabora in 1928 is reflected in the following table:—

	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936
Tonnages ..	17,861	12,316	9,109	13,641	9,874	7,010	8,947	16,078	11,841	3,065

82. The following table is a comparison of traffic at other Lake Victoria ports:—

Other Lake
Victoria
Ports
Traffic

	1932	1933	1934	1935	1936
	Tons	Tons	Tons	Tons	Tons
(a) Kavirondo Gulf Ports ..	3,779	3,735	4,698	10,030	9,793
(b) Other Kenya Ports ..	1,024	2,004	2,191	3,151	7,039
(c) Sesse Island Ports ..	407	829	2,241	1,150	545
(d) Other Uganda Ports ..	15,942	20,315	17,662	21,218	30,922
(e) Tanganyika Ports ..	12,937	16,129	18,371	23,322	26,772
TOTAL ..	34,039	43,012	45,163	58,871	75,071

NOTE:—

- (a) Comprises Homa Bay, Homa Point, Kendu Bay and Asembo Bay;
 (b) Comprises Kadimu Bay, Karungu, Mohoru Bay, Port Southby, Rusinga Island and Sio;
 (c) Comprises Bubekke Island, Katimeru, Katosi, Kimmi, Kiwo Island, Kiungu, Koja, Kome Island North, Lukindu, Lutoboka, Lwazimululi, Sozi and Ndadzi Island.
 (d) Comprises Bugungu, Bukakata, Buluba, Busungwe Island, Entebbe, and Old Entebbe, Katebo, Kasirye, Kibanga, Kibari Island, Kibugogo, Kisenai Point, Kisubi, Kityerera, Luwafu, Luania, Mjajji, Mpungi and Sango Bay.
 (e) Comprises Bukoba, Musoma, Shirati, Itaro Bay, Kome Island South and Katururo, the Emin Pasha Gulf Ports of Nungwe and Nyanziremba, the Speke Gulf Ports of Kibarra, Mashuru Bay, Mwanyiri, Nassaro, Nassa and Nansio, and the Kagera River Ports of Kyaka, Nahavanga and Nyakanyasi.

The increase of traffic from the ports in question during the year under review, compared with the four preceding years, is very satisfactory. The ports contributing mainly to this increase were:—

	Increase over 1935
	Tons
Bukakata ..	5,084
Entebbe ..	1,586
Katebo ..	951
Kendu Bay ..	1,459
Mohoru Bay ..	2,155
Musoma ..	1,454
Mwanyiri ..	2,388
Nansio ..	1,741
Nungwe ..	2,163
Sio ..	1,333

The 1936 total of 75,071 tons is 25 per cent below the traffic handled at these ports in 1930 (99,869 tons), and is also 25 per cent below that handled in 1929 (100,403 tons), the latter being the highest figure recorded since these statistics were first produced for the year 1928 (71,036 tons).

83. The mileage run on the three Lakes during the past five years is shown in the following table:—

Steamer
Mileage

	1932	1933	1934	1935	1936
	Miles	Miles	Miles	Miles	Miles
Lake Victoria ..	89,140	98,841	88,850	110,342	119,047
Lake Kioga ..	27,959	28,130	28,457	27,530	28,609
Lake Albert and River Nile ..	32,400	29,894	29,192	29,630	31,927
TOTAL ..	149,508	156,871	146,499	167,502	179,583

LAKE MARINE WORKING RESULTS

Lake
Marine
Working
Results

84. The traffic, year by year, on the three Lakes (Victoria, Kfoga and Albert) on which the Administration maintains steamer services, is shown in the following table of earnings, working expenditure and tonnages carried:—

YEAR	Earnings	*Ordinary Working Expenditure	Tonnage Carried
	£	£	Tons
1926	268,593	117,688	193,849
1927	254,423	112,833	168,094
1928	214,878	106,064	152,002
1929	222,374	110,000	188,611
1930	216,118	101,785	148,590
1931	109,991	84,853	93,195
1932	98,512	64,250	71,611
1933	100,595	60,627	80,906
1934	110,057	60,245	92,116
1935	130,834	64,906	106,066
1936	143,877	65,513	134,468

*Exclusive of Contribution to Overheads, Renewals Fund, Cost of Shore Working, Maintenance of Piers and Buildings.

CHAPTER VII

RAILWAYS—PERMANENT WAY, WORKS AND BUILDINGS

85. For comparative purposes, Engineering Expenditure is subdivided under the following categories:—

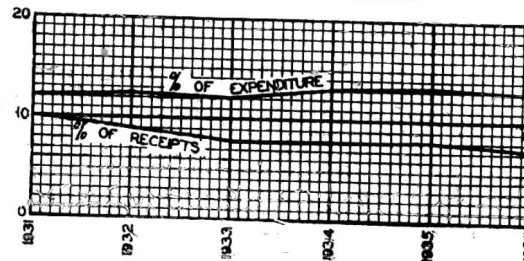
- (a) Staff, including all Engineers, Draughtsmen, Clerical and Accounting Staff.
- (b) Maintenance of Permanent Way, including Permanent Way Inspectors, Platelayers, Headmen, etc.
- (c) Maintenance of Works, including Buildings, Bridges, Telegraph lines, Water Supplies and Station Machinery, with their particular Inspectors and Overseers.
- (d) Services such as Bush Clearing, Supply of Water, Conservancy, etc., including Sanitary Inspectors and Overseers.
- (e) New Minor Works.

ENGINEERING MAINTENANCE EXPENDITURE.

The percentage ratio of Engineering Expenditure to the total Railway Expenditure and to Railway Revenue during the last six years is shown in the following table and graph:—

YEAR	Engineering Expenditure to Total Expenditure	Engineering Expenditure to Revenue Receipts
	Per cent	Per cent
1931 ..	11.87	10.03
1932 ..	12.06	9.19
1933 ..	12.24	7.77
1934 ..	12.12	7.84
1935 ..	13.27	7.92
1936 ..	12.70	7.51

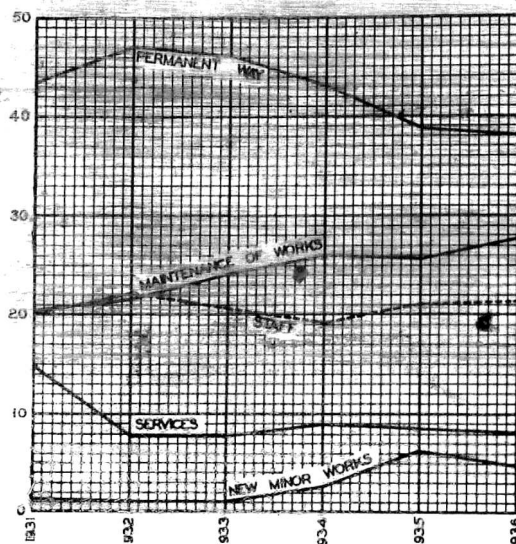
PERCENTAGE ENGINEERING EXPENDITURE BEARS TO TOTAL EXPENDITURE AND TOTAL RECEIPTS



The percentage distribution of total Engineering Expenditure used on each of the subdivisions of expenditure is shown in the table and graph following:—

	Staff (a)	Permanent Way (b)	Works etc. (c)	Services (d)	New Minor Works (e)
1931 ..	20.0	43.5	20.4	14.8	1.3
1932 ..	22.3	47.1	21.7	7.8	1.1
1933 ..	20.7	46.2	24.2	7.8	1.1
1934 ..	19.2	43.2	26.0	8.9	2.7
1935 ..	21.0	38.8	25.6	8.4	6.2
1936 ..	21.3	38.1	27.8	8.1	4.7

PERCENTAGE DISTRIBUTION OF ENGINEERING EXPENDITURE



From the foregoing graph it will be seen there is very little change in the distribution of expenditure; the slight increase in the amount spent on maintenance of works is accounted for by the expenditure incurred during the year in undertaking the balance of the deferred maintenance left over from the "depression" period.

86 The expenditure on New Minor Works decreased considerably during the year, as the table below shows. Expenditure during 1935 was well above normal, and that for 1936 may be considered normal.

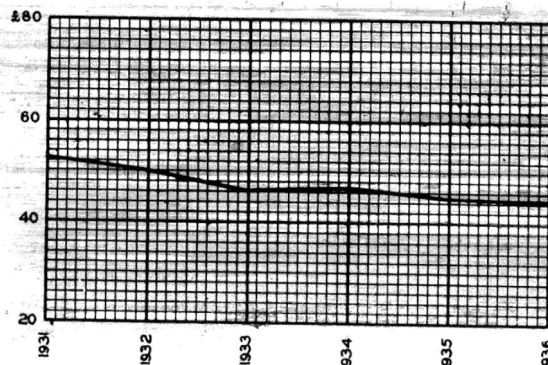
Year	Expenditure	Rate per Mile
1933 ..	£ 1,731	£ s. d. 1 1 3
1934 ..	4,068	2 17 4
1935 ..	11,618	5 2 0
1936 ..	8,777	5 8 5

EXPENDITURE ON THE MAINTENANCE OF PERMANENT WAY.

The following table and graph show the total expenditure on the maintenance of the permanent way in each year since 1931, and also the rate of expenditure per mile during these years:—

YEAR	Total Expendi- ture	Expenditure per route mile
1931 ..	£ 84,896	£ 52.5
1932 ..	79,485	48.9
1933 ..	74,965	46.1
1934 ..	75,452	46.4
1935 ..	73,039	45.0
1936 ..	72,018	44.4

COST OF MAINTENANCE OF PERMANENT WAY—PER MILE



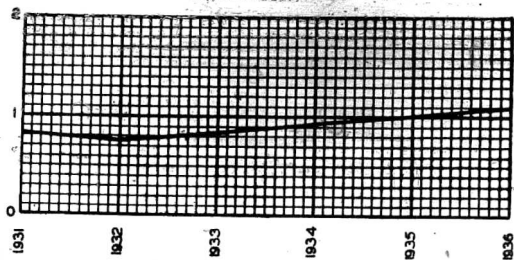
EXPENDITURE ON MAINTENANCE OF BUILDINGS, BRIDGES, PIERS, TELEGRAPHS, WATER SUPPLIES, ETC.

The expenditure on maintenance of buildings, bridges, piers, telegraphs, water supplies, etc., together with the percentage that these maintenance costs bear to the original capital costs of the works, is given in the subjoined table and graph:—

YEAR	Expenditure	Capital Value of Works Maintained	Percentage of Expenditure to Capital Value	Expenditure Per Mile
	£	£	Per cent	£
1931 ..	39,740	4,704,480	0.84	24.5
1932 ..	36,670	4,754,548	0.77	22.5
1933 ..	39,331	4,741,502	0.83	24.2
1934 ..	45,453	4,735,816	0.96	27.9
1935 ..	48,159	4,717,374	1.02	29.0
1936 ..	52,540	4,788,076	1.10	32.4

40

COST OF MAINTENANCE OF WORKS AS A PERCENTAGE OF THEIR CAPITAL COST

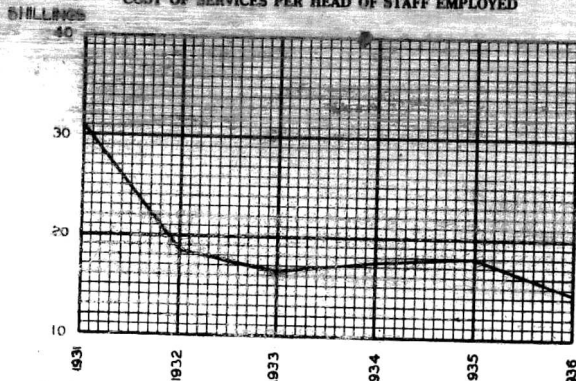


COST OF SERVICES.

The table and graph below give the actual amount expended and the comparative rate of expenditure per head of staff since 1931:—

YEAR	Expenditure	Expenditure per Head of Railway Staff	Expenditure Per Mile
1931	£ 28,847	Sh. ds. 31 00	£ 17.9
1932	13,241	18 50	8.1
1933	12,878	16 00	8.0
1934	15,513	17 50	8.7
1935	16,917	17 70	9.8
1936	15,433	14 68	9.5

COST OF SERVICES PER HEAD OF STAFF EMPLOYED



It will be noticed that the cost of Services was slightly below that for 1935.

TOTAL ENGINEERING COSTS PER MILE.

Year	£
1932	103.8
1933	99.9
1934	107.4
1935	118.5
1936	128.0

Permanent
Way
Mainten.
ance

27 The improvement in the condition of the track has been maintained. Considerable work has been done on string-lining and beaconing curves. Two Gowthorpe Track Recorders have been in use during the year, and have proved very satisfactory in ensuring efficient and economic maintenance.

The work on rail joint renewal has continued throughout the year.

The drainage of the track and station areas has been much improved during the year.

Grass-planting and other anti-soil erosion measures have received continual attention, also grass-planting on the shoulders of the embankments.

88. A further decrease in key thefts was reported. The total number of keys lost from the track was 759 as compared with 836 in 1935 and 1,100 in 1934.

89. Bridges and culverts were maintained in good order, and all arrears in the painting of steelwork have been completed.

90. With the exception of temporary type buildings, the replacement of which is to be undertaken, all buildings were kept in good repair.

91. No serious difficulty was experienced in maintaining an adequate supply of water during the year, but cause for serious anxiety existed towards the latter end of the year at Nairobi, which may become very serious in 1937 if drought conditions prevail and the new Town Water Supply is not available.

92. Roads were adequately maintained, and bush clearing was carried out to normal standards.

93. Over 10,000 trees were planted, and some progress has been made in hedging station areas. The drought both delayed and affected the latter work.

94. All conservancy services were efficiently maintained throughout the year.

95. Considerable progress was made on the renewal and reconditioning of Lake Ports. Mjanji, Port Bell and Entebbe were completed. An extension to Port Bell will be carried out in 1937.

Work also was well advanced on Luambu Wharf, which is to replace Bukakata. Schemes for renewing Jinja and Kisumu wharves and enlarging Katebo were under consideration. In the majority of the new and rebuilt ports, steel sheet piling has been employed. This piling is of rust-resisting steel, and, with the fresh water of the Lake, should have a long life and reduce future maintenance costs.

96. The Estates Section operated efficiently throughout the year.

97. The factory carried out a greatly increased programme during the year. In the earlier months of the year the monthly output was £1,000 worth of products, but in the latter part of the year the output had increased to nearly £2,000 per month.

The high standard of quality was well maintained.

The total value of the products manufactured during the year was £16,500, against £7,200 in the previous year.

98. Capital, Betterment and Renewal Works to a value of £145,000 were completed during the year.

The total expenditure of the Department during the year was £352,585, against £351,640 in 1935.

99. With the exception of the Lake and Jinja sections, there has been no shortage of labour.

CHAPTER VIII

RAILWAYS—LOCOMOTIVE WORKSHOPS AND LOCOMOTIVE RUNNING

I.—WORKSHOPS

Workshops
Improvements
New Rolling
Stock

100. No new buildings were occupied during the year.
101. One oil fuel bogie tank wagon, built in England, and eight caboose coaches, built locally, were put into service during the year.

Repairs to
Locomotives

102. The record of repairs to locomotives is shown below:—

TABLE OF REPAIRS

Year	Output Repairs only	Output Repairs, New Erections and Out-turn Chargeable to Capital	Cost per Unit excluding New Erections and Out-turn Chargeable to Capital
	Units	Units	£
1929	81	80	880
1930	83	87	883
1931	84	108	811
1932	56	88	579
1933	63	87	487
1934	82	82	435
1935	76	76	419
1936	74	74	477

As anticipated in last year's Report, the 1935 unit cost for the repair of locomotives has not been maintained. The increase is accounted for by the fact that repairs, particularly to boilers, frames, steam pipes, etc., have shown an increase in magnitude and that, furthermore, with a view to following out the policy of concentrating repairs of any magnitude in the Workshops, rather than in the running sheds, all engine details have received more minute attention than has hitherto been the case. Output was again calculated to cope with traffic, and no engines were out of traffic awaiting repairs at the end of the year.

Progress
System

103. The Progress System, which was installed at the commencement of 1935, and which was briefly described in paragraph 105 of the 1934 Annual Report, again worked satisfactorily, as exemplified by the following figures:—

AVERAGE GROSS ENGINE DAYS IN WORKSHOPS

	1935		1936	
	General Repairs	Intermediate Repairs	General Repairs	Intermediate Repairs
	28.7	26.1	26.0	23.3

Mileage
between
General
Repairs

104. Engine mileage, between General repairs has increased in a gratifying manner from 95,111 in 1935 to an average of 102,631 in 1936. This increase was to be anticipated, consequent on the adoption of the intermediate repair scheme mentioned in paragraph 112 of the Annual Report for 1934 and paragraph 106 of that for 1935. The adoption of this scheme, which has for its object the concentration of locomotive repairs where optimum facilities exist to carry them out, has again justified itself.

105. Repairs to coaching stock are shown in the following table:—

Repairs to
Coaching
Stock

YEAR	Output Repairs only	Output Repairs, New Erections, and Out-turn Chargeable to Capital	Cost per Unit excluding New Erections and Out-turn Chargeable to Capital
	Units	Units	£
1928	92	126	212
1929	146	153	126
1930	146	155	99
1931	162	202	91
1932	105	105	119
1933	82	83	133
1934	109	114	122.7
1935	162	162	154.7
1936	155	169	176.7

The year under review represented the second year of the three-year programme mentioned in paragraph 107 of the 1935 Annual Report. The increase in the unit cost is due to the fact that the average time in traffic between heavy repairs for coaching stock repaired was greater during the year under review than was the case in the previous year. The upward tendency of material costs also played a part in increasing this figure.

106. The record of wagon repairs is shown below:—

Repairs to
Wagons

TABLE OF REPAIRS

YEAR	Output Repairs only	Output Repairs, New Erections and Out-turn Chargeable to Capital	Lifted	Cost per Unit Excluding New Erections and Out-turn Chargeable to Capital
	Units	Units	Units	£
1928	402	591	..	32.45
1929	851	1,089	..	20.45
1930	781	954	..	21.30
1931	1,033	1,477	576	18.40
1932	959	959	..	14.10
1933	736	786	..	14.15
1934	846	1,036	1,026	19.8
1935	1,604	1,604	..	19.1
1936	1,651	1,653	..	19.4

The 1936 figures represent the second year of a three-year programme for the complete repair of wagon stock. Considering the magnitude of the repairs handled, it is considered that this unit cost of £19.4 was gratifyingly low.

107. Entrance examinations for European workshop apprentices were held in February and December. The first examination for the National Certificate Course was held in December, and one apprentice out of three entrants passed. This examination was held in collaboration with the Education Department. New recruits numbered five; three apprentices completed their indentures. The total number of European apprentices at the end of the year was twenty-one. There were 105 African apprentices at the end of the year. Both the European and African schemes again gave satisfactory results.

Apprentices

108. Eight new "caboose" coaches were manufactured in the Nairobi Workshops during 1936. (See photographs at end of Report.) These coaches are of steel construction, electrically welded entirely. The coach itself, 9 feet wide and 35 feet over headstocks, rides on two bogies. The body consists of thin steel plate covering roof and sides, the lining, in so far as the framework is concerned, being made of local Mvuli timber and the panelling being carried out in a $\frac{3}{4}$ in. thick "press board". Insulation is achieved by spraying asbestos on to the interior of the steel sheets to a thickness of approximately $1\frac{1}{2}$ in. It is furthermore interesting to note that no pressings were used in the construction, which was carried out entirely in standard

New
Coaching
Stock

rolled steel sections. After the first few weeks, during which trouble was experienced due to riding, the coaches have been found to function very satisfactorily in service.

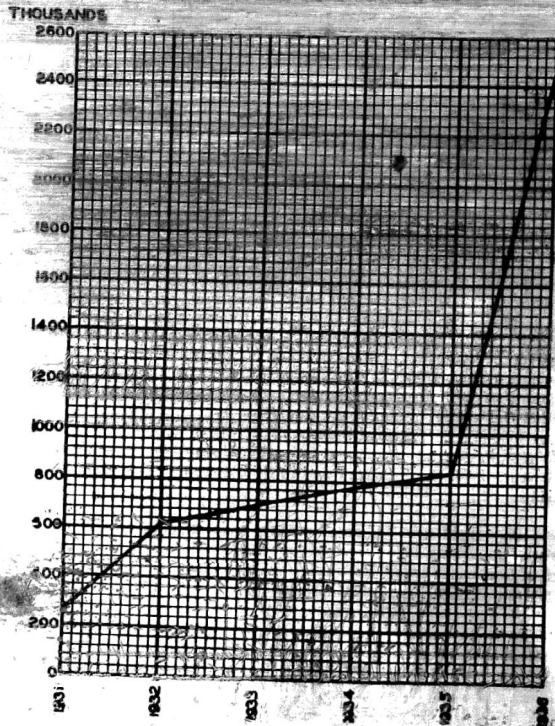
Hot Boxes 109. It will be seen from the figures of hot boxes for 1936 and also from the table and graph showing wagon axle miles run per wagon hot box, that a very considerable improvement has been made in this direction.

	1934	1935	1936
Number of hot boxes on goods stock	129	136	55
Number of hot boxes on coaching stock	6	8	3
Total	135	144	58

In previous reports hot boxes have been shown in terms of miles, i.e. wagon unit miles, per hot box. This table has been revised, and is now shown in terms of "wagon axle miles run per wagon hot box".

Year	Wagon Axle Miles run per wagon Hot Box
1931	228,122
1932	294,042
1933	384,342
1934	748,744
1935	833,962
1936	1,438,726

WAGON AXLE MILES RUN PER WAGON HOT BOX

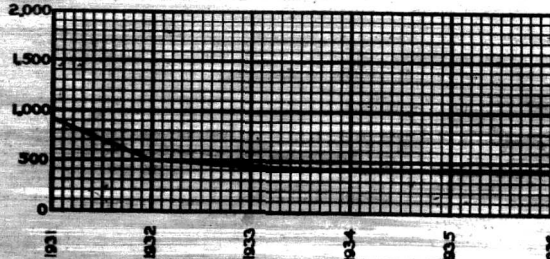


110. A slight reduction in the average monthly consumption of carriage and wagon lubricating oil is shown, which is satisfactory in view of the additional mileage run for each hot axle box and the increased wagon mileage as shown later.

Year	Gallons
1931	918
1932	506
1933	452
1934	441
1935	420
1936	418

CARRIAGE AND WAGON LUBRICATION - OIL CONSUMPTION

AVERAGE GALLONS PER MONTH

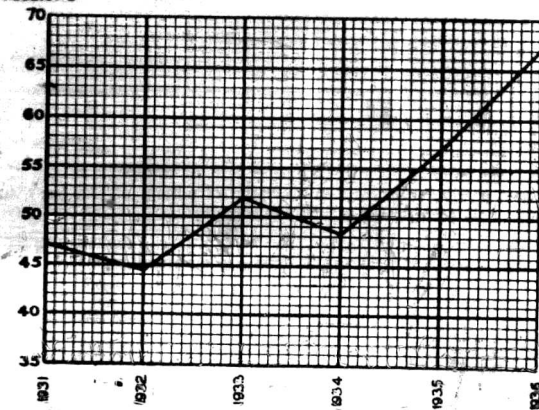


111. Wagon miles run are shown in the following table and graph:—

Year	Miles
1931	48,019,521
1932	44,400,160
1933	52,847,137
1934	48,283,944
1935	56,709,450
1936	67,664,891

WAGON MILEAGE

MILLIONS



II.—LOCOMOTIVE RUNNING SECTION

Caboose System of Engine Working

112. The caboose system of engine working was again maintained satisfactorily during the year.

113. Fuel and oil consumption was as follows:—

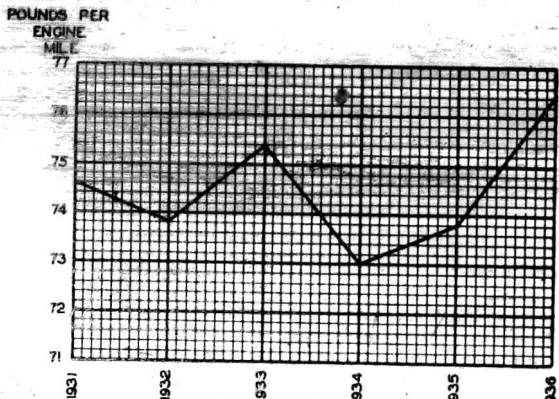
Fuel Consumption per Engine Mile and Oil Consumption per 100 Miles

CLASS	FUEL CONSUMPTION, LBS. PER ENGINE MILE				OIL CONSUMPTION, PINTS PER 100 MILES			
	1933	1934	1935	1936	1933	1934	1935	1936
Mikado								
2 8-2 tender	73.7	75.75	73.66	75.64	10.5	9.84	8.80	8.22
Garratt								
4 8-2-2-8-4	101.5	99.39	102.10	103.17	15.9	14.54	12.99	12.29
E. B. 3								
4-8-0 tender	64.7	59.6	60.61	61.67	6.57	5.99	5.39	5.26

The average fuel consumption for all classes of locomotives, expressed in terms of coal, was as follows:—

Year	Consumption: lb. per Engine Mile
1931	74.6
1932	73.8
1933	75.4
1934	73.07
1935	74.78
1936	76.43

These comparative figures are also reflected in the following graph:—
ENGINE FUEL CONSUMPTION



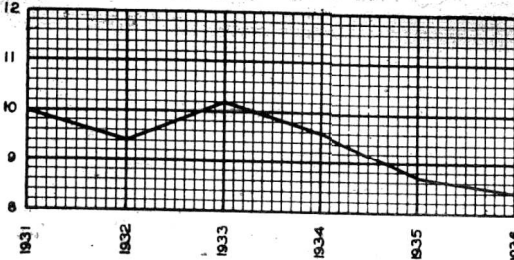
The increase in coal consumption is again due to a substantial increase in the average net train load. A further increase in Garratt mileage of 16.7 per cent, against an increase in all classes of mileage of 12.1 per cent, accounts for the increase in the total fuel consumption.

The average consumption of lubricating oils again showed a satisfactory decrease, which is reflected in the following table and graph:—

Year	Consumption: Pints per 100 Miles
1931	10.0
1932	9.4
1933	10.2
1934	9.8
1935	8.7
1936	8.4

ENGINE LUBRICATION—OIL CONSUMPTION

PINTS PER 100 MILES.



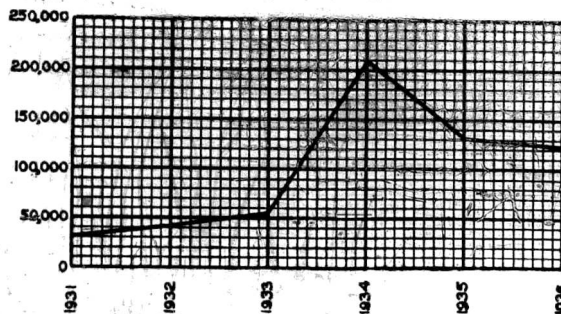
114. No difficulty was experienced during the year in maintaining supplies of coal and wood fuel.

115. The miles per engine failure for the principal classes of engines in service and the average miles per engine failure for all classes of locomotives are given below:—

CLASS	MILES PER FAILURE				
	1932	1933	1934	1935	1936
Mikado	59,940	40,432	256,889	63,124	153,272
Garratt	17,148	43,693	119,115	95,815	76,496
E.B.3	96,623	54,527	259,863	179,996	152,264
AVERAGE—ALL CLASSES	43,267	53,462	205,884	131,601	123,776

The average mileage per engine failure during the last five years is shown in the following graph:—

MILES PER ENGINE FAILURE



There was a satisfactory increase in the miles per engine failure for Mikado engines, and although there were decreases in the Garratt and E.B.3 classes of engines, it is gratifying to record that very few failures were attributable to slackness in staff work.

Engine Miles

116. The average engine miles per day for Garratt and E.B.3 class engines in service show an increase over the satisfactory figures which were recorded during 1935. These increases are due to a further increase in freight traffic. It is interesting to note that the percentage increases in the average miles per day per engine in service for 1936 compared with 1932 for the three main classes of engine were as shown below:—

Garratt	...	...	...	...	26.05 per cent
Mikado	...	...	...	...	3.96 per cent
E.B.3	...	...	...	...	4.40 per cent

The actual figures for the past five years are as follows:—

CLASS	AVERAGE MILES PER DAY PER ENGINE IN SERVICE				
	1932	1933	1934	1935	1936
Garratt	107.89	122.88	116.57	134.31	136.00
Mikado	193.35	188.31	182.45	201.09	201.01
E.B.3 (4-8-0 Tender)	78.01	71.37	73.07	80.36	81.44

Fuel Consumption and Costs

117. The total fuel consumption and costs are shown in the following table and graph:—

YEAR	COAL		WOOD		OIL FUEL		Total Cost	Per Engine Mile	Per 1,000 Net Ton Miles
	Quantity	Cost	Quantity	Cost	Quantity	Cost			
	Tons	£	Tons	£	Tons	£			
1931	60,842	80,545	106,814	74,312	810	1,900	168,987	82	8.74
1932	56,790	68,536	132,656	47,315	85	292	116,143	78	6.03
1933	62,568	71,633	130,709	46,436	673	1,706	119,776	77	5.85
1934	61,422	66,811	114,773	37,597	658	1,639	106,047	70	5.44
1935	71,156	77,920	125,021	40,658	543	1,630	120,208	72	6.36
1936	85,564	92,284	132,003	42,039	593	1,672	135,958	72	5.15

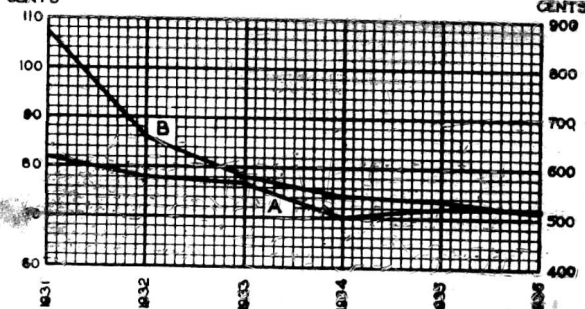
Wood fuel is converted to tons on a basis of 66.66 cubic feet—1 ton.

The fuel expenditure for 1936 represents 11.91 per cent of the total ordinary railway working expenditure and 5.38 per cent of the earnings.

FUEL CONSUMPTION COSTS

SCALE FOR GRAPH A CENTS

SCALE FOR GRAPH B CENTS



(A) Cents per Engine Mile
(B) Cents per 1000 Net Ton Miles

118. The cost of Locomotive Consumable Stores again showed a satisfactory reduction, as shown in the table below and also in the subjoined graph:—

Year	Cost per Engine Mile Cents
1931	6.4
1932	5.1
1933	3.92
1934	3.8
1935	3.35
1936	2.98

CENTS PER ENGINE MILE

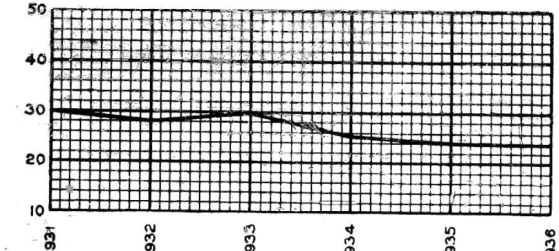


119. Running Shed costs again decreased slightly, as shown in the table below and the subjoined graph. The satisfactory results of the revised system of repairs to locomotives in the Workshops have therefore been maintained:—

Year	Maintenance Cost	
	Per Train Mile	Per Engine Mile
1931	30	25
1932	28	23
1933	26	21
1934	25	20
1935	24	19.4
1936	23.8	19.1

MAINTENANCE OF ENGINES—RUNNING SHED COSTS

CENTS PER TRAIN MILE



120. Satisfactory progress was made in the Locomotive Training School during the year, when five Europeans and ten Africans received advanced training, and eighty-four additional Africans received elementary training. Results were most gratifying, in consequence of the policy of engaging higher educated Africans, as is proved by the fact that 10 per cent of the first recruitment have already passed out as shunters.

Technical Training

CHAPTER IX

RAILWAYS—STORES

Turnover

121. The receipts and issues of the Stores Department for the year 1936 show an increase of £74,052 as compared with 1935. The transactions during the past three years were:—

	1934	1935	1936
	£	£	£
Receipts	208,042	302,073	335,902
Issues	253,207	322,964	363,187
	461,249	625,037	699,089

Stocks on Hand

122. The book value of stocks on hand, excluding coal and wood fuel, at the close of each of the past five years, is shown hereunder:—

	£
1932	380,467
1933	337,344
1934	300,179
1935	271,288
1936	244,003

The policy of reducing stocks as far as possible was continued during the year, a reduction in value to the extent of approximately 10 per cent in comparison with stock on hand at the end of 1935 being effected.

An analysis of the stocks on hand at the end of 1936 is contained in the following table:—

	£
General Stores	86,448
Timber	6,270
Locomotive, Carriage and Wagon Spares	53,662
*Permanent Way Material	68,854
Engineering and Motor Transport Suspense Stores	15,369
Catering and Rations	2,523
Forms and Stationery	6,003
Stores in Transit, etc.	5,074
	£244,003

*Includes Permanent Way Imprest Stocks on Line.

Local Purchases

123. The total value of Stores purchased locally during 1936 amounted to £99,429.

The following statement compares this figure with the amounts so spent during the previous four years:—

	£
1932	55,435
1933	51,992
1934	76,034
1935	99,989
1936	99,429

124. The tonnage of stores, excluding coal and oil fuel, received from overseas during the year amounted to 11,339 tons, compared with 8,421 tons in 1935.

Tonnage of Stores Received from Overseas

125. Sales of scrap material realized £4,770 during the year, as compared with £2,860 in 1935.

Scrap and Reclamation Yard

Issues of reclaimed material to departments totalled £477 as against £310 in 1935.

126. Catering supplies were purchased as before from local contractors and amounted to £6,067, compared with £5,249 in 1935.

Catering supplies

127. The total quantity of rations issued during the period under review amounted to 4,347 tons, compared with 4,066 tons in 1935.

Rations

The numbers of units of rations issued on Open Lines, compared with the previous four years, was as follows:—

	1932	1933	1934	1935	1936
Asians	317	80	75	53	24
Africans	127,897	106,883	128,013	130,511	136,483
Total	128,214	106,972	128,088	130,564	136,507

128. The total cost of the Stores Department was £21,873, as compared with £20,635 in 1935, or, based on the total turnover, 3.1 per cent in 1936 as compared with 3.3 per cent the previous year.

Cost

CHAPTER X

HARBOURS

Working Results

129. The working results of the Harbours Services for the last four years are detailed in the following table:—

	1933	1934	1935	1936
	£	£	£	£
*Earnings—Revenue Account	338,022	332,755	408,922	459,433
*Ordinary Working Expenditure—Revenue Account	131,091	132,156	155,646	179,387
Surplus of Receipts over Ordinary Working Expenditure	206,931	200,599	253,276	280,046
*Contribution to Renewals Fund	30,338	30,376	30,324	25,316
Balance (Net Earnings) Transferred to Net Revenue Account (Harbours)	170,593	170,223	222,952	254,730
Interest	176,848	180,249	180,418	180,714
Redemption Charges	26,809	26,008	26,005	25,024
Total Loan Charges	205,657	215,257	215,423	215,738
Miscellaneous Transactions on Net Revenue Account	Dr. 919	Cr. 3,439	Cr. 8,082	Dr. 2,994
Balance Carried to Combined Net Revenue Account (Railways and Harbours)	Loss 29,981	Loss 41,595	Surplus 15,611	Surplus 35,306
*Percentage of Ordinary Working Expenditure to Earnings	38.78	39.71	38.06	39.05

* See Graphs on page 60

Earnings

130. Earnings for the year under review were 12.35 per cent above 1935, 38.07 per cent above 1934, and 35.92 per cent above 1933.

Working Expenditure

131. Ordinary working expenditure increased by 15.25 per cent when compared with 1935, 35.74 per cent when compared with 1934, and by 36.84 per cent when compared with 1933.

Surplus of Receipts over Ordinary Working Expenditure

132. The surplus of receipts over ordinary working expenditure (exclusive of contributions to Renewals Fund) shows an increase of 10.57 per cent in comparison with 1935, an increase of 39.60 per cent in comparison with 1934, and an increase of 35.33 per cent in comparison with 1933.

Contribution to Renewals Funds

133. Contributions to the Renewals Fund reflect a decrease when compared with the previous three years. The reduction is due to a revision of the basis of contributions. The balance of Net Earnings transferred to Net Revenue Account showed increases of 14.25 per cent, 49.64 per cent, and 44.25 per cent when compared with 1935, 1934, and 1933 respectively.

Revenue Account

134. Loan charges show a very slight increase over the three previous years while the surplus balance carried to the Combined Net Revenue Account was £36,388.

Operating Ratio

135. The percentage of ordinary working expenditure (i.e. excluding Contributions to Renewals Fund) to earnings increased by 0.99 per cent when compared with 1935, a decrease of 0.66 per cent when compared with 1934, and an increase of 0.27 per cent in comparison with 1933.

Including Contributions to Renewals Fund, the ratio of total working expenditure compares with previous years as follows:—

Year	Percentage
1933	47.76
1934	48.84
1935	45.48
1936	44.56

Comparison with Estimate

136. A comparison of the actual results of working during 1936 with the Estimates for that year which were framed in 1935 shows that—

- (1) Earnings were £137,513, or 42.72 per cent above the estimate.
- (2) Ordinary working expenditure was £34,061, or 23.44 per cent above the estimate.
- (3) The surplus of receipts over ordinary working expenditure (exclusive of provision for Contributions to Renewals Fund) was £103,452, or 58.58 per cent above the estimate.
- (4) The balance of earnings transferred to the Net Revenue Account (Harbours) was £108,359, or 74.03 per cent above the estimate.
- (5) Loan charges were £453, or 0.21 per cent below the estimate.
- (6) The surplus carried to the Combined Net Revenue Account (Railways and Harbours) was £36,388, or 152.80 per cent above the estimate.

137. The Harbour earnings for the year, under the main heads, compared with the three previous years, were:—

Harbour Earnings

HEAD	1933	1934	1935	1936	1936 Increase over 1935	
	£	£	£	£	£	%
Imports excluding Coal and Oils in Bulk—						
Handling	36,572	37,475	50,521	57,383	6,862	13.58
Wharfage	46,599	52,592	61,994	69,919	7,925	12.78
Imports Wharfage on Coal in Bulk	4,038	2,597	4,006	4,508	98	2.13
Imports Wharfage on Oils in Bulk	8,335	11,086	14,907	15,395	488	3.27
Exports excluding re-exports of Oils in Bulk and Bunker Oil, Handling and Wharfage	137,257	122,692	148,327	180,183	31,856	21.48
Exports—Re-export of Oils in Bulk and Bunker oil	1,043	1,069	1,144	1,141	3	0.26
Marine earnings	55,981	55,191	67,196	75,040	7,844	11.67
Miscellaneous earnings	34,014	35,011	43,068	55,864	12,796	29.71
5% Surcharge	15,183	15,042	17,159	—	17,159	100.00
TOTAL	338,022	332,755	408,922	459,433	—	—

Revenue on imports showed an improvement on the figures for the three preceding years.

The increase in revenue from exports resulted mainly from heavier cotton, cotton seed, and maize shipments. Shipments of sisal and coffee also increased in bulk.

HARBOUR EXPENDITURE

Harbour Expenditure

138. The Harbour expenditure for the year, under the main heads, compared with 1935, was as follows:—

HEAD	1935	1936	1936 Increase over 1935	1936 Decrease on 1935
	£	£	£	£
Port Engineering Expenses ..	18,433	17,857	..	576
Marine Working	20,981	21,027	46	..
Maintenance of Mechanical Plant	8,046	8,374	323	..
Shore Working	17,995	22,211	4,216	..
General Charges	14,946	17,234	2,288	..
Miscellaneous Expenditure ..	6,975	7,509	534	..
Payments to Shore Handling and Lighterage Contractors..	68,270	85,175	16,905	..
TOTAL	£ 155,646	179,387	23,741	..

TONNAGES HANDLED—KILINDINI HARBOUR

(Note.—The tonnages of cargo handled at the Port of Mombasa are, in the case of exports, the bill of lading tonnage; i.e. the unit of weight, measurement, or value upon which ocean freight has been charged. In the case of import cargo, however, the tonnages are assessed on 2,240 lb. or 40 cubic feet, whichever yields the higher Port charge. Bugged imports, however, are taken on the bill of lading tonnage, while ad valorem cargo is regarded at £100 value per ton.)

Kilindini Harbour Tonnages

139. The total tonnages—imports (excluding coal), coal imports, and exports—handled at Kilindini Harbour during the year under review, as compared with the five previous years, are set out in the following table. The figures do not include oil imports discharged through the Magadi Company's pipe-lines or soda exported from the Magadi Company's jetty, from which no revenue accrued to the Port Administration. The tonnages of the two latter commodities are shown separately in paragraphs 140 and 141.

	1931	1932	1933	1934	1935	1936
	Tons	Tons	Tons	Tons	Tons	Tons
Imports (excluding Coal)	260,534	233,674	250,665	274,677	355,697	404,896
1936 Increase per cent	55.41	73.27	61.52	47.40	13.83	..
Imports (Coal)	61,926	55,166	82,805	53,815	92,146	91,641
Total Imports	322,460	288,840	333,470	328,492	447,843	496,537
1936 Increase per cent	53.98	71.91	48.70	51.15	10.87	..
Exports	323,013	324,344	451,123	390,467	482,797	592,487
1936 Increase per cent	83.42	82.67	31.33	51.74	22.72	..
GRAND TOTAL	645,473	613,184	784,593	718,959	930,640	1,089,024
1936 Increase per cent	68.71	77.60	38.80	51.47	17.02	..

(See Graph on page 61)

It will be noticed that there is an increase of 49,199 tons of general imports, and 109,690 tons increase in exports.

140. The tonnages of oil imports discharged through the Magadi Soda Company's pipe-lines during the last six years were:—

Oil Imports through Magadi Soda Company's Pipe Lines

Year	Tons
1931	4,672
1932	2,618
1933	2,508
1934	1,500
1935	1,000
1936 .. ..	..

141. The following tonnages of soda ash were exported by the Magadi Soda Company from their private pier (since acquired by the Administration) during the last six years:—

Soda Exports Magadi Soda Company

Year	Tons
1931	44,171
1932	40,650
1933	44,462
1934	30,730
1935	38,557
1936	46,369

142. Cargo Tonnage handled per foot of Quay run

Cargo handled per foot of Quay

	1935	1936
(a). Lighterage Quay (520 lineal feet)	50.36	47.27
(b) Deep-water Quay (2,872 lineal feet) and Oils Wharf	234.23	285.10

(See Graph on page 61)

The improvement in the Deep-water Quay figures is due entirely to the all-round increase in tonnages handled.

143. Quay Crane Working

Quay Crane Working

	1935	1936
Total Deep-water Quay Electric Quay Crane Hours	37,807	51,169
Total Lighterage Quay Steam Crane Hours	756	763
Total Shimanzi Cased Oil Wharf Electric Crane Hours ..	702	761
Total Mbaraki Jetty Electric Transporters Hours ..	7	300
Tonnage Dealt with by Deep-water Quay Electric Cranes	658,162	802,999
Tonnage Dealt with by Lighterage Quay Steam Cranes ..	26,190	23,625
Tonnage Dealt with by Shimanzi Cased Oil Wharf Electric Cranes ..	10,737	12,638
Tonnage Dealt with by Mbaraki Jetty Electric Transporters ..	65	2,738
Tons per Electric Quay Crane Hour (Deep-water Quay) ..	17.40	15.69
Tons per Steam Crane Hour (Lighterage Quay) ..	34.64	30.70
Tons per Electric Crane Hour (Shimanzi Cased Oil Wharf)	13.55	14.91
Tons per Mbaraki Jetty Transporters Hour	9.28	9.13

144. The following table gives in a summarized form the distribution of the total trade of the Port of Mombasa for the year 1936, as compared with 1935 and 1934:—

NAME OF LINE	Service	No. of Ships	Net Tonnage of Steamers	Cargo		Passengers Landed		Passengers Embarked	
				Imports B.L. Tons	Exports B.L. Tons	European	Non-European	European	Non-European
British India Steam Navigation Co. Ltd.	India	55	231,070	13,786	78,062	1,275	11,913	1,019	9,037
Ditto	Europe	27	147,922	39,653	57,026	1,053	87	1,050	127
Clan'Ellerman Harrison joint service	"	38	133,698	45,158	90,473	..	..	6	..
Deutsche Ost-Afrika Linie	"	24	114,859	23,884	27,018	1,022	136	1,183	193
American South African Line Ltd.	America	20	78,562	6,134	22,109	25	2	31	..
Holland Africa Lijn	Europe	23	98,399	16,730	28,897	275	141	380	71
India Africa Line	S. Africa to India	24	108,292	7,168	10,204	2.3	174	275	224
K.P.M. (Java Africa Line)	Java	12	36,559	942	6,174	34	47	119	68
Messageries Maritimes	Europe	40	291,767	3,492	1,829	433	478	306	491
Navigazione Libera Triestina	"	24	101,729	2,513	5,497	27	124	11	64
Robin Line	America	12	50,420	7,334	17,693	8	..	8	..
Osaka Shosen Kaisha	Japan	59	293,821	44,272	89,476	62	132	43	272
Texas Co., (S.A.) Ltd.	Madagascar	14	6,720	2,109	14,416	..	..	..	..
Tirrenia Steamship Company	Europe	44	129,911	270	9,191	64	471	112	540
Union Castle Mail Steamship Co. Ltd.	"	26	158,000	30,486	43,740	2,072	93	2,067	173
Various	..	22	89,550	1,616	52,531	..	..	..	..
Coal Ships	..	14	46,628	94,925	19,200	..	..	..	..
Oil Ships	..	26	97,830	128,317	765	..	..	..	..
COASTING SERVICE									
African Wharfrage Company, Ltd.	..	48	4,704	3,208	4,224	..	..	..	..
British India Steam Navigation Co. Ltd.	..	38	56,547	8,948	4,315	132	1,428	164	1,495
Deutsche Ost-Afrika Linie	..	16	3,619	486	2,364	..	..	..	..
Shell Co. of East Africa Ltd.	..	64	5,504	2,988	13,751	..	..	..	..
Tanganyika Boating Co. Ltd.	..	25	11,106	2,132	6,154	9	21	6	69
Various	..	6	1,371	53	143	..	..	..	7
Total, 1936	..	791	2,192,588	486,603	603,857	6,704	15,247	6,770	12,831
Total, 1935	..	663	2,090,134	446,656	511,565	6,221	13,586	6,265	11,518
Total, 1934	..	584	1,902,356	335,645	303,913	5,977	12,739	6,083	10,161
1936 Increase over 1935	..	38	102,454	39,747	92,292	483	1,661	505	1,313
Per cent	..	5.73	4.90	8.89	18.04	7.76	12.23	8.06	11.40
1936 Increase over 1934	..	117	290,232	150,958	216,944	727	2,508	687	2,670
Per cent	..	20.03	15.26	44.97	56.07	12.16	19.69	11.29	26.28

TONNAGE OF VESSELS

145. The following statement shows the number and registered tonnage of steam and sailing vessels entered inwards and cleared outwards during the year 1936 at all Kenya seaports:—

PORTS	STEAMSHIPS		SAILING VESSELS		TOTALS	
	No.	Registered Tonnage	No.	Registered Tonnage	No.	Registered Tonnage
VANGA						
Inwards	..	..	192	3,675	192	3,675
Outwards	..	..	187	3,708	187	3,708
FUNZI						
Inwards	..	2	211	4,013	213	4,209
Outwards	..	2	211	4,154	213	4,350
MOMBASA						
Inwards	..	701	1,484	33,810	2,185	2,226,398
Outwards	..	705	1,489	34,033	2,194	2,228,514
KILIFI						
Inwards	..	12	118	1,357	130	2,533
Outwards	..	12	112	1,344	124	2,520
MALINDI						
Inwards	..	..	621	11,490	621	11,490
Outwards	..	..	618	11,220	615	11,220
KIPINI						
Inwards	..	..	203	2,068	203	2,068
Outwards	..	..	191	1,657	191	1,657
LAMU						
Inwards	..	15	551	13,403	566	32,598
Outwards	..	15	591	13,939	606	33,134
Totals for 1936	1,464	4,428,203	6,779	140,071	8,243	4,568,274
Totals for 1935	1,362	4,195,701	6,263	124,525	7,625	4,320,226
Totals for 1934	1,214	3,827,740	6,700	125,340	7,914	3,953,080
Totals for 1933	1,316	3,705,056	6,330	112,760	7,646	3,817,836

These figures represent the following increases in 1936 compared with each of the three previous years:—

STEAMSHIPS—	1933		1934		1935	
	Increase	Decrease	Increase	Decrease	Increase	Decrease
	Per Cent	Per Cent	Per Cent	Per Cent	Per Cent	Per Cent
Numbers	7.49	..	20.59	..	10.25	..
Registered Tonnage	5.54	..	15.69	..	19.52	..
SAILING VESSELS (DIRIGIBLES)—						
Numbers	8.24	..	1.18	..	7.09	..
Registered Tonnage	12.48	..	11.75	..	24.20	..
TOTAL—						
Numbers	8.10	..	4.16	..	7.81	..
Registered Tonnage	5.74	..	15.56	..	19.66	..

The following is a summarized statement of the registered tonnage (inwards and outwards) at each of the Kenya seaports during the year under review, compared with 1935:—

PORT	1935 Registered Tonnage	1936 Registered Tonnage	1936 Increase Per cent	1936 Decrease Per cent
Vanga	8,297	7,383	..	11.02
Funzi	6,435	8,559	33.01	..
Mombasa	4,226,808	4,454,912	5.40	..
Kilifi	6,864	5,053	..	26.38
Malindi	14,193	22,710	60.01	..
Kipini	3,639	3,925	7.86	..
Lamu	53,990	65,732	21.75	..

Steamship
Nationalities

146. The following table is of interest as showing the percentage of the number of steamships of the principal nationalities, and their net registered tonnages, to the total shipping entering the Port of Mombasa during 1936, compared with the two previous years:—

NATIONALITY	Number of Ships	Registered Net Tonnage	Percentage of Total Number of Ships	Percentage of Total Net Registered Tonnage
American	32	128,982	4.56	5.88
British	372	961,376	53.07	43.84
Danish	1	881	0.14	0.04
Dutch	60	146,064	8.56	6.66
Finnish	1	2,057	0.14	0.09
French	40	221,767	5.71	10.12
German	40	118,478	5.71	5.40
Italian	77	255,953	10.99	11.67
Japanese	61	303,632	8.70	13.85
Norwegian	4	1,114	0.14	1.42
Panamanian	4	21,133	0.57	0.97
Zanzibarian	5	1,236	0.71	0.06
Total 1936	781	2,192,588	..	..
TOTAL 1935	663	2,090,134	..	..
TOTAL 1934	584	1,902,356	..	..

The percentage figures for the last five years are as follows:—

NATIONALITY	1932		1933		1934		1935		1936	
	Percent- age of Total Number of Ships	Percent- age of Total Net Reg- istered Tonnage	Percent- age of Total Number of Ships	Percent- age of Total Net Reg- istered Tonnage	Percent- age of Total Number of Ships	Percent- age of Total Net Reg- istered Tonnage	Percent- age of Total Number of Ships	Percent- age of Total Net Reg- istered Tonnage	Percent- age of Total Number of Ships	Percent- age of Total Net Reg- istered Tonnage
	%	%	%	%	%	%	%	%	%	%
American .. .. .	..	..	..	..	17	03	1.96	2.43	4.56	5.88
Belgian .. .. .	..	..	..	..	..	..	..	..	..	..
British	54.95	43.77	58.60	46.77	52.06	43.74	55.96	45.66	53.07	43.84
Danish .. .. .	..	..	..	..	..	..	..	..	..	..
Dutch	8.74	6.52	9.85	5.45	11.82	6.40	9.05	7.02	8.56	6.66
Egyptian .. .. .	..	..	..	..	17	01	..	..	..	..
Finnish .. .. .	..	..	..	..	..	..	..	..	..	..
French	10.29	16.03	8.34	15.32	9.08	15.39	7.54	13.62	5.71	10.12
German	5.25	7.60	4.67	6.96	6.33	7.58	5.28	5.63	5.71	5.40
Italian	12.23	13.80	10.18	12.20	10.45	11.89	10.56	11.63	10.99	11.67
Japanese	5.44	9.40	7.01	11.91	8.22	13.01	7.39	11.88	8.70	13.85
Norwegian .. .. .	..	..	..	..	..	..	..	..	..	..
Panamanian .. .. .	..	..	..	..	..	..	..	..	..	..
Swedish	1.75	2.13	..	..	..	..	..	..	..	..
Yugo-Slavian .. .. .	..	..	..	..	..	..	..	..	..	..
Zanzibarian .. .. .	..	..	..	..	..	..	..	..	..	..

147. The following figures concerning ships berthed alongside the deep-water quay at Kilindini Harbour and Shimanzi Bulk Oil Jetty during 1936 are of interest:—

NUMBER OF SHIPS ALONGSIDE DEEPWATER QUAY
AND SHIMANZI BULK OIL JETTY.

	1935	1936
(a) Number of ships of over 400 tons net registered tonnage entering port	503	567
(b) Number of ships of over 400 tons net registered tonnage berthed at deepwater quay	473	533
(c) Number of ships of over 400 tons net registered tonnage berthed at Shimanzi Bulk Oil Jetty	21	17

TONNAGE OF SHIPS BERTHED ALONGSIDE DEEPWATER QUAY
AND SHIMANZI BULK OIL JETTY.

	1935	1936
(a) Total net registered tonnage of ships of over 400 tons entering port	2,073,660	2,179,362
(b) Net registered tonnage of ships berthed at deepwater quay ..	1,967,086	2,067,727
(c) Net registered tonnage of ships berthed at Shimanzi Bulk Oil Jetty	82,314	68,598

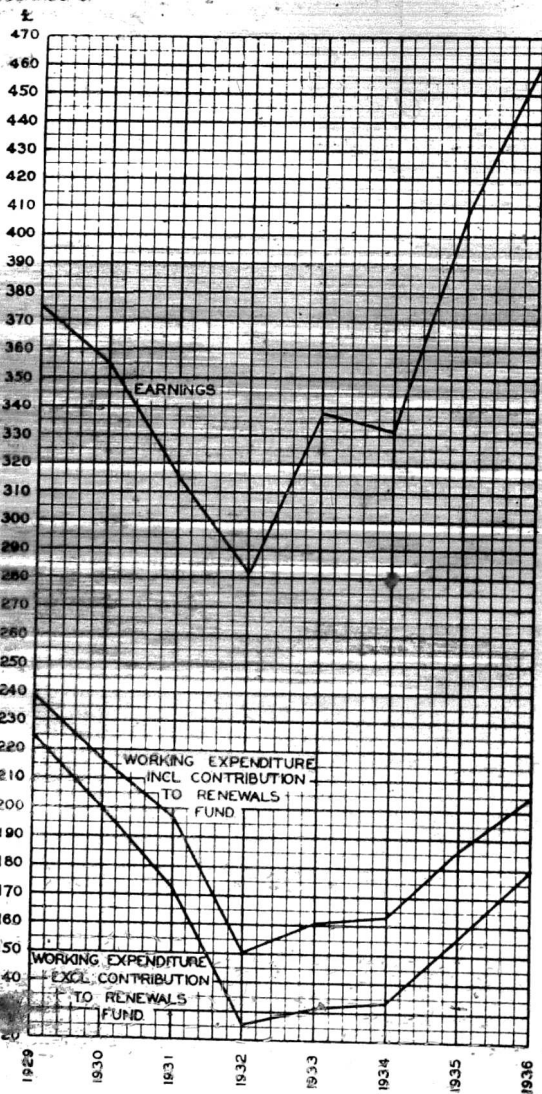
148. PORT LOCOMOTIVE WORKING.

	1935	1936
(a) Total rolling stock units entering and leaving the port area ..	80,923	96,868
(b) Total port engine hours	12,084	15,385
(c) Rolling stock units per port engine hour	6.70	6.30

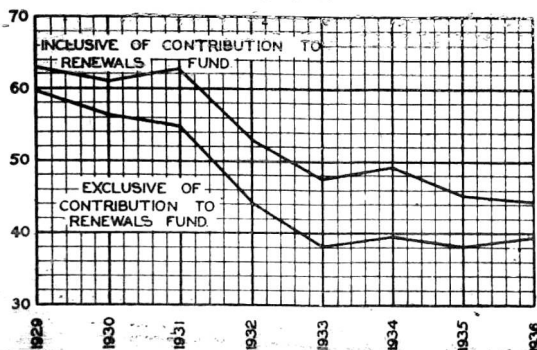
Port Loco-
motive
working

EARNINGS AND WORKING EXPENDITURE

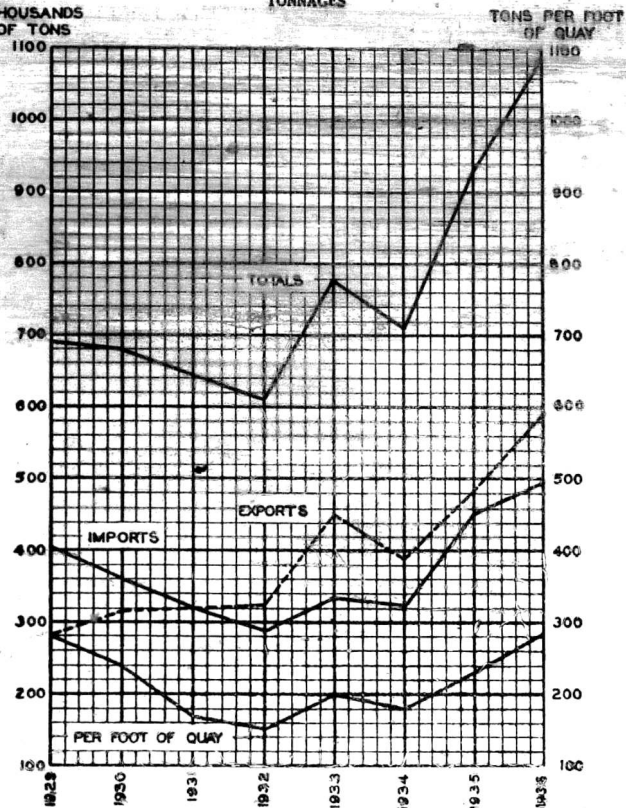
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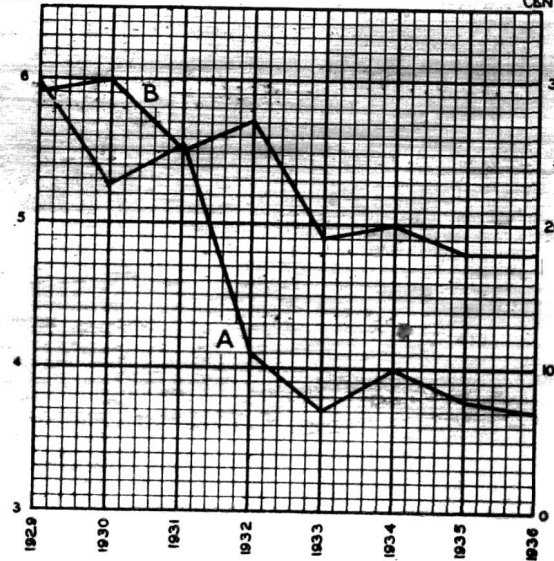
OPERATING RATIO—PERCENTAGE OF WORKING EXPENDITURE TO EARNINGS



THOUSANDS OF TONS



COSTS

SCALE FOR GRAPH A
SHILLINGSSCALE FOR GRAPH B
CENTS

"A" Cost of Handling per B/L ton of General Cargo
 "B" Marine Expenditure per net registered ton of Shipping

PORT WORKING STATISTICS

149. In accordance with the practice adopted elsewhere in this report in regard to Railway working, the following figures have been prepared for Harbour working:—

	1928	1929	1930	1931	1932	1933	1934	1935	1936
(a) <i>Berthing at Deep Water Quay (includes Shimane Oil Jetty from 1932 inclusive)—</i> Percentage of vessels berthed to total vessels arriving ..	26.88	42.88	67.59	80.55	96.80	96.00	96.21	98.21	97.00
Index figure	100.00	159.52	251.44	299.66	360.12	357.14	357.92	365.36	360.86
(b) <i>Working of Quay Cranes (all quays)—</i> Tons per crane-hour ..	13.45	13.97	15.62	17.79	18.62	20.03	19.17	17.66	15.85
Index figure	100.00	103.87	116.13	132.27	138.44	148.92	142.53	131.30	117.84
(c) <i>Harbour Engine Working—</i> Units entering and leaving harbour area per port engine-hour	5.21	5.58	5.04	4.78	5.88	6.54	5.86	6.70	6.30
Index figure	100.00	107.10	96.74	91.75	112.86	128.55	112.47	128.60	120.92
(d) <i>Tonnage Handled per Lineal Foot of Quay—</i> Deepwater quay	373.11	281.82	240.75	176.30	184.80	200.38	183.68	214.23	286.10
Index figure	100.00	75.53	64.52	47.28	41.40	53.69	49.22	57.77	76.41
Lighterage quay	285.67	428.56	100.19	42.30	14.60	48.58	36.90	50.38	47.27
Index figure	100.00	49.12	39.20	16.55	5.71	19.00	14.44	19.70	18.50
(e) <i>*Cost of Handling per B/L Ton of General Cargo ..</i>	Sh. 5.89	Sh. 5.99	Sh. 5.29	Sh. 5.57	Sh. 4.13	Sh. 3.71	Sh. 3.98	Sh. 3.79	Sh. 3.69
Index figure	100.00	107.16	94.63	99.64	73.89	66.39	71.22	67.60	66.01
(f) <i>General Cargo Earnings per B/L Ton</i>	Sh. 8.89	Sh. 10.10	Sh. 9.48	Sh. 9.78	Sh. 9.81	Sh. 9.53	Sh. 10.10	Sh. 9.81	Sh. 9.28
Index figure	100.00	113.61	106.64	110.01	110.35	107.20	113.61	110.35	104.05
(g) <i>Marine Expenditure per ship Entering Port (all tonnages) ..</i>	£ 33.40	£ 41.40	£ 43.80	£ 39.40	£ 44.33	£ 29.48	£ 32.38	£ 28.41	£ 28.27
Index figure	100.00	123.95	131.14	117.96	132.72	88.26	96.94	85.05	84.64
(h) <i>Marine Earnings per ship Entering Port (all tonnages) ..</i>	£ 47.50	£ 50.00	£ 54.30	£ 58.02	£ 66.10	£ 63.45	£ 65.11	£ 65.18	£ 63.93
Index figure	100.00	105.64	113.36	121.13	138.00	132.46	135.92	136.07	133.46
(i) <i>Marine Expenditure per Net Registered Ton of Shipping (all tonnages) ..</i>	Cents 23.00	Cents 29.00	Cents 30.00	Cents 28.00	Cents 27.10	Cents 19.39	Cents 19.87	Cents 18.02	Cents 18.07
Index figure	100.00	126.09	130.42	108.70	117.83	84.30	86.38	78.35	78.56
(j) <i>Marine Earning per Net Registered Ton of Shipping (all tonnages) ..</i>	Cents 34.00	Cents 36.00	Cents 37.00	Cents 38.00	Cents 40.41	Cents 41.75	Cents 39.97	Cents 41.35	Cents 40.67
Index figure	100.00	105.88	108.83	111.77	118.85	122.79	117.55	121.61	120.20
(k) <i>Ratio of Total Working Expenditure to Total Earnings (excluding depreciation) ..</i>	63.23	59.65	56.39	55.00	44.38	38.78	39.71	38.06	39.04
Index figure	100.00	94.34	89.78	86.98	70.14	61.33	62.80	60.19	61.74
(l) <i>Loan and Depreciation Charges for B/L ton of Revenue Earning Traffic from all sources</i>	Sh. 4.49	Sh. 4.86	Sh. 5.17	Sh. 6.96	Sh. 7.64	Sh. 6.10	Sh. 6.83	Sh. 5.28	Sh. 4.42
Index figure	100.00	108.24	115.14	155.01	170.16	135.86	152.11	117.59	98.44

(*See Graph on page 62.)

150. The cost per ton of handling general cargo in 1936 was Sh. 3/69, Handling Costs as compared with Sh. 3/79 in 1935 and Sh. 3/98 in 1934.

151. The marine cost per ship entering port was £28.27 in 1936, as compared with £28.41 in 1935 and £32.38 in 1934. Marine Costs

Operating Ratio

152. The ratio of working expenditure to earnings was 39.05 per cent, and showed an increase of 0.99 per cent as compared with 1935.

Port Working

153. The work at the Port was carried out during the year with credit to all concerned. The enviable reputation for quick handling of cargo, speedy turn round of ships, and for general businesslike efficiency which had been created, has been maintained.

CHAPTER XI

RAILWAYS AND HARBOURS

MISCELLANEOUS AND GENERAL

STAFF

154. The following summarized statement shows the staff directly employed by the Administration at the end of 1936, as compared with 1935 and 1934:—

	31-12-1934	31-12-1935	31-12-1936	Increase over 1934	Increase over 1935
Europeans	514	590	576	12	-6
Asians	1,792	1,943	2,073	311	140
Africans (other than Labourers)	1,971	2,218	2,323	352	105
African Labourers	13,484	13,295	15,101	1,617	1,806
TOTAL	17,761	17,916	21,073	3,312	3,157

The increase in the Staff employed is mainly due to the increase in traffic and partly to the continuance of the steps taken to overtake arrears in the maintenance of the track, buildings and equipment and also staff leave.

155. The following statement shows the cost of the Railway Staff in salaries and wages, exclusive of allowances, and housing, medical, passage, pension and Provident Fund costs:—

	£	Percentage of Total Revenue	Percentage of Total Ordinary Working Expenditure
Senior Staff	63,653	2.51	5.56
Subordinate Staff, including skilled and unskilled labour	621,993	24.61	54.45
	685,646	27.12	60.01

156. There was no difficulty in obtaining adequate supplies of labour.

157. The number of Provident Fund depositors on the 1st January, 1936, was 1,701, and 1,720 at the end of the year. The Fund opened with a balance of £588,434, and closed with a balance of £646,649.

New depositors during the year numbered	85
Accounts closed during the year numbered	66
<i>Net Increase</i>	<i>19</i>

The rate of interest payable to compulsory depositors during 1937 has been fixed at 4 per cent, this rate having been arrived at as follows:—

	£	£
Balance of interest account on 31st December, 1936		2,178
Estimated interest due in 1937 in respect of Investments held on 31st December, 1936		25,447
Estimated interest on new Investments		416
Estimated total interest available for distribution in 1937		28,041
Balance at credit of depositors on 31st December, 1936	630,597	
Estimated additional deposits and bonuses during 1937, reduced to terms of twelve months' deposits	23,110	
	<u>£653,707</u>	
	at 4%	26,148
		<u>1,893</u>
Less estimated working expenses for 1937 (including brokerage, etc.)		1,192
Estimated balance of undistributed interest, 31st December, 1937		<u>£701</u>

The rate of interest payable on Voluntary deposits during 1937 has been fixed at 2½ per cent.

First Aid Classes

158. The classes were continued during the year, not only for new candidates, but as refresher courses to enable staff who had previously qualified to maintain their standard of efficiency.

The acquisition of First Aid knowledge is encouraged in every way possible.

Since the classes commenced, thirty-eight Europeans and twenty-one Asians have successfully passed the examinations and several members of the staff have since obtained other awards.

Sanitation

159. Close attention was again given to sanitation during the year, with very beneficial results.

Hollerith Tabulating Machines

160. The new machines referred to in the 1935 Report consisting of a Rolling Total Tabulator with Summary or Balance Card Punch, a Special Audit Multiplying machine, Sorting Machines and fully automatic electrical punching machines have now been installed. They represent the most up-to-date practice in respect of accounting machines and embody many new features such as multiplication, subtraction, automatic summary card punching, etc. Their capacity is such that not only do they admit of further routine work being undertaken but, when experience in their use is obtained, they will be exploited to produce additional information with greater accuracy and at considerably less expense than is possible by hand methods.

Railways and Harbours Police

161. The strength of the Railways and Harbours Police at the end of 1936 was 129, consisting of seven Europeans, six Asians and one hundred and sixteen Africans, under the command of an Assistant Superintendent.

I again with pleasure record my appreciation of the efficiency of this unit and the co-operation and assistance received from the Commissioner of Police and his staff.

162. The following is a summary of the working of the Suggestion Scheme:—

Number of suggestions considered	51
Number of suggestions accepted	7
Percentage of suggestions adopted to number considered	13.3
Awards:—	
Monetary	7
Amount of such awards:	Sh. 410

The standard of suggestions was more than maintained and advantages will accrue to the Administration as a result of the introduction of the proposals accepted.

I again acknowledge the care and attention given to this matter by the chairman and members of the Suggestion Scheme Committee.

163. The Railway Advisory Council held five meetings during the year, of which three were held in Uganda. Advisory Councils

The Harbour Advisory Board held nine meetings during the year.

164. I am glad to report that the fullest possible co-operation has been maintained during the year with all public bodies, organizations and individuals, to the mutual advantage of users of the Railway and of these Services. Co-operation with Public

I also wish to acknowledge the ready assistance and help at all times received from the Press.

165. The section of His Majesty's Eastern African Dependencies' Trade and Information Office under the control of the London representative of these Services continued to function in a very satisfactory manner. Publicity

The bulk of the Railway overseas publicity efforts is conducted through that section and, under arrangements made with the Tanganyika Railways, the tourist travel publicity matter embraces that territory also.

There has been evidence that the tendency for tourists to defer visiting these territories, which was noticeable in 1935 has disappeared and the number of inquiries increased noticeably during the year.

The joint advertising of the Mombasa-Mediterranean through route in co-operation with the Sudan Railways was undertaken.

166. The Administration, on behalf of the Governments of Kenya, Tanganyika, Uganda and Zanzibar and the Tanganyika Railways organized a Tourist Travel Exhibit in the East African Pavilion at the Empire Exhibition, Johannesburg, which opened on the 15th September, 1936, and closed on the 16th January, 1937. (See photographs at end of Report.) Empire Exhibition South Africa

Thanks to the active co-operation and assistance of the four Governments and of the Tanganyika Railways, the exhibit was an unqualified success, and the comparatively large number of tourists that already have, in consequence, been attracted to the East African Territories is, it is confidently believed, but the precursor of an ever increasing flow of visitors desirous of becoming acquainted with the varied scenic and other attractions that East Africa has to offer.

The organization of this section of the East African exhibit was carried out with the assistance of an Inter-territorial Committee and thanks are due to the members of that Committee for the valuable advice and assistance they rendered, which accounted in a very large measure for the success achieved.

South
African
Office

167. Before the close of the Exhibition, it was agreed by the Governments of the four East African territories and by the two Railway Administrations, that it was desirable to test the potentialities of direct representation in the Union of South Africa by following up the success achieved at the Empire Exhibition by opening an East African Office in Johannesburg under the direction of the Administration. This step was decided upon as a temporary measure, the question of continuing and enlarging the scope of the office being left over for consideration and decision before the end of 1937. In the meantime this Administration undertook to inaugurate the Office and to appoint a Railway representative to take charge. The Coffee Board of Kenya also decided to appoint its own representative in the office and it is hoped that other East African industries similarly will be represented.

The salaries and other direct expenses of the Railway and Coffee sections are being borne by the interests concerned, but all other overhead expenditure is being shared on an agreed basis by the Governments and the Railway Administration.

GENERAL

Graphs

168. "Z" graphs, showing the revenue earned by the Railways and Harbours, are again included at the end of the Report and give a clear indication of the general trend of traffic during recent years.

Bulletin

169. The General Manager's Bulletin was issued at intervals during the year and, I believe, found of value locally and is also widely read overseas by those interested in the progress and development of Colonial Railways.

Relations
with Tan-
ganyika
Railways
System

170. The closest possible co-operation between the Tanganyika Railways System and this Administration continues.

As is seen from figures given in this Report, the through booking facilities for passengers and goods are being increasingly utilized.

The question of standardisation of rates, rolling stock, stores and general practice and procedure has received constant attention and considerable progress can be recorded.

During the year under review attention was given to the question of pooling revenue arising from traffic to and from Tanganyika Lake Ports and to the desirability of introducing equal charges between the Tanganyika Lake Ports and the two coastal ports of Mombasa and Dar-es-Salaam. It is hoped to negotiate an agreement on these matters acceptable to both parties during the present year.

SOUTHERN AFRICAN TRANSPORT CONFERENCE

Southern
African
Transport
Confere-
nce

171. On the invitation of the South African Government, nearly seventy delegates, representing Angola, Basutoland, Bechuanaland Protectorate and Swaziland, the Belgian Congo, Madagascar, Mozambique, Northern Rhodesia, Nyasaland, Southern Rhodesia, the Union of South Africa and Zanzibar and the three East African mainland territories attended a Conference at Johannesburg between September 7th and 14th, to discuss transport matters.

The East African delegation included the Governors of Kenya, Uganda and Tanganyika and their private secretaries, the General Manager and Assistant Superintendent of the Kenya and Uganda Railways, the General Manager of the Tanganyika Railways and the Secretary to the Conference of East African Governors.

The Conference proved extremely interesting and useful and the interchange of views and experiences during the discussion of an extensive agenda which dealt with both surface and air transport, will prove of great value to the territories represented.

Under arrangements to be made by the South African Government, the proceedings are to be printed and circulated to all interested. The Union Government has undertaken to establish a permanent Secretariat for the purpose of maintaining an interchange of views on transport matters.

On the invitation of the Portuguese representatives it was agreed that the next Conference should be held in 1940 at Lourenço Marques.

A Conference of this nature, so far as East Africa was concerned, was made possible only by the generosity and hospitality of the Union Government, whose guests the delegates were throughout the period of the Conference. The journey to and from Johannesburg was made in aeroplanes kindly provided by the South African Railways.

On the conclusion of the Conference, the grateful thanks of all the delegates were conveyed to the Union Government for their hospitality and for the efficiency with which all the arrangements for the Conference were carried out.

ECONOMY MEASURES

172. As recorded in the 1935 Report, it was found possible, owing to the restoration of the finances of the Administration, to revert to a more adequate standard of maintenance and to embark on a programme to overtake the arrears that had been allowed to accumulate during the period of financial depression. This programme was steadily carried out during the year under review and it may now be stated that practically all arrears have been dealt with, with the exception of rolling stock, which will not be completely up to date until the end of 1937.

Economy
measures

A marked improvement in the condition and appearance of rolling stock is, however, noticeable and by the end of the present year the position will be quite satisfactory in this respect.

The closest possible watch on expenditure has been maintained and it seems likely that 1936 will prove to have been the most satisfactory year that we shall experience for some time from a unit cost point of view.

As will be seen, there has been a very considerable increase in traffic with only a comparatively small increase in expenditure, due very largely to the excellent operating results recorded in this Report.

The position is clearly illustrated by comparison with 1929, hitherto the best year from a revenue point of view:—

	1929	1936
Railway Revenue	£2,448,960	£2,527,158
Railway Working Cost	£1,445,070	£1,142,276
Railway Ton Miles (work done)	385,708,364	464,535,905

An increase in Revenue of £78,198 has been earned in spite of very heavy rates reductions, while an increase of 78,827,541 ton miles has been dealt with, representing additional work done, all at a cost of £302,794 less than the cost recorded in 1929.

It will be agreed that these are satisfactory figures. There are, however, indications that costs are now going up seriously. Prices for stores from overseas have increased by 20 per cent, 30 per cent or even 40 per cent, with further increases likely in the near future, while delivery dates have been completely deranged. Local prices also show signs of hardening. For example, the cost of maize meal (for feeding labour) will be some £9,000 greater in 1937 than during 1936. All labour costs will, therefore, tend to rise appreciably. In addition, the cost of fuel, both coal and wood, has increased considerably and there is no doubt that working costs generally in 1937 and in 1938 will be substantially higher than in 1936.

As such costs have in recent years been undoubtedly abnormally low, it will be clear that it will not be possible, without very large increases in traffic, to show such satisfactory figures in the future.

In fact, the time has come when it is advisable to consider the postponement of the less urgent projects of new works and betterments until the supply of stores and materials becomes steadier and less costly. The position in this respect is being closely watched.

TRAFFIC DENSITY

Traffic
Density

173. The following table shows the density of traffic over the Railway for the past seven years:—

	Ton miles per mile	Revenue earned per mile
		£
1930 ..	220,275	1,309
1931 ..	195,598	1,104
1932 ..	171,024	1,067
1933 ..	205,356	1,215
1934 ..	188,944	1,292
1935 ..	225,222	1,380
1936 ..	272,531	1,463

RATES POLICY

Rates
Policy

174. Previous Reports have drawn attention to certain defects and difficulties arising out of the existing rates policy and tariff structure, with particular reference to the high charges on imports and the very low charges on agricultural products, which are so clearly demonstrated in the table on page 17.

Sir Osborne Mance in his Report on Co-ordination of Transport in Kenya, Uganda and Tanganyika, published early in 1937, also draws attention to the difficulties in dealing with the problem, created by a tariff so widely unbalanced as ours.

Users of the Railway who deal chiefly in the high-rated commodities, somewhat naturally criticize "the very high Railway freight rates", while users whose business involves the movement of both high and low rated commodities are inclined at times to forget the benefits they receive. However, it cannot be denied that such a tariff policy has encouraged development generally and that it has proved extremely advantageous to the public as a whole. Consequently, it has been necessary to deal with the resulting difficulties as they arise, and, speaking generally, the public do in fact appreciate the position and have been prepared to give protection, particularly as regards wasteful and unfair road competition, as and when necessary.

It may be confidently stated, however, that the general rate level is very satisfactory and compares more than favourably with other Railways where similar conditions exist. This can best be judged by the average revenue per freight ton mile, as given in the table on page 8. This was already very favourable but it will be seen that there has been a remarkable drop on the 1935 figures and the figure for 1936—10.963 cents (equivalent to 1.21d)—for public traffic is now the lowest on record. It will be understood that with a tariff of the type referred to above this average figure will fluctuate according to the proportion low rated traffic bears to the total traffic carried. As the position during 1936 in this respect is considerably above the normal, as shown by the following table, the decrease recorded is due partly to the

increase in ton miles of low rated traffic and partly to definite reductions in charges.

DEVELOPMENT OF LOW RATED TRAFFIC

YEAR	MAIZE		COTTON SEED		WHEAT		Total in Millions of Ton Miles	Percentage of Total Public Traffic	
	Tons	Ton Miles	Tons	Ton Miles	Tons	Ton Miles			
1922	19,856	8,935,200	2,520	1,859,760	27	12,150	10.8	Not available.	
1923	43,735	20,695,450	10,014	7,390,332	9	4,050	28.1		
1924	59,336	29,074,640	21,155	15,612,399	92	41,400	41.7		
1925	61,238	31,231,380	22,309	16,464,042	29	13,050	47.7		
1926	46,499	24,644,470	35,563	26,245,494	3	1,350	50.9		
1927	89,383	49,160,650	29,957	22,108,266	16	7,200	71.2		29.3
1928	44,818	24,656,400	45,845	38,833,610	6,838	3,077,100	61.4		23.0
1929	40,185	22,191,780	68,069	50,234,922	3,267	1,470,150	73.8		24.5
1930	110,760	65,871,300	35,910	29,901,580	10,789	4,853,700	97.2		35.0
1931	94,316	64,873,250	49,610	36,612,180	3,134	1,410,300	89.9		33.1
1932	34,510	18,980,500	59,482	43,897,710	11	4,950	62.9	24.6	
1933	40,598	27,278,900	84,768	62,558,784	—	—	89.8	29.1	
1934	26,107	14,359,850	40,422	29,821,436	—	—	44.2	15.7	
1935	65,003	35,014,650	55,669	41,083,722	—	—	76.1	22.8	
1936	85,949	50,538,012	92,591	74,628,346	2,201	99,459	126.2	30.8	

It was pointed out in the 1935 Report that when rates reductions were under consideration that year, the sum available in December 1935—£150,000—, for various reasons could not be devoted entirely, or even mainly, to a reduction in the high rates. Nor was it found advisable to allocate the further sum of £45,000 which became available in July, 1936, in this way, as it was considered preferable to reduce the rate on petrol from Class 4 to Class 5.

In view of what has been stated above, however, it is very satisfactory to be able to record that when a further sum of £155,000 became available at the end of 1936, it was considered advisable to devote a large proportion of this sum to the reduction of the high rates, not only as regards goods, but also as regards passenger fares, as detailed on page 21 of this Report.

It will be noted that a very substantial improvement in the tariff structure has thereby been brought about. There is still, however, a considerable amount to be done in this direction and it is hoped to continue this policy steadily in future as the revenue position permits.

In considering rates policy, it is, of course, the endeavour of the Administration to spread all reductions and concessions as fairly and equitably as possible over the different countries, races and communities served.

As it has been openly stated in certain influential quarters that one section of the community—the native—has been neglected by these reductions,

it seems advisable to publish the following table, showing how the native has in fact benefitted by the recent changes:—

RATES REDUCTIONS OF DIRECT BENEFIT TO THE NATIVE

Date		Amount Involved
1-12-35	Blankets Class 1 to Class 3	£29,700 (on 1936 traffic)
	Abolition of Branch Line break of taper £10,000	No estimate of native share possible
	Reduced Minimum Goods Charge—£4,000	No estimate of native share possible
	Cotton piece goods Class 1 to Class 1 less 10%	£16,800
1-1-37	Sugar—Class 6 to Class 7 and Class 7 to Class 9—£10,110	No estimate of native share possible
	Class 1 Luxury items to Class 2—Beads	£300
	Class 1 balance to Class 2 less 10% Cotton Cloth and Piece Goods Class 1 less 10% to Class 2 less 10%	£10,000
	Bicycles—Class 2 to Class 3	£4,700
	Goatskins to be charged as Sheepskins	£1,180
	Seed Cotton Class 8 to Class 10 between specified points	—
	Third Class Passenger Fares reduced on an average by 30%	£22,000
TOTAL	£14,650 per annum.	

One other point in connexion with rates policy arises as a result of the continued improvement in the revenue position, particularly as influenced by the results being recorded during the early months of the present year. It has been suggested that as our Reserves are now fully established, further rates reductions should be introduced immediately. While it is the desire of the Administration to do everything reasonable and possible in this direction as and when circumstances permit, great care must be taken not to over-estimate the permanent effect of what may in fact be boom conditions. Nothing could be more harmful to business generally than to overdo rates reductions during a period when they are not really required, only to find that rates must be put up later, at a time when great hardship may be caused thereby. Our experience in this connexion is too recent and too painful to be quickly forgotten. While, therefore, every effort will be made to surrender to the public permanent increases in revenue, having, of course, due regard to the tendency for costs to go up, as already recorded, and to the need to meet betterment expenditure which has been somewhat neglected in recent years, it is hoped to exercise sufficient caution to avoid unfortunate repercussions at a later date.

REGULATION AND CO-ORDINATION OF TRANSPORT

175. This important question has been discussed very fully in previous Reports and no new arguments can be introduced to strengthen the case for regulation in the interests of the general public. *Special ad hoc Com-*

mittees were appointed in all three territories to consider this question. The Reports of these Committees were published in 1936. The Uganda and Tanganyika Committees generally supported the need for regulation, while the Kenya Report not only strongly endorsed the need for regulation of all forms of transport, but also included a draft Bill, designed to bring this about.

In the latter half of 1936, on the invitation of all three territories, Brigadier-General Sir H. Osborne Mance, K.B.E., C.B., C.M.G., D.S.O., visited East Africa to review the whole problem. His report was published early in 1937 and generally endorses the proposals to regulate all forms of transport on the lines recommended by the Kenya Committee. With this support from an acknowledged international expert, it is hoped that all three territories will now agree to consider this question on an East African basis and that steps will be taken shortly to introduce legislation to give effect to the recommendation.

176. With the introduction of suitable regulation of all forms of transport on the basis of public convenience and advantage, the question of co-ordination between the different forms would become a comparatively simple problem.

In the absence of regulation, however, transport other than rail and air transport, tends to remain unorganized and inefficient and co-ordination in these circumstances is almost impossible.

As reported last year, a scheme of interchange of tickets and facilities with the local air transport company was introduced and is meeting satisfactorily a somewhat restricted demand.

With the introduction of regulation, transport generally will tend to become more organized and efficient and eventually it will be possible to effect a very wide system of co-ordination by appointing suitable organizations as agents with through booking facilities. It may in some cases be advisable in the public interest for the Administration to become interested financially in such organizations and where private enterprise is not prepared to provide adequately for all transport needs, to operate additional road and perhaps also air services, itself. It is too early to indicate whether action on these lines will be necessary or desirable.

FINANCIAL POSITION

177. The figures recorded in this Report demonstrate clearly that the financial position of the Administration is extremely sound. The results for the year were very good and considerably better than was anticipated when the Estimates for 1936 were originally prepared. The improvement is due to a general increase in exports, as recorded elsewhere, and to the very much higher price level of primary products, with a resulting improvement in general business. All traffic figures, therefore, record steady and in some cases, substantial increases over previous years. Weather conditions too were generally satisfactory. In consequence of these factors, a surplus of £415,048 has been shown, which is £376,936 over the original estimate

This sum is accounted for as follows:

	£	£	£
(1) Railway Revenue exceeding the estimate by	411,158		
(2) Interest on Cash Balances and other Receipts on Net Revenue Account exceeding the estimate by	27,457		
	<u>438,615</u>		
Less:			
(3) Excess of Total Working Expenditure over estimate	67,986		
(4) Loan Charges exceeding estimate by	6,076		
(5) Amount required for writing out Dead Assets exceeding the estimate by	65,328		
(6) Amount required for Transfer of Assets	3,191 Cr.		
(7) Amount required for write down of Obsolete Stores exceeding the estimate by	5,200		
(8) Other debits on Net Revenue Account being in excess by	25,582		
	<u>166,981</u>		
Net improvement in Railway Accounts over 1936 Estimates	271,634		
Harbour Surplus of £36,388 as compared with estimated loss of £68,914 representing net improvement of	105,302		
	<u>Total</u>	<u>£376,936</u>	

At the end of 1936 it was considered that some of this increase could definitely be regarded as permanent, and, as recorded elsewhere, rates and fares reductions, totalling £155,000 were introduced on January 1st, 1937. This follows reductions at the end of 1935 and during 1936 totalling £239,000 and these two steps together illustrate in a very effective way how the policy of providing these territories with cheap transport is developing.

It is hoped to continue this policy in future, but, for reasons which have been touched upon elsewhere, with due caution. Much depends upon the rate of development of the territories themselves, which, in turn, depends upon many other factors not in any way related to transport.

DEPRECIATION RESERVES AND BETTERMENT

178. As recorded in previous Reports, contributions on account of depreciation are paid into the Renewals Fund at the rate of 2½ per cent of the value of the Railway wasting assets and at varying rates, based on the estimated lives, for other wasting assets.

Renewals
Fund

A comprehensive review of the Renewals Fund position with particular reference to future liabilities was carried out by a departmental Committee during 1935 and 1936. The report of this Committee established very clearly that the contention of the Administration was justified that a 2 per cent contribution instead of 2½ per cent on the value of Railway wasting assets, until 1946 when the rate would probably have to be restored to a life basis, would provide ample funds to meet all commitments.

The object of this proposal was to reduce our commitments somewhat while heavy loan charges have to be met and to increase them again, if necessary, after 1946 when the first of the loans can be redeemed. This question is still under consideration by the Secretary of State.

In addition to confirming this point, the report made several recommendations, all of which have been implemented. The following is a summary of the more important changes introduced as a result of this very valuable report:—

- (1) The basis of contribution to the Fund will be on replacement cost in place of original cost.
- (2) The revised lives and valuations of wasting assets arrived at by the Committee have been adopted.
- (3) The minimum value of assets included in the Fund will be £100, in place of £250, in the case of workshop machinery and certain items of plant.
- (4) Obsolescence will be catered for only to the extent of basing lives on the period that the asset can render useful and economic service. Special or abnormal obsolescence will not be financed from this Fund.
- (5) Lives and costs will be examined and re-assessed, where necessary, every five years and reviewed at any intermediate time when market upheavals occur.
- (6) The whole Fund will be reviewed every ten years.

179. On the assumption that the Renewals contribution on Railway wasting assets would be reduced to 2 per cent, it was agreed by all concerned in 1933 that a General Reserve of £1,000,000 should be aimed at.

General
Reserve

On the basis of a contribution of 2½ per cent, it was agreed that a Reserve of £600,000 would be adequate. As has been seen from paragraph 12 on page 4, the General Reserve at the end of December, 1936, stood at £576,580 and it will be clear that the urgency of contributing to the Reserve no longer exists and that comparatively minor contributions only need be made in future as and when convenient.

180. Betterment Funds are required to finance a large number of betterment projects, designed to improve services and provide facilities called for by increasing traffic requirements and to keep the services up to date. Demands for expenditure under this head almost invariably arise when renewals are necessary. Funds for replacement of worn out assets to the original standard are of course available in the Renewals Fund, but, as it is usually desirable to replace an asset to an improved standard, the additional sum required for this purpose must be found from Loan or Betterment Funds. It is not considered sound finance to find money for such purposes as a general rule from Loan Funds upon which interest and sinking fund charges must be paid.

Better-
ment
Funds

The following table shows the contributions to, and expenditure from, the Betterment Fund since 1929:—

YEAR	CONTRIBUTION FROM REVENUE	EXPENDITURE
	Railways and Harbours	Railways and Harbours
	£	£
1929	187,367	303,084
1930	—	294,637
1931	—	120,268
1932	—	14,592
1933	—	4,283
1934	—	30,339
1935	38,610	6,795
1936	136,398	11,490

The balance in the Fund on December 31st was £211,025.

It will be noted that during the depression contributions to this Fund were discontinued. Such additional expenditure as was necessary during this period was financed from miscellaneous capital credits, the funds for which were found from assets written off and not replaced. As all obsolete major assets have now been dealt with, this source of supply will no longer be available and it is necessary in future that money should be definitely allocated to the Betterment Fund.

It is calculated that, for normal betterments, an average annual expenditure of at least £100,000 will be required if the services are to be kept up to date and to meet all demands upon them but this figure may increase considerably in the near future, particularly if special betterments, such as diversions, elimination of level crossings, etc., are found advisable.

It is considered, therefore, that, in order to finance normal betterments in periods of depression, the Betterment Fund should be built up as found possible to £300,000 and that thereafter provision should be made to maintain the Fund at that figure by a suitable appropriation in the annual Estimates each year.

THE FUTURE

The Future

181. It has become established practice to include in this Report some reference to the future, not with the object of indulging in profitless and dangerous prophecy, but in order to share with the public some thoughts regarding the future development of transport and some of the problems with which we are likely to be faced.

It is generally recognized that one of the needs of these territories is cheap and efficient (but not elaborate or extravagant) transport and the progress that has been made in this direction during the past year is clearly demonstrated by the figures contained in this Report. This country cannot afford startling experiments or untried innovations, but it also cannot afford to do without the most modern proved appliances and the system of finance that has been followed in recent years allows this to be done.

So far as passenger services are concerned, natural physical difficulties prevent high speeds and long non-stop runs and it is probable, therefore, that much of the future development in this respect, so far as 1st and 2nd class passengers are concerned, will take place on the roads and in the air. The

regulation of such transport now under contemplation will if introduced, tend to direct such development along sound lines, and, as already stated, the Administration itself may be persuaded to invest funds in these directions.

As regards 3rd class passengers, however, it is probable that the Railway can offer attractive services. The steady increase in this class of traffic is encouraging and with the return of prosperity further expansion should take place, particularly in view of the recent substantial reductions in 3rd class fares. In this connexion, it will be of interest to know that investigations are now well advanced into the possibility of using rail cars over certain sections of the line. Extensive use of this type of facility is not, however, possible over the busier sections of the main line, or where districts are sparsely inhabited, but it is hoped shortly to carry out experiments on the Kisumu-Yala-Butere line, or on the Kampala-Jinja section.

We also have in contemplation the purchase of some additional locomotives of the Garratt type for main line services. These locomotives will possess many modern improvements in design, including a driving wheel of larger diameter, grease lubrication throughout and enlarged fuel and water capacity.

New rolling stock is also on order to replace time expired vehicles. These generally will follow modern practice and certain improvements such as larger wheels and other changes in design will tend to ensure better riding qualities and greater comfort.

In the Workshops many time expired machines are being replaced by machines of the latest type, leading to greatly increased efficiency and economy.

On the Marine side, a modern tug will shortly be delivered to deal with the rapidly increasing traffic in the Kavirondo Gulf, while a number of new lighters of the latest design are now arriving in the country.

On Lake Albert and the Nile we are examining the need for a new and up to date launch to serve Butiaba and the Murchison Falls, while the replacement of the old "Samuel Baker" by a new vessel must shortly be contemplated.

At the Port of Kilindini extensions to the deep water berths will in due course be required; but for the moment the purchase of the Magadi property at Shimanzi should meet the requirements of the immediate future.

Minor improvements in station facilities are being provided as and when required and a station more in keeping with the requirements and dignity of Kampala, as the commercial capital of Uganda, is now being designed.

182. In view of the satisfactory position of the General Reserve, it was not necessary to estimate revenue for 1937 on quite so conservative a basis as has been our practice in the past and a figure of 375,000 bales was accepted as a reasonable estimate of the Uganda cotton crop, which, as is well known, influences to a large extent the finances of the services. Within a fortnight of the final acceptance of this figure, the official crop estimate decreased to 330,000 bales on account of adverse weather conditions. However, there have been improvements in other directions, particularly as regards price levels, resulting in a substantial increase in imports. In consequence, it is believed that the total estimated Revenue for Railway and Harbours of £2,908,565 will be exceeded by the end of the year, provided no unforeseen disturbance of present conditions, either here or in Europe, takes place. At the moment of writing, the revenue position is perhaps unduly favourable, owing to the increased rapidity with which traffic has been handled. There may, therefore, be some corresponding falling away towards the latter half of the year.

As regards Expenditure, the gross Railway and Harbours expenditure, exclusive of Net Revenue transactions, for the year is estimated at £1,787,414.

STAFF

184. I gladly again place on record my deep appreciation of the unswerving loyalty and devotion to duty of the whole staff. The results recorded in this Report provide eloquent testimony to the ideal of service which I confidently believe permeates the whole Administration.

G. D. RHODES,
General Manager.

Kenya and Uganda Railways and Harbours.

In view of the serious rise in prices of materials and labour to which attention has already been drawn, it is probable that this amount will be exceeded by a substantial sum.

The Estimates provide for a balance under Net Earnings of £1,121,151 and a surplus of £319,169, after meeting all contributions to the Renewals Fund and also all Loan Charges.

On balance, the present indications are that these figures will be exceeded by the end of the year.

Financial
Prospects

183. Public attention has been drawn to the steadily improving financial position of the Administration, in spite of very substantial rates reductions, and to the undesirability of accumulating unnecessarily large reserves, which, it is claimed, serve no useful purpose at the present time and in fact result in the despatch overseas of considerable sums of money, which, though invested as well as possible, earn a low rate of interest. The question is asked: Is this sound and in the best interests of the country generally?

This is a natural and reasonable question in the present circumstances. There are, however, several points in this connexion to which attention should be drawn:—

Firstly, it must not be assumed that the present very favourable balance can be maintained indefinitely. As already explained costs are going up seriously and stability in this respect has not yet been achieved and is not likely to be achieved for a year or two.

Secondly, the need for making adequate provision for betterment if the Services are to be kept up to date and provided with reasonable facilities has been sufficiently stressed in this Report.

Thirdly, the reserves, though adequate, are in no sense excessive and private railways of a similar size would not consider the position as reflected by our accounts unduly safeguarded.

All these factors seem to support the need for extreme caution in making rates reductions.

The normal Railway outlets for such further sums as can be found would be to allocate them to a Rates Equalization Fund, to enable rates rebates to be granted in the depression period which always follows a boom, or to a supplementary Sinking Fund, to finance the amortization of a larger proportion of our onerous loans after 1946 (when it first becomes possible to do so), than our existing Sinking Fund contributions will enable us to do.

In order that this point may be better understood, it may be stated that we shall have some £4,245,386 of loan moneys bearing 6 per cent interest plus 1 per cent sinking fund charges that could be redeemed in September, 1946, but there will at that date be only some £1,800,000 in the sinking fund available for the purpose. The remaining amount must be either borrowed from other Funds or in the open market. It is clear that any additional amount that can be set aside through the medium of a supplementary sinking fund will be of great benefit to the country generally and will do much to reduce the cost of transport still further and also, if necessary, may enable the Services to borrow additional money advantageously for further development.

These questions will receive careful consideration during the present year.

CERTIFICATE OF CHIEF ENGINEER

I hereby certify that during 1936 the Permanent Way and Bridges on the entire system have been maintained in good order and condition. The Buildings and Works have also been maintained in good condition, with the exception of some of the original temporary Buildings and Works, which are long overdue for renewal, and on which further repairs are uneconomic.

The Wharves and Jetties at the Port of Mombasa have also been maintained in good condition.

A. E. HAMP, M.INST.C.E., M.INST.T.,
Chief Engineer.

CERTIFICATE OF CHIEF MECHANICAL ENGINEER

I hereby certify that the Locomotives, Carriages and Wagons, Machinery, Tools and Plant on the Railway Section of the system have been maintained during 1936 in good working condition, and that all Tugs, Launches, Harbour Craft and Mechanical Equipment at the Port of Mombasa have been maintained during 1936 in good condition.

K. C. STRAHAN, M.I.MECH.E., M.INST.T.,
Chief Mechanical Engineer.

CERTIFICATE OF SUPERINTENDENT OF THE LINE

I hereby certify that the Steamers, Tugs, Lighters and other craft in commission on the Lakes have been maintained in good working condition and repair during 1936.

F. BROWNING,
Superintendent of the Line.

CERTIFICATE OF PORT MANAGER

I hereby certify that all Tugs, Launches and Harbour Craft and Mechanical Equipment ashore have been maintained during 1936 in good condition.

N. J. STACY MARKS,
Port Manager.

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*LIST OF HEADS-ACCOUNTS AND STATISTICAL

Head No.		For Details see Statement Number	Unit	1935	1936
1	Gauge	18	metre.		
2	Route Mileage—	31	Miles	1,531·0	1,531·0
	(a) Owned				
	(b) Open to Public Traffic and Worked, but not Owned		Miles	91·0	91·0
	(c) TOTAL		Miles	1,622·0	1,622·0
3	Track Mileage	31	Miles	1,721·0	1,722·4
	(a) Owned				
	(b) Open to Public Traffic and Worked, but not Owned		Miles	104·0	102·6
	(c) TOTAL		Miles	1,825·0	1,825·0
4	Gross Railway Receipts	3	£	2,384,923	2,527,158
5	Railway Working Expenditure Excluding Contribution to Renewals Fund	3	£	1,088,184	1,142,276
6	Railway Working Expenditure Including Contribution to Renewals Fund	3	£	1,424,261	1,483,873
7	Balance of Railway Revenue Account	3	£	960,672	1,033,486
8	Receipts from Services other than Railway, Harbours	4	£	408,922	459,433
9	Expenditure on Services other than Railway, Harbours—	4			
	(1) Working Expenditure Excluding Contribution to Renewals Fund		£	185,646	179,367
	(2) Working Expenditure Including Contribution to Renewals Fund		£	185,970	204,703
10	Loan Interest Charges—	5 and 6	£		
	(a) Railway		£	530,243	530,706
	(b) Harbours		£	160,417	180,714
	(c) TOTAL		£	710,660	711,422
11	Loan Redemption Charges—	5 and 6	£		
	(a) Railway		£	102,058	103,655
	(b) Harbours		£	35,005	35,023
	(c) TOTAL		£	137,063	138,678
12	Profit on Undertaking	7	£	362,772	415,048
13	Percentage of Railway Working Expenditure (Excluding Contribution to Renewals Fund) to Gross Railway Receipts	3	%	45·63	45·20
14	Percentage of Railway Working Expenditure (Including Contribution to Renewals Fund) to Gross Railway Receipts	3	%	59·72	59·10
15	Capital Expenditure—	1			
	(a) Railway		£	18,338,187	18,314,659
	(b) Harbours		£	3,590,485	3,576,737
	(c) TOTAL		£	21,928,672	21,891,396
16	Coaching Train Mileage—	33	Miles	408,693	405,234
	(a) Paying including a Proportion of Mixed				
	(b) Non-paying		Miles	408,693	405,234
	(c) TOTAL				

* The term "Railway" includes Rail, Lake Marine and Road Services

*LIST OF HEADS-ACCOUNTS AND STATISTICAL (Contd.)

Head No.		For Details see Statement Number	Unit	1935	1936
17	Goods Train Mileage—	33			
	(a) Paying, including a Proportion of Mixed		Miles	1,787,708	2,061,479
	(b) Non-paying		Miles	533,420	551,288
	(c) TOTAL		Miles	2,321,128	2,602,767
18	Total Train Mileage	33	Miles	2,729,821	3,008,001
19	Engine Mileage	33	Miles	3,356,930	3,754,646
20	Percentage of Train to Engine Mileage		%	81·32	80·11
21	Average Goods Train Load (Net Tons)		Tons	157	170
22	Average Revenue Earning Goods Train Load (Net Tons)		Tons	198	210
23	Average Number of Vehicle Units Per Goods Train		No.	31·72	33·60
24	Engine Hours		No.	217,173	273,618
25	Number of Steam Locomotives on Hand	19	No.	148	148
26	Average Mileage per Steam Locomotive available for Traffic	35	Miles	33,372·05	34,749·49
27	Railway Passenger Receipts	13	£	158,962	170,227
28	Railway Other Coaching Receipts	13	£	35,186	37,694
29	Railway Total Coaching Receipts	13	£	194,148	207,881
30	Percentage of Railway Coaching Receipts to Gross Railway Receipts	3	%	8·14	8·23
31	Number of Passenger Journeys	13	No.	487,419	521,297
32	Number of Coaching Vehicles in Stock	20	No.	428	415
33	Railway Goods Receipts	13	£	2,122,556	2,247,387
34	Percentage of Railway Goods Receipts to Gross Railway Receipts	3	%	89·00	88·83
35	Rail Service Goods Receipts per Route (Mean) Mile		£	1,229	1,306
36	Rail Service Goods Receipts per Paying Goods Train Mile		Sh.	22/30	20/66
37	Rail Service Goods Working Expenditure Excluding Contribution to Renewals Fund per Paying Goods Train Mile		Sh.	8/71	8/17
38	Rail Service Goods Working Expenditure Including Contribution to Renewals Fund per Paying Goods Train Mile		Sh.	11/66	10/79
39	Railway Tonnage of Goods Hauled	13			
	(a) Paying		Tons	863,096	965,722
	(b) Non-paying		Tons	532,593	556,885
	(c) TOTAL		Tons	1,395,689	1,522,407

* The term "Railway" includes Rail, Lake Marine and Road Services

* LIST OF HEADS—ACCOUNTS AND STATISTICAL—(Concluded.)

Head No.		For Details see Statement Number	Unit	1935	1936
40	Railway Net Ton Mileage of Goods		Tons	334,431,796	409,439,382
	(a) Public		Tons	818,206	1,663,536
	(b) Railway Paying		Tons	335,280,102	411,102,918
	Total Paying		Tons	49,079,265	53,432,987
	(c) Railway Non-paying		Tons	384,329,367	464,535,905
	TOTAL		Tons		
41	Railway Average Goods Receipts per Paying Ton-mile		Cents	12.663	10.933
42	Average Length of Haul of Railway Paying Goods Traffic		Miles	388	425
43	Number of Goods Vehicles in Stock	20 (Cont.)	No.	3,999	3,656
44	Loaded Goods Vehicle Unit Mileage	38	Miles	44,352,114	52,155,780
45	Empty Goods Vehicle Unit Mileage	38	Miles	12,357,286	14,915,168
46	Total Goods Vehicle Unit Mileage	38	Miles	56,709,400	67,070,948
47	Percentage of Empty to Total Goods Vehicle Unit Mileage		%	21.79	22.24
48	Average Mileage per Goods Vehicle Unit available for Traffic	38	Miles	15,123	16,831

* The term "Railway" includes Rail, Lake Marine and Road Services

RAILWAYS AND HARBOURS.—CAPITAL ACCOUNT AS AT 31ST DECEMBER, 1936.

STATEMENT NO. 1

Expenditure	Total to 31-12-1935		Year ended 31-12-1936		Total to 31-12-1936		Receipts	Total to 31-12-1935		Year ended 31-12-1936		Total to 31-12-1936	
	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
To Lines Open for Traffic	13,419,728	19 80	27,835	19 67	13,447,564	19 47	By New Investment—Banks and Capital—						
" Rolling Stock	3,590,561	10 61	Cr. 26,489	13 57	3,564,072	0 04	Parliamentary Grants 1935/36 and 1936/37						
" Steamers, Tugs, Lighters, etc	541,416	19 50	Cr. 65,512	3 32	5,495,484	18 18	Parliamentary Grants, Uganda Railway Act, 1896 & 1902						
" Decks, Piers, Wharves, etc	3,224,312	9 96	Cr. 11,691	1 45	3,212,620	13 47	CONTRIBUTION FROM RECEIPTS:						
" Interest paid out of Capital	599,203	18 1 00	Cr. 63	0 01	599,140	15 30	Extraordinary Est.	649,472	19 49	Dr. 1,200	0 00	648,272	19 49
" Expenses of Issue and Disposal in connection with Loan Capital	553,446	3 37 00	Cr. 384	0 05	553,062	3 28	Reserve Funds	1,673,546	11 96	Dr. 461	1 58	1,672,085	10 38
" New Lines under Construction							Miscellaneous	101,324	4 01			101,324	4 01
" Assets handed over to Kenya Colony and Protectorate (without charge)	21,928,672	1 55 00	Cr. 9,275	13 81	21,891,396	7 74	Working Capital	442,347	4 86			442,347	4 86
" Telegraph Lines constructed for Uganda Protectorate	100,550	0 00			100,550	0 00	Stores	123,167	5 96			123,167	5 96
" Assets abandoned chargeable to Net Revenue Account	57,734	1 36	Cr. 58,734	1 35			Miscellaneous Receipts	536,223	16 83			536,223	16 83
" Balance	22,087,956	2 91	Cr. 88,884	12 64	21,999,071	10 27	By Interest-bearing CAPITAL—						
					1,237,170	1 37	Loans and advances, Kenya Colony and Protectorate	13,717,069	11 03	Dr. 465,262	3 56	13,251,807	7 47
							Loans and advances, Uganda Protectorate	967,705	6 69	Dr. 80,284	4 04	887,421	2 65
Total £					23,236,241	11 64	Total £			Dr. 1,661	58	23,236,241	11 64

Examined.
W. H. SMITH,
Auditor.

6th May, 1937.

R. P. WALKER
Chief Accountant
1st March, 1937.

RAILWAYS AND HARBOURS—BALANCE SHEET AS AT 31st DECEMBER, 1936.

STATEMENT NO. 1

LIABILITIES.

	£	s.	d.	£	s.	d.	£	s.	d.
Capital Account—Balance at Credit thereof	1,237,170	1	37						
Renewals Funds— Railways	1,677,269	12	29				293,098	1	97
Harbours	193,495	1	82				4,412	7	00
Betterment Funds— Railways	180,443	0	05	14	11		1,695	2	83
Harbours	50,581	17	22	211,024	17	27	1,750,000	0	00
Provident Funds— Compulsory Account	627,756	18	20				20,834	17	15
Voluntary Deposits Account	16,992	9	20	646,649	7	40	7,657	6	82
Reserve Accounts— General	576,579	7	53				822,979	18	09
Depreciation of Investments	15,737	10	10				630,963	18	84
Widows' and Orphans' Pensions Scheme	47,960	4	00	640,267	1	63	1,453,943	16	93
Fixed Fund				1,035	11	86	206,464	19	32
SUNDRY CREDITORS— Low Interest and Redemption Charges Accrued	286,026	9	94				44,363	10	16
Deposits	13,119	13	26				284,003	3	11
Miscellaneous	66,860	13	77	366,006	16	97	142,922	14	22
Total				4,964,892	10	61	4,964,892	10	61

The value of Other Stores and Materials (£244,003-3-9) shown above is the value at which they appear in the general ledger. Detailed accounts are maintained by the Stores Superintendent.

Examined,
W. H. SMITH,
Auditor,
6th May, 1937.

R. P. WALKER,
Chief Accountant,
1st March, 1937.
D. P. COUSTIN,
Stores Superintendent.

RAILWAYS—REVENUE ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1936.

HEADS	EXPENDITURE						RECEIPTS							
	1935			1936			1935			1936			Per cent of gross receipts	
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	%	%
A Engineering Expenses	186,970	11	56	189,672	8	30	159,633	3	69	171,065	19	39	6.70	6.71
B Locomotive Running Expenses	238,156	7	91	257,469	19	37	34,315	8	37	36,814	18	88	1.44	1.41
C Maintenance of Engines and Rolling Stock	194,074	17	96	200,498	5	19	20,857	1	78	20,068	5	19	0.87	0.87
D Traffic Expenses	230,317	9	59	240,366	7	26	2,122,555	14	48	2,247,386	7	03	89.00	89.00
E General Charges	99,821	3	78	107,814	16	62	1,320	0	42	1,575	9	05	0.06	0.06
F Steamer Services	64,895	15	67	65,513	6	38	46,041	12	42	50,249	2	58	1.93	1.98
G Motor Services	11,463	16	21	12,452	3	02								
H Miscellaneous Expenditure	60,464	8	04	64,335	4	91								
Total Ordinary Working Expenditure	1,086,184	10	72	1,142,276	1	63	2,384,923	1	16	2,527,158	2	12	100.00	100.00
To Depreciation	336,067	0	00	351,396	19	84								
Total Expenditure	1,424,251	10	72	1,493,673	5	47								
Balance Net Earnings	940,671	10	44	1,033,484	16	65								
Total	2,384,923	1	16	2,527,158	2	12								

Examined,
W. H. SMITH,
Auditor,
6th May, 1937.

R. P. WALKER,
Chief Accountant,
1st March, 1937.

HARBOURS—REVENUE ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1936.

STATEMENT No. 4

	RECEIPTS															
	EXPENDITURE				HEADS				AMOUNTS				PER CENT OF GROSS RECEIPTS			
	1935		1936		1935		1936		1935		1936		1935		1936	
To Engineering Expenses	A	1,452	9 96	4 31	3 50	2 56	2 56	50,221	7 70	57,332	8 56	12 35	12 49			
" Maintenance of Machinery and Boats	B	20,860	10 72	21,626	14 88	5 13	4 56	61,994	9 82	69,919	4 61	15 16	15 72			
" Working and Shifting of Lighters	C	3,046	9 64	8,374	9 67	1 82	1 82	148,327	8 82	180,182	14 54	36 27	39 22			
" General Charges	D	7,994	19 28	22,216	15 52	4 40	4 84	4,605	13 50	4,507	19 69	1 13	0 86			
" Miscellaneous Expenditure	E	14,945	15 38	17,225	6 48	3 65	3 75	14,906	19 66	15,395	12 29	3 65	3 35			
" Departmental Expenditure	F	6,975	9 97	7,568	10 91	1 71	1 83	1,143	14 99	1,141	1 48	0 28	0 25			
" Payments to Shore Handling and Lightage Contractors—	G	87,375	14 35	94,212	1 44	21 37	20 51	67,195	9 01	75,039	13 32	36 43	18 33			
1. Imports								43,097	19 94	55,864	1 20	10 53	12 16			
(a) Lighted								17,158	11 34			4 20				
2. Exports																
(a) Discharge																
(b) Lighted																
3. Overtime																
4. Payments for Clerical Work																
5. Miscellaneous Services																
Total Payments to Contractors		29,260	17 65	32,596	9 34	7 16	7 36									
Total Ordinary Working Expenditure		510	19 94	2,292	15 36	0 12	0 46									
Total Depreciation	J	155,646	5 71	176,366	10 81	38 06	39 65									
Total Expenditure		30,324	0 00	25,315	0 16	7 42	5 51									
Total Expenditure		185,970	5 71	204,702	10 97	45 48	46 99									
Total Expenditure		222,851	9 07	254,736	4 72	54 32	55 44									
Total Expenditure		408,921	14 78	459,432	15 69	100 00	100 00									
Total Expenditure		68,270	11 39	65,178	5 37	16 69	18 54									
Total Expenditure		155,646	5 71	176,366	10 81	38 06	39 65									
Total Expenditure		30,324	0 00	25,315	0 16	7 42	5 51									
Total Expenditure		185,970	5 71	204,702	10 97	45 48	46 99									
Total Expenditure		222,851	9 07	254,736	4 72	54 32	55 44									
Total Expenditure		408,921	14 78	459,432	15 69	100 00	100 00									
Total Expenditure		68,270	11 39	65,178	5 37	16 69	18 54									
Total Expenditure		155,646	5 71	176,366	10 81	38 06	39 65									
Total Expenditure		30,324	0 00	25,315	0 16	7 42	5 51									
Total Expenditure		185,970	5 71	204,702	10 97	45 48	46 99									
Total Expenditure		222,851	9 07	254,736	4 72	54 32	55 44									
Total Expenditure		408,921	14 78	459,432	15 69	100 00	100 00									
Total Expenditure		68,270	11 39	65,178	5 37	16 69	18 54									

Examined,
W. H. SMITH,
Auditor,
31st May, 1937.

R. P. WALKER,
Chief Accountant,
1st March, 1937.

STATEMENT No. 5

RAILWAY—NET REVENUE ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1936.

EXPENDITURE	Amount			RECEIPTS	Amount		
	£	s.	d.		£	s.	d.
To Loan Interest Charges	350,707	13	34	By Net Earnings from Revenue Account	1,033,484	16	65
" Loan Redemption Charges	103,665	5	86	" Interest on Cash Balances, Investments and Advances	78,425	12	11
" Write-off of Dead Assets	66,227	13	55	" Appreciation of Investments	737	10	10
" Write-down of Stores Stocks on Account of Obsolescence and Depreciation	6,112	19	10	" Realized and Retrieved Material	10,251	11	50
" Demolition of Assets	1,800	4	67	" Surplus on Land Account, Uganda	42	15	35
" Transfer of Assets	10,737	10	10				
" Reserve for Depreciation of Investments	18,865	15	15				
" Rebate on Maze	296	5	85				
" Refund of Stand Premia	378,959	19	66				
" Balance Carried to Combined Net Revenue Account (Railways and Harbours)	1,117,942	5	71				
Total Expenditure	1,117,942	5	71	Total Receipts	1,117,942	5	71

Examined,
W. H. SMITH,
Auditor,
6th May, 1937.

R. P. WALKER,
Chief Accountant,
1st March, 1937.

HARBOURS—NET REVENUE ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1936.

STATEMENT No. 6

EXPENDITURE	Amount			RECEIPTS	Amount		
	£	s.	d.		£	s.	d.
To Loan Interest Charges	180,713	17	24	By Net Earnings from Revenue Account	254,730	4	72
" Loan Redemption Charges	35,023	12	46	" Interest on Stamp Duty Reserve Fund	528	9	40
" Write-off of Dead Assets	3,063	18	04	" Realized and Retrieved Material	8	4	84
" Depreciation of Investments (Stamp Duty Reserve Fund)	77	15	16				
" Balance Carried to Combined Net Revenue Account (Railways and Harbours)	36,387	16	08				
Total Expenditure	255,266	18	96	Total Receipts	255,266	18	96

Examined,
W. H. SMITH,
Auditor,
6th May, 1937.

R. P. WALKER,
Chief Accountant,
1st March, 1936.

STATEMENT No. 7.

RAILWAYS AND HARBOURS.—COMBINED NET REVENUE ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1936.

EXPENDITURE	Amount			Resources			Amount		
	£	s.	d.	£	s.	d.	£	s.	d.
To Contributions to Betterment Funds, Railways	100,000	0	00	By Balance from Net Revenue Account (Railways)	375,669	19	66		
" " " " " " Harbours	36,387	18	06	" " " " " " (Harbours)	36,387	18	06		
" Reserve for Widows' and Orphans' Pension Scheme	47,950	4	00	" " " " " " " "					
" Balance Transferred to General Reserve Account	230,779	15	66						
Total	£ 415,047	15	72	Total	£ 415,047	15	72		

Examined,
W. H. SMITH,
Auditor.
6th May, 1937.

R. P. WALKER,
Chief Accountant.
1st March, 1937.

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STATEMENT No. 8.

RAILWAYS AND HARBOURS.—RENEWALS FUNDS FOR THE YEAR ENDED 31st DECEMBER, 1936

EXPENDITURE	Railways			Harbours			Resources			Railways			Harbours		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
To Expenditure on Works	107,051	2	77	1,581	16	90	By Balance on 31st December, 1935	1,612,271	13	50	181,707	10	53		
" Withdrawals of Capital Assets	87,403	18	44	11,976	11	81	" Contribution from Revenue Account	351,453	0	00	25,260	0	00		
" Balance on 31st December, 1936	1,689,269	12	29	193,499	1	82									
Total	£ 1,883,724	13	50	207,057	10	33	Total	£ 1,883,724	13	50	207,057	10	33		

Examined,
W. H. SMITH,
Auditor.
6th May, 1937.

R. P. WALKER,
Chief Accountant.
1st March, 1937.

STATEMENT No. 9.

RAILWAYS AND HARBOURS.—BETTERMENT FUNDS FOR THE YEAR ENDED 31st DECEMBER, 1936.

EXPENDITURE	Railways			Harbours			Resources			Railways			Harbours		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
To Expenditure on Works:—							By Balance on 31st December, 1935	66,538	10	26	15,610	10	57		
Capitalized	2,222	13	23	—	—	—	" Transfer from Combined Net Revenue Account	100,000	0	00	36,387	16	68		
Non-Capitalized	7,851	12	33	1,416	9	71	" Miscellaneous	3,928	16	00	—	—	—		
" Balance on 31st December, 1936	160,443	0	05	50,581	17	22									
Total	£ 170,517	6	36	51,998	6	93	Total	£ 170,517	6	26	51,998	6	35		

Examined,
W. H. SMITH,
Auditor.
6th May, 1937.

R. P. WALKER,
Chief Accountant.
1st March, 1937.

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STATEMENT No. 10.

RAILWAYS AND HARBOURS.—PROVIDENT FUND ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1936.

EXPENDITURE	Compulsory Account			Voluntary Deposits Account			Resources			Compulsory Account			Voluntary Deposits Account		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
To Withdrawals	25,555	14	55	13,333	5	48	By Balance on 31st December, 1935	573,638	8	51	14,795	8	37		
" Balance on 31st December, 1936	628,756	18	20	16,802	10	20	" Deposits	84,674	4	24	15,430	11	33		
Total	£ 698,312	12	75	30,225	17	68	Total	£ 698,312	12	75	30,225	17	68		

Examined,
W. H. SMITH,
Auditor.
6th May, 1937.

R. P. WALKER,
Chief Accountant.
1st March, 1937.

STATEMENT No. 11.
RAILWAYS AND HARBOURS.—RESERVE ACCOUNTS FOR THE YEAR ENDED 31st DECEMBER, 1936.

EXPENDITURE	General			Depreciation of Investments			Widows' and Orphans' Pension Schemes			Receipts			General			Depreciation of Investments			Widows' and Orphans' Pension Schemes			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
To Balance on 31st December, 1936	576,579	7	53	15,737	10	10	47,950	4	00	By Balance on 31st Decem- ber, 1935	345,869	11	87	5,000	0	00	—	—	—	—	—	—
										" Transfer from Railways Net Revenue Account	—	—	—	10,737	10	10	—	—	—	—	—	—
										" Transfer from Combined Net Revenue Account	290,709	15	08	—	—	—	—	—	—	—	—	—
<i>Total</i>	£ 576,579	7	53	15,737	10	10	47,950	4	00	<i>Total</i>	£ 576,579	7	53	15,737	10	10	47,950	4	00			

Examined,
W. H. SMITH,
Auditor.
6th May, 1937.

R. P. WALKER,
Chief Accountant.
1st March, 1937.

STATEMENT No. 12.
RAILWAYS AND HARBOURS FINE FUND ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1936.

EXPENDITURE	Amount			Receipts			Amount		
	£	s.	d.	£	s.	d.	£	s.	d.
To Expenditure	884	8	21	By Balance on 31st December, 1935	990	13	08		
" Balance on 31st December, 1936	1,005	11	98	" Receipts	689	6	90		
<i>Total</i>	£ 1,690	0	07	<i>Total</i>	£ 1,690	0	07		

Examined,
W. H. SMITH,
Auditor.
6th May, 1937.

R. P. WALKER,
Chief Accountant.
1st March, 1937.

RAILWAYS.—STATEMENT OF TRAFFIC AND RECEIPTS FOR THE YEAR ENDED 31st DECEMBER, 1936, COMPARED WITH 1935.

No. of Passengers Carried	Amount			Increase in 1936			Decrease in 1935		
	£	s.	d.	No.	Amount	No.	Amount	No.	Amount
Single journeys	4,315	3	69	2774	1,061	17	92	11	258
Return journeys	1,603	26	84	1,463	5,466	0	79	4	3
	15,474	53	913	24,866	4,959	7	44	..	100
	3,057,000	77	534	6,249	..	..	..	..	..
	124,971	158	289	32,576	11,517	6	15	..	252
	637	10	60	..	..	..	..	..	0
	15	18	50	..	..	..	..	..	10
	19	16	00	33	8	12	00	..	18
	673	4	00	18	..	..	..	..	19
	764	17	20	13,862	69	6	30	..	..
	105	18	75	..	..	..	..	..	..
	159,833	3	69	..	..	..	..	..	..
	27,612	18	41	651	2,349	10	51	..	..
	6,702	9	96	651	150	0	00	..	..
	34,315	8	37	651	2,499	10	51	..	..
	20,857	1	78	5,859	..	..	..	..	..
	215,005	13	84	12,941	9	62	..	..	..

Total carried forward

RAILWAYS—STATEMENT OF TRAFFIC AND RECEIPTS FOR THE YEAR ENDED 31st DECEMBER, 1936, COMPARED WITH 1935—(Continued)

1936

No. Weight of Goods, &c.	Amount			No. Weight of Goods, &c.	Amount			Increase in 1936			Decrease in 1936		
	Tons	£	Tons		Tons	£	Tons	Tons	£	Tons	Tons	£	Tons
<i>Total brought forward</i>													
215,005	13	84	2,120,315	0	44	2,244,385	0	23	110,712	12,941	9	62	
649,795	13,301	2,240	14	04	6,215	3,411	6	80	900	12	76	7,086	
311,927	..	..	..	..	318,470	..	..	..	4,543	..	..	..	..
220,656	..	..	..	..	240,215	..	..	..	19,549	..	..	..	..
1,395,659	2,122,555	14	48		1,523,407	2,247,398	7	03	127,718	124,830	12	55	
1,320	0	42				1,575	9	05		255	8	63	
MISCELLANEOUS—													
472	19	74	7,655	4	26	6,971	2	97	75	..	..	..	48
92,145	5,340	14	04	04	5,673	17	20	10	10	133	3	16	714
117,978	1,178	10	04	04	1,853	18	53	175	8	175	8	49	352
47,336	7,458	12	29		10,677	3	78	3,168	9	49	49	..	..
..	19,468	18	72		21,114	11	98	1,651	3	26	..	..	44
..	3,183	13	26		3,421	17	68	238	4	42	..	..	..
..	46,041	12	42		50,249	2	58	4,207	10	16	..	..	..
..	2,384,923	1	16		2,527,158	2	12	142,235	0	96	..	..	..
<i>Total</i>													
<i>Grand Total</i>													

HARBOURS—STATEMENT OF TRAFFIC AND RECEIPTS FOR THE YEAR ENDED 31st DECEMBER, 1936—COMPARED WITH 1935.

1936

Tons	Amount			Tons	Amount			Increase in 1936			Decrease in 1936		
	£	Tons	£		Tons	£	Tons	Tons	£	Tons	Tons	£	Tons
237,718	50,521	7	70	300,019	57,352	5	55	42,301	6,851	—	86	—	—
..	61,994	9	82	..	69,416	4	61	..	7,924	14	79	..	..
435,461	148,327	8	82	545,117	191,152	14	54	109,666	31,855	5	72	..	..
92,145	4,605	13	50	91,541	4,977	19	69	..	..	..	..	..	..
117,978	14,906	19	66	124,678	15,385	12	29	6,900	488	12	63	504	97
47,336	1,143	14	99	47,356	1,141	1	48	20	..	..	..	..	2
930,033	281,489	14	49	1,059,021	329,529	1	17	188,983	47,029	6	68	..	..
MARINE OPERATIONS, &c.—													
..	32,690	17	83	..	35,795	3	60	..	3,105	5	77	..	..
..	932	14	76	..	1,154	22	19	..	60	17	43	..	..
..	513	17	72	..	464	11	35	..	..	..	..	..	19
..	3,001	1	20	..	7,597	17	50	..	479	2	50	..	3,000
..	7,488	5	00	..	15,385	12	29	6,900	..	..	..	..	9
..	16	3	00	..	..	..	..	..	7,211	6	00	..	1
..	22,083	6	06	..	29,294	12	90	..	9	5	15	..	17
..	470	3	50	..	475	2	85	..	..	..	..	..	..
..	67,189	9	01	..	75,008	13	52	..	7,844	4	31	..	..
MISCELLANEOUS—													
..	7,430	0	59	..	9,005	0	24	..	1,575	19	65	..	..
..	142	16	00	..	11,542	2	53	..	3,166	9	62	..	11
..	8,375	12	91	..	2,730	2	36	..	177	17	15	..	6
..	1,080	12	75	..	1,856	23	93	..	441	10	62	..	3,000
..	2,561	5	31	..	11,220	3	64	..	1,647	19	17	..	9
..	1,438	3	31	..	1,394	13	47	..	446	8	43	..	17
..	9,081	9	47	..	750	12	15	..	605	3	56	..	..
..	885	3	04	..	1,134	1	24	..	3,072	2	14	..	..
..	1,023	15	80	..	1,134	1	24	..	..	..	..	..	..
..	7,977	3	10	..	1,134	1	24	..	759	4	02	..	185
..	1,002	10	50	..	2,305	14	73	..	..	..	..	..	18
..	1,289	10	71	..	..	..	..	..	..	..	..	..	33
..	43,007	19	84	..	55,964	1	20	..	12,796	1	26	..	..
..	17,158	11	34	..	..	..	..	..	..	..	..	..	..
..	408,921	14	73	..	469,832	15	69	..	50,511	0	91	..	17,168
GRAND TOTAL													

Amount	Percentage receipts	Percentage of expen- diture	Per mile of line open 1,622	Per mile of line open 1,622	Per mile of line open 1,622	Per mile of line open 1,622	Per mile of line open 1,622	Per mile of line open 1,622	Per mile of line open 1,622	1		2		3		4		5		6		
										Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount
2,835 13 85	0.15	0.05	1 14 96	0.02	0 15	0.00	3,717 11 25	0.25	0.15	3,717 11 25	0.25	0.15	3,717 11 25	0.25	0.15	3,717 11 25	0.25	0.15	3,717 11 25	0.25	0.15	3,717 11 25
5,090 13 02	0.25	0.08	3 13 69	0.04	0 30	0.00	5,862 13 61	0.39	0.23	5,862 13 61	0.39	0.23	5,862 13 61	0.39	0.23	5,862 13 61	0.39	0.23	5,862 13 61	0.39	0.23	5,862 13 61
4,792 13 02	0.23	0.08	3 13 69	0.04	0 30	0.00	4,984 17 22	0.19	0.19	4,984 17 22	0.19	0.19	4,984 17 22	0.19	0.19	4,984 17 22	0.19	0.19	4,984 17 22	0.19	0.19	4,984 17 22
13,515 11 34	0.57	0.96	8 6 55	0.10	0 74	0.00	14,865 02 08	0.57	0.96	14,865 02 08	0.57	0.96	14,865 02 08	0.57	0.96	14,865 02 08	0.57	0.96	14,865 02 08	0.57	0.96	14,865 02 08
11,227 11 24	0.47	0.74	6 18 47	0.08	0 61	0.00	10,245 16 51	0.40	0.69	10,245 16 51	0.40	0.69	10,245 16 51	0.40	0.69	10,245 16 51	0.40	0.69	10,245 16 51	0.40	0.69	10,245 16 51
1,101 11 23	0.05	0.08	0 13 58	0.01	0 16	0.00	1,686 14 75	0.07	0.11	1,686 14 75	0.07	0.11	1,686 14 75	0.07	0.11	1,686 14 75	0.07	0.11	1,686 14 75	0.07	0.11	1,686 14 75
10,662 13 21	0.44	0.74	6 10 74	0.08	0 54	0.00	10,552 7 26	0.43	0.73	10,552 7 26	0.43	0.73	10,552 7 26	0.43	0.73	10,552 7 26	0.43	0.73	10,552 7 26	0.43	0.73	10,552 7 26
9,797 6 33	0.41	0.65	6 03 07	0.07	0 54	0.00	10,046 2 43	0.40	0.67	10,046 2 43	0.40	0.67	10,046 2 43	0.40	0.67	10,046 2 43	0.40	0.67	10,046 2 43	0.40	0.67	10,046 2 43
21 46 1 5 95	0.00	0.00	0 00 00	0.00	0 00	0.00	21,327 8 96	0.84	1.42	21,327 8 96	0.84	1.42	21,327 8 96	0.84	1.42	21,327 8 96	0.84	1.42	21,327 8 96	0.84	1.42	21,327 8 96
54,112 7 75	2.27	3.10	33 8 22	0.40	2 47	0.00	54,068 9 91	2.14	3.62	54,068 9 91	2.14	3.62	54,068 9 91	2.14	3.62	54,068 9 91	2.14	3.62	54,068 9 91	2.14	3.62	54,068 9 91
38,317 2 41	1.61	2.22	23 12 89	0.26	4 17	0.00	37,163 18 83	1.47	2.49	37,163 18 83	1.47	2.49	37,163 18 83	1.47	2.49	37,163 18 83	1.47	2.49	37,163 18 83	1.47	2.49	37,163 18 83
3,110 14 62	0.13	0.22	1 18 36	0.07	0 17	0.00	3,079 0 25	0.12	0.21	3,079 0 25	0.12	0.21	3,079 0 25	0.12	0.21	3,079 0 25	0.12	0.21	3,079 0 25	0.12	0.21	3,079 0 25
3,139 6 04	0.13	0.22	1 18 71	0.07	0 17	0.00	3,139 3 03	0.12	0.21	3,139 3 03	0.12	0.21	3,139 3 03	0.12	0.21	3,139 3 03	0.12	0.21	3,139 3 03	0.12	0.21	3,139 3 03
669 14 75	0.03	0.05	0 8 26	0.01	0 03	0.00	773 14 21	0.03	0.05	773 14 21	0.03	0.05	773 14 21	0.03	0.05	773 14 21	0.03	0.05	773 14 21	0.03	0.05	773 14 21
1,656 15 64	0.07	0.11	0 19 51	0.01	0 19	0.00	2,113 4 15	0.08	0.14	2,113 4 15	0.08	0.14	2,113 4 15	0.08	0.14	2,113 4 15	0.08	0.14	2,113 4 15	0.08	0.14	2,113 4 15
4,114 15 51	0.17	0.31	2 14 43	0.03	3 24	0.00	4,145 15 69	0.16	0.28	4,145 15 69	0.16	0.28	4,145 15 69	0.16	0.28	4,145 15 69	0.16	0.28	4,145 15 69	0.16	0.28	4,145 15 69
51,268 9 51	2.15	3.60	31 12 16	0.37	2 80	0.00	50,689 2 86	1.99	3.38	50,689 2 86	1.99	3.38	50,689 2 86	1.99	3.38	50,689 2 86	1.99	3.38	50,689 2 86	1.99	3.38	50,689 2 86
573 10 56	0.02	0.04	0 7 07	0.01	0 03	0.00	1,188 10 32	0.05	0.08	1,188 10 32	0.05	0.08	1,188 10 32	0.05	0.08	1,188 10 32	0.05	0.08	1,188 10 32	0.05	0.08	1,188 10 32
1,397 13 43	0.06	0.10	0 17 24	0.01	0 08	0.00	2,174 9 33	0.08	0.14	2,174 9 33	0.08	0.14	2,174 9 33	0.08	0.14	2,174 9 33	0.08	0.14	2,174 9 33	0.08	0.14	2,174 9 33
1,971 4 41	0.08	0.14	1 4 31	0.01	0 11	0.00	3,852 19 65	0.13	0.22	3,852 19 65	0.13	0.22	3,852 19 65	0.13	0.22	3,852 19 65	0.13	0.22	3,852 19 65	0.13	0.22	3,852 19 65
5,938 7 82	0.25	0.42	3 13 84	0.04	0 33	0.00	4,933 4 59	0.20	0.33	4,933 4 59	0.20	0.33	4,933 4 59	0.20	0.33	4,933 4 59	0.20	0.33	4,933 4 59	0.20	0.33	4,933 4 59
1,883 13 08	0.08	0.13	1 2 26	0.01	0 10	0.00	1,749 6 61	0.07	0.12	1,749 6 61	0.07	0.12	1,749 6 61	0.07	0.12	1,749 6 61	0.07	0.12	1,749 6 61	0.07	0.12	1,749 6 61
1,042 18 85	0.05	0.10	0 12 26	0.02	0 08	0.00	1,072 4 63	0.04	0.07	1,072 4 63	0.04	0.07	1,072 4 63	0.04	0.07	1,072 4 63	0.04	0.07	1,072 4 63	0.04	0.07	1,072 4 63
1,262 12 41	0.04	0.07	0 17 30	0.01	0 09	0.00	1,262 0 86	0.04	0.07	1,262 0 86	0.04	0.07	1,262 0 86	0.04	0.07	1,262 0 86	0.04	0.07	1,262 0 86	0.04	0.07	1,262 0 86
679 15 57	0.03	0.05	0 8 37	0.01	0 03	0.00	673 1 89	0.03	0.05	673 1 89	0.03	0.05	673 1 89	0.03	0.05	673 1 89	0.03	0.05	673 1 89	0.03	0.05	673 1 89
578 11 04	0.02	0.03	0 5 56	0.01	0 03	0.00	573 13 07	0.02	0.04	573 13 07	0.02	0.04	573 13 07	0.02	0.04	573 13 07	0.02	0.04	573 13 07	0.02	0.04	573 13 07
545 9 33	0.02	0.04	0 5 74	0.01	0 03	0.00	613 1 87	0.02	0.04	613 1 87	0.02	0.04	613 1 87	0.02	0.04	613 1 87	0.02	0.04	613 1 87	0.02	0.04	613 1 87
28,168 6 44	1.15	1.93	17 7 51	0.21	1 54	0.00	30,265 1 61	1.20	2.08	30,265 1 61	1.20	2.08	30,265 1 61	1.20	2.08	30,265 1 61	1.20	2.08	30,265 1 61	1.20	2.08	30,265 1 61

Amount	Percentage receipts	Percentage of expen- diture	Per mile of line open 1,622	Per mile of line open 1,622	Per mile of line open 1,622	Per mile of line open 1,622	Per mile of line open 1,622	Per mile of line open 1,622	Per mile of line open 1,622	1		2		3		4		5		6		
										Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage
149,430 13 48	6.25	10.47	91 18 65	1.09	8 15	0.00	152,490 16 11	6.03	10.21	152,490 16 11	6.03	10.21	152,490 16 11	6.03	10.21	152,490 16 11	6.03	10.21	152,490 16 11	6.03	10.21	152,490 16 11
9,154 15 31	0.34	0.57	5 0 31	0.06	0 45	0.00	8,142 11 53	0.32	0.54	8,142 11 53	0.32	0.54	8,142 11 53	0.32	0.54	8,142 11 53	0.32	0.54	8,142 11 53	0.32	0.54	8,142 11 53
3,715 9 03	0.16	0.26	2 5 81	0.03	0 20	0.00	3,827 11 40	0.15	0.26	3,827 11 40	0.15	0.26	3,827 11 40	0.15	0.26	3,827 11 40	0.15	0.26	3,827 11 40	0.15	0.26	3,827 11 40
2,881 15 54	0.12	0.20	1 15 29	0.02	0 16	0.00	3,598 3 61	0.14	0.24	3,598 3 61	0.14	0.24	3,598 3 61	0.14	0.24	3,598 3 61	0.14	0.24	3,598 3 61	0.14	0.24	3,598 3 61
17 6 53	0.00	0.00	0 0 21	0.00	0 00	0.00	49 16 82	0.00	0.00	49 16 82	0.00	0.00	49 16 82	0.00	0.00	49 16 82	0.00	0.00	49 16 82	0.00	0.00	49 16 82
4,125 8 68	0.17	0.27	2 10 67	0.03	0 20	0.00	3,689 8 99	0.15	0.25	3,689 8 99	0.15	0.25	3,689 8 99	0.15	0.25	3,689 8 99	0.15	0.25	3,689 8 99	0.15	0.25	3,689 8 99
5,216 10 74	0.22	0.37	3 4 32	0.04	0 25	0.00	5,352 12 64	0.21	0.36	5,352 12 64	0.21	0.36	5,352 12 64	0.21	0.36	5,352 12 64	0.21	0.36	5,352 12 64	0.21	0.36	5,352 12 64
43 13 07	0.00	0.00	0 0 54	0.00	0 00	0.00	50 1 40	0.00	0.00	50 1 40	0.00	0.00	50 1 40	0.00	0.00	50 1 40	0.00	0.00	50 1 40	0.00	0.00	50 1 40
45,950 3 64	0.67	1.12	19 17 64	0.12	0 87	0.00	16,577 14 96	0.65	1.11	16,577 14 96	0.65	1.11	16,577 14 96	0.65	1.11	16,577 14 96	0.65	1.11	16,577 14 96	0.65	1.11	16,577 14 96
1,513 9 50	0.49	0.82	7 3 26	0.08	0 64	0.00	8,777 0 71	0.35	0.59	8,777 0 71	0.35	0.59	8,777 0 71	0.35	0.59	8,777 0 71	0.35	0.59	8,777 0 71	0.35	0.59	8,777 0 71
309 10 06	0.01	0.02	0 3 12	0.00	0 02	0.00	460 5 72	0.02	0.03	460 5 72	0.02	0.03	460 5 72	0.02	0.03	460 5 72	0.02	0.03	460 5 72	0.02	0.03	460 5 72
2,566 7																						

RAILWAYS—WORKING EXPENSES OF 1936 COMPARED WITH 1935—(Continued)

STATEMENT No. 15—(Continued)

1936

Amount	Percentage on receipts	Percentage of expenditure	Per mile of line open 1,622	Per train	Per engine	Per 1,000 freight tons	C.		Per 1,000 freight tons	Per 1,000 freight tons
							Amount	Percentage		
4,594 7 99	0 19	3 32	2 16 65	0 03	0 03	0 25	MAINTENANCE OF ENGINES AND ROLLING STOCK		442 046	
12 975 5 70	0 15	0 91	8 0 03	0 10	0 02	0 71	I.—GENERAL SUPERINTENDENCE— (a) Salaries of Chief Mechanical Engineer, Works Manager, Assistant Accountant and Miscellaneous Expenses		3 754 546	
6 700 15 41	0 28	0 47	4 2 63	0 06	0 04	0 39	(b) Superintendence—Salaries of Foremen, etc., and Miscellaneous Expenses		3 008 301	
24 275 13 53	1 32	1 70	14 19 31	0 3	0 15	1 53	(c) Other Staff and Miscellaneous Expenses		3 754 546	
							Total I		3 008 301	
20 881 15 32	0 57	1 46	12 17 48	0 15	0 11	1 14	II.—MAINTENANCE OF ENGINES—		3 008 301	
11 202 17 18	0 47	0 75	6 18 14	0 38	0 33	0 64	(a) Shop Repairs		3 008 301	
22 141 7 40	0 33	1 55	13 13 01	0 16	0 12	1 2	(1) & (2) Labour		3 008 301	
10 472 17 59	0 44	0 74	6 9 13	0 38	0 34	0 51	(3) Materials		3 008 301	
64 093 15 28	2 71	4 54	39 17 76	0 47	0 36	3 54	(4) Running Repairs		3 008 301	
							(1) about		3 008 301	
							(2) Materials		3 008 301	
							Total II		3 008 301	
12 631 9 90	0 52	0 88	7 14 52	0 09	0 07	0 98	III.—MAINTENANCE OF COACHING STOCK—		3 008 301	
12 535 6 71	0 53	0 88	7 14 56	0 09	0 08	0 98	(a) Shop Repairs		3 008 301	
4 708 13 57	0 20	0 33	2 18 07	0 04	0 03	0 26	(1) & (2) Labour		3 008 301	
5 331 19 57	0 21	0 36	3 3 31	0 04	0 03	0 28	(3) Materials		3 008 301	
34 952 9 95	1 46	2 45	21 10 46	0 26	0 21	2 7	(4) Running Repairs		3 008 301	
							(1) about		3 008 301	
							(2) Materials		3 008 301	
							Total III		3 008 301	
123 882 18 53	5 19	8 69	76 7 53	0 91	0 74	6 78	Total carrying forward		3 008 301	

1935

RAILWAYS—WORKING EXPENSES OF 1936 COMPARED WITH 1935—(Continued)

1935

Amount	Percentage on receipts	Percentage of expenditure	Per mile of line open 1,622	Per train	Per engine	Per 1,000 freight tons	C.		Per 1,000 freight tons	Per 1,000 freight tons
							Amount	Percentage		
128 802 18 53	5 19	8 69	76 7 53	0 91	0 74	6 78	MAINTENANCE OF ENGINES AND ROLLING STOCK—(Continued)		442 046	
12 793 5 30	0 54	0 70	7 17 75	0 10	0 08	0 70	IV.—MAINTENANCE OF GOODS STOCK—		442 046	
17 804 0 41	0 75	1 25	10 19 53	0 13	0 11	0 98	(a) Shop Repairs		442 046	
12 647 15 27	0 53	0 89	7 16 20	0 09	0 07	0 59	(1) & (2) Labour		442 046	
7 195 11 45	0 30	0 50	4 8 72	0 06	0 04	0 39	(3) Materials		442 046	
50 466 12 49	2 12	3 54	31 2 20	0 37	0 30	2 75	(4) Running Repairs		442 046	
							(1) about		442 046	
							(2) Materials		442 046	
							Total IV		442 046	
5 271 6 13	0 35	0 58	5 1 96	0 06	0 06	0 45	V.—MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.—		442 046	
2 052 14 77	0 09	0 15	1 5 31	0 02	0 01	0 11	(a) Shop Repairs		442 046	
3 222 14 42	0 01	0 02	0 4 15	0 02	0 01	0 02	(b) Running Repairs		442 046	
340 11 17	0 01	0 62	0 4 22	0 01	0 01	0 02	(c) Re-ordering Appliances		442 046	
1 120 16 66	0 05	0 08	0 13 52	0 01	0 01	0 06	(d) Re-ordering Appliances		442 046	
1 219 3 27	0 51	0 55	7 9 42	0 09	0 07	0 76	(e) Maintenance of Water Pumps and columns		442 046	
							Total V		442 046	
15 13 23	0 01	0 01	0 1 40	0 01	0 01	0 01	VI.—EUROPEAN APPRENTICES HOSTEL		442 046	
9 63 0 74	0 04	0 07	0 11 55	0 01	0 01	0 05	VII.—AFRICAN APPRENTICES HOSTEL		442 046	
3 16 12 43	0 01	0 02	0 3 91	0 01	0 01	0 02	VIII.—PRINTING AND STATIONERY		442 046	
1 4 13 25	0 01	0 01	0 1 24	0 01	0 01	0 01	IX.—DRAWING MATERIALS AND INSTRUMENTS		442 046	
2 7 2 2 32	0 11	0 19	1 13 44	0 02	0 02	0 05	X.—PASSAGES		442 046	
1 999 5 17	0 06	0 14	1 4 66	0 01	0 01	0 11	XI.—NEW MINOR WORKS AND IMPROVEMENTS—		442 046	
1 249 15 75	0 05	0 09	0 15 41	0 01	0 01	0 07	(a) New Minor Works		442 046	
153 19 73	0 01	0 01	0 2 02	0 01	0 01	0 01	(b) Alterations and Improvements		442 046	
3 413 1 50	0 14	0 24	2 2 09	0 02	0 02	0 19	(c) Experimental work on Rolling Stock		442 046	
154 74 17 95	8 14	13 62	119 13 03	1 42	1 15	10 63	Total XI		442 046	
							GRAND TOTAL ABSTRACT C.		442 046	

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

STATEMENT No. 15—(Continued)

1936

Amount	Percentage on receipts	Per cent of expenditure	Per mile of line operated	Per train	Per ton	Per ton-mile	Per ton-mile freight	1		2		3		4		5		6		7											
								Amount	Percentage on receipts	Per cent of expenditure	Per mile of line operated	Per train	Per ton	Per ton-mile	Per ton-mile freight	Amount	Percentage on receipts	Per cent of expenditure	Per mile of line operated	Per train	Per ton	Per ton-mile	Per ton-mile freight	Amount	Percentage on receipts	Per cent of expenditure	Per mile of line operated	Per train	Per ton	Per ton-mile	Per ton-mile freight
D. TRAFFIC EXPENSES																															
I.—SUPERINTENDENCE—																															
(a) Salaries of Superintendent and Assistants, etc.																															
15,424 19 96	0.61	1.0	9 10 20	0.10	0.08	0.00	0.70	15,424 19 96	0.61	1.0	9 10 20	0.10	0.08	0.00	0.70	15,424 19 96	0.61	1.0	9 10 20	0.10	0.08	0.00	0.70	15,424 19 96	0.61	1.0	9 10 20	0.10	0.08	0.00	0.70
(b) Miscellaneous Expenses																															
996 4 57	0.04	0.07	0 12 16	0.01	0.01	0.01	0.04	996 4 57	0.04	0.07	0 12 16	0.01	0.01	0.01	0.04	996 4 57	0.04	0.07	0 12 16	0.01	0.01	0.01	0.04	996 4 57	0.04	0.07	0 12 16	0.01	0.01	0.01	0.04
Total I																															
16,411 4 53	0.65	1.10	10 2 36	0.11	0.09	0.01	0.74	16,411 4 53	0.65	1.10	10 2 36	0.11	0.09	0.01	0.74	16,411 4 53	0.65	1.10	10 2 36	0.11	0.09	0.01	0.74	16,411 4 53	0.65	1.10	10 2 36	0.11	0.09	0.01	0.74
II.—OFFICES—																															
(a) Salaries of Office Staff																															
15,970 15 41	0.63	1.07	9 16 93	0.10	0.09	0.01	0.72	15,970 15 41	0.63	1.07	9 16 93	0.10	0.09	0.01	0.72	15,970 15 41	0.63	1.07	9 16 93	0.10	0.09	0.01	0.72	15,970 15 41	0.63	1.07	9 16 93	0.10	0.09	0.01	0.72
(b) Miscellaneous Expenses																															
2,664 3 14	0.11	0.18	1 12 85	0.02	0.01	0.01	0.12	2,664 3 14	0.11	0.18	1 12 85	0.02	0.01	0.01	0.12	2,664 3 14	0.11	0.18	1 12 85	0.02	0.01	0.01	0.12	2,664 3 14	0.11	0.18	1 12 85	0.02	0.01	0.01	0.12
Total II																															
18,634 18 55	0.74	1.25	11 9 78	0.12	0.10	0.10	1.84	18,634 18 55	0.74	1.25	11 9 78	0.12	0.10	0.10	1.84	18,634 18 55	0.74	1.25	11 9 78	0.12	0.10	0.10	1.84	18,634 18 55	0.74	1.25	11 9 78	0.12	0.10	0.10	1.84
III.—STATION AND PIER STAFF—																															
(a) Salaries of Station and Pier Masters, Goods Agent, Signallers, Clerks, Porters, Pointsmen, Sweepers, etc.																															
111,974 11 72	4.43	7.49	69 0 70	0.75	0.89	0.89	5.97	111,974 11 72	4.43	7.49	69 0 70	0.75	0.89	0.89	5.97	111,974 11 72	4.43	7.49	69 0 70	0.75	0.89	0.89	5.97	111,974 11 72	4.43	7.49	69 0 70	0.75	0.89	0.89	5.97
(b) Loading and Unloading of Vessels and Trucks:																															
1. Kilindini Harbour																															
21,090 4 95	0.84	1.41	13 0 05	0.14	0.11	0.11	0.85	21,090 4 95	0.84	1.41	13 0 05	0.14	0.11	0.11	0.85	21,090 4 95	0.84	1.41	13 0 05	0.14	0.11	0.11	0.85	21,090 4 95	0.84	1.41	13 0 05	0.14	0.11	0.11	0.85
2. Other Ports and Stations																															
5,061 11 24	0.20	0.34	3 2 41	0.03	0.03	0.03	0.23	5,061 11 24	0.20	0.34	3 2 41	0.03	0.03	0.03	0.23	5,061 11 24	0.20	0.34	3 2 41	0.03	0.03	0.03	0.23	5,061 11 24	0.20	0.34	3 2 41	0.03	0.03	0.03	0.23
(c) Miscellaneous Expenses																															
1,314 16 43	0.05	0.09	0 16 21	0.01	0.01	0.01	0.08	1,314 16 43	0.05	0.09	0 16 21	0.01	0.01	0.01	0.08	1,314 16 43	0.05	0.09	0 16 21	0.01	0.01	0.01	0.08	1,314 16 43	0.05	0.09	0 16 21	0.01	0.01	0.01	0.08
Total III																															
139,441 4 34	5.52	9.33	85 19 37	0.93	0.74	0.74	6.31	139,441 4 34	5.52	9.33	85 19 37	0.93	0.74	0.74	6.31	139,441 4 34	5.52	9.33	85 19 37	0.93	0.74	0.74	6.31	139,441 4 34	5.52	9.33	85 19 37	0.93	0.74	0.74	6.31
IV.—RUNNING STAFF—																															
(a) Salaries of Guards, Ticket Examiners and Running Room Expenses																															
19,816 6 15	0.75	1.26	11 12 01	0.13	0.10	0.10	0.85	19,816 6 15	0.75	1.26	11 12 01	0.13	0.10	0.10	0.85	19,816 6 15	0.75	1.26	11 12 01	0.13	0.10	0.10	0.85	19,816 6 15	0.75	1.26	11 12 01	0.13	0.10	0.10	0.85
(b) Miscellaneous Expenses																															
94 10 43	0.00	0.01	0 01 17	0.00	0.00	0.00	0.00	94 10 43	0.00	0.01	0 01 17	0.00	0.00	0.00	0.00	94 10 43	0.00	0.01	0 01 17	0.00	0.00	0.00	0.00	94 10 43	0.00	0.01	0 01 17	0.00	0.00	0.00	0.00
(c) Overtime and Trip Allowances																															
8,813 8 73	0.35	0.59	5 8 67	0.06	0.05	0.05	0.40	8,813 8 73	0.35	0.59	5 8 67	0.06	0.05	0.05	0.40	8,813 8 73	0.35	0.59	5 8 67	0.06	0.05	0.05	0.40	8,813 8 73	0.35	0.59	5 8 67	0.06	0.05	0.05	0.40
Total IV																															
27,724 5 31	1.10	1.86	17 1 85	0.19	0.15	0.15	1.25	27,724 5 31	1.10	1.86	17 1 85	0.19	0.15	0.15	1.25	27,724 5 31	1.10	1.86	17 1 85	0.19	0.15	0.15	1.25	27,724 5 31	1.10	1.86	17 1 85	0.19	0.15	0.15	1.25
Total carried forward																															
202,221 32 73	8.01	13.54	124 13 36	1.35	1.08	1.08	9.14	202,221 32 73	8.01	13.54	124 13 36	1.35	1.08	1.08	9.14	202,221 32 73	8.01	13.54	124 13 36	1.35	1.08	1.08	9.14	202,221 32 73	8.01	13.54	124 13 36	1.35	1.08	1.08	9.14

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1935

Amount	Percentage on receipts	Per cent of expenditure	Per mile of line open	Per train	Per ton	Per ton-mile	Per ton-mile freight	1		2		3		4		5		6		7											
								Amount	Percentage on receipts	Per cent of expenditure	Per mile of line open	Per train	Per ton	Per ton-mile	Per ton-mile freight	Amount	Percentage on receipts	Per cent of expenditure	Per mile of line open	Per train	Per ton	Per ton-mile	Per ton-mile freight	Amount	Percentage on receipts	Per cent of expenditure	Per mile of line open	Per train	Per ton	Per ton-mile	Per ton-mile freight
D. TRAFFIC EXPENSES—(Continued)																															
V.—CLEANING OF CARRIAGES AND WAGONS—																															
(a) Wages																															
1,998 4 85	0.08	0.01	0 13	0.01	0.01	0.01	0.09	1,998 4 85	0.08	0.01	0 13	0.01	0.01	0.01	0.09	1,998 4 85	0.08	0.01	0 13	0.01	0.01	0.01	0.09	1,998 4 85	0.08	0.01	0 13	0.01	0.01	0.01	0.09
(b) Materials																															
381 12 66	0.01	0.02	0 4 46	0.00	0.00	0.00	0.02	381 12 66	0.01	0.02	0 4 46	0.00	0.00	0.00	0.02	381 12 66	0.01	0.02	0 4 46	0.00	0.00	0.00	0.02	381 12 66	0.01	0.02	0 4 46	0.00	0.00	0.00	0.02
Total brought forward																															
2,379 17 51	0.09	0.09	1 7 87	0.01	0.01	0.01	0.10	2,379 17 51	0.09	0.09	1 7 87	0.01	0.01	0.01	0.10	2,379 17 51	0.09	0.09	1 7 87	0.01	0.01	0.01	0.10	2,379 17 51	0.09	0.09	1 7 87	0.01	0.01	0.01	0.10
VI.—STATION STOKES (FUEL, LIGHTING, WATER, ETC.)—																															
(a) Fire, Lights, Water and General Stores for Carriages, Stations, Piers, Offices, etc.																															
4,759 8 12	0.19	0.32	2 18 68	0.03	0.03	0.03	0.32	4,759 8 12	0.19	0.32	2 18 68	0.03	0.03	0.03	0.32	4,759 8 12	0.19	0.32	2 18 68	0.03	0.03	0.03	0.32	4,759 8 12	0.19	0.32	2 18 68	0.03	0.03	0.03	0.32
(b) Station Cores, Ropes, etc.																															
3,679 11 50	0.15	0.25	2 5 37	0.03	0.02	0.02	0.17	3,679 11 50	0.15	0.25	2 5 37	0.03	0.02	0.02	0.17	3,679 11 50	0.15	0.25	2 5 37	0.03	0.02	0.02	0.17	3,679 11 50	0.15	0.25	2 5 37	0.03	0.02	0.02	0.17
(c) Office and Station Fittings and Equipment																															
661 11 24	0.02	0.04	0 8 16	0.00	0.00	0.00	0.02	661 11 24	0.02	0.04	0 8 16	0.00	0.00	0.00	0.02	661 11 24	0.02	0.04	0 8 16	0.00	0.00	0.00	0.02	661 11 24	0.02	0.04	0 8 16	0.00	0.00	0.00	0.02
(d) Water and Electric repairs																															
306 6 32	0.01	0.02	0 3 78	0.00	0.00	0.00	0.02	306 6 32	0.01	0.02	0 3 78	0.00	0.00	0.00	0.02	306 6 32	0.01	0.02	0 3 78	0.00	0.00	0.00	0.02	306 6 32	0.01	0.02	0 3 78	0.00	0.00	0.00	0.02
Total VI																															
9,406 17 18	0.37	0.63	5 15 99	0.06	0.05	0.05	0.43	9,406 17 18	0.37	0.63	5 15 99	0.06	0.05	0.05	0.43	9,406 17 18	0.37	0.63	5 15 99	0.06	0.05	0.05	0.43	9,406 17 18	0.37	0.63	5 15 99	0.06	0.05	0.05	0.43
VII.—CLEANING																															
(a) Salaries of Assistant Superintendent (Cleaning) and Staff, etc.																															
1,451 10 24	0.06	0.10	0 17 90	0.01	0.01	0.01	0.07	1,451 10 24	0.06	0.10	0 17 90	0.01	0.01	0.01	0.07	1,451 10 24	0.06	0.10	0 17 90	0.01	0.01	0.01	0.07	1,451 10 24	0.06	0.10	0 17 90	0.01	0.01	0.01	0.07
(b) Equipment and Uniforms																															
6,225 7 66	0.24	0.42	3 16 76	0.04	0.03	0.03	0.38	6,225 7 66	0.24	0.42	3 16 76	0.04	0.03	0.03	0.38	6,225 7 66	0.24	0.42	3 16 76	0.04	0.03	0.03	0.38	6,225 7 66	0.24	0.42	3 16 76	0.04	0.03	0.03	0.38
(c) Stores, Liquors and Licences																															
246 17 20	0.01	0.02	0 3 04	0.00	0.00	0.00	0.01	246 17 20	0.01	0.02	0 3 04	0.00	0.00	0.00	0.01	246 17 20	0.01	0.02	0 3 04	0.00	0.00	0.00	0.01	246 17 20	0.01	0.02	0 3 04	0.00	0.00	0.00	0.01
(d) Laundry and Disinfectant																															
6,545 3 37	0.26	0.44	4 0 71	0.05	0.04</																										

1936

Amount	1		2		3		4		5		6	
	£	s. c.	%	£	s. c.	%	£	s. c.	£	s. c.	£	s. c.
2,564	9	52	0.11	0.18	1	11	62	0.02	0.13	304	3.9	0.13
2.5	5	50	0.01	0.02	0	2	72	0.01	0.02	27	0.3	0.01
4.1	5	1.	0.02	0.03	0	5	56	0.02	0.02	59	0.7	0.02
3,280	19	94	0.14	0.23	1	19	96	0.02	0.15	3,704	11	84
5,305	0	14	0.22	0.37	5	6	08	0.04	0.23	5,245	8	47
5,375	0	26	0.23	0.38	5	6	25	0.04	0.28	5,524	6	47
561	14	73	0.02	0.04	0	6	81	0.03	0.03	570	3	50
1,289	8	45	0.05	0.09	0	15	55	0.01	0.06	1,076	6	84
12,583	7	48	0.52	0.86	7	14	79	0.09	0.65	12,116	5	28
8,378	19	39	0.22	0.38	3	5	63	0.04	0.28	6,404	11	69
24,919	4	93	1.04	1.75	15	7	27	0.16	1.30	24,176	2	84
2,100	11	93	0.09	0.15	1	6	64	0.02	0.11	2,282	18	70
3,281	19	70	0.14	0.23	2	0	47	0.02	0.17	3,455	6	09
427	12	57	0.02	0.03	0	5	27	0.02	0.02	389	8	23
2,038	3	32	0.09	0.14	1	5	01	0.02	0.11	1,582	0	87
38,156	11	84	1.60	2.68	23	10	49	0.26	2.14	36,270	8	42
51,080	19	26	2.24	3.79	3	6	54	0.33	2.90	54,091	5	54
GENERAL CHARGES												
I.—ADMINISTRATIVE—												
(a) High Commissioner for Transport, Staff and Miscellaneous Expenses												
(b) Expenses of Railway Advisory Council												
(c) Consulting Engineers' Fees and Crown Agents Commission												
Total I												
II.—MANAGEMENT—												
(a) General Manager and Assistants, etc.												
(b) Offices												
(c) Passages												
(d) Printing and Stationery												
Total II												
III.—ACCOUNTS—												
(a) Chief Accountant and Assistants												
(b) General Offices												
(c) Mechanical Accounting												
(d) Cash and Pay Office												
(e) Printing and Stationery												
(f) Passages												
Total III												
Total carried forward												

1935

1936

Amount	1		2		3		4		5		6	
	£	s. c.	%	£	s. c.	%	£	s. c.	£	s. c.	£	s. c.
5,350	19	26	2.26	3.79	33	5	24	33	6	97	0	35
3,975	0	02	0.17	0.28	2	9	01	0.03	0.21	2	7	54
2,00	16	83	0.12	0.20	1	14	54	0.02	0.15	1	16	30
16,994	6	35	0.71	1.19	10	9	35	0.12	0.88	10	16	76
19,758	3	18	0.83	1.39	12	4	05	0.14	1.03	12	13	06
5,223	14	08	0.22	0.38	3	5	71	0.04	0.23	3	9	12
2,319	15	75	0.10	0.16	1	8	60	0.02	0.12	1	5	99
7,648	9	83	0.32	0.54	4	14	31	0.06	0.40	4	15	11
2,124	5	50	0.09	0.15	1	6	19	0.02	0.11	1	9	27
1,273	6	69	0.06	0.09	0	15	70	0.01	0.07	0	15	09
GENERAL CHARGES—(Continued)												
IV.—COLONIAL AUDIT—												
V.—STORES DEPARTMENT—												
(a) Stores Superintendent and Assistants												
(b) Offices and Stores												
Total V												
VI.—WARD AND WARD—												
(a) Railway Police												
(b) Railway Watchmen												
Total VI												
VII.—POSTAL, TELEPHONE AND TELEGRAPH SERVICES												
VIII.—UPKEEP OF HEADQUARTERS OFFICES												
IX.—PUBLICITY—												
(a) London Office and Overseas Advertising												
1. Contribution to Central Office												
2. Railway Section												
(b) Empire Exhibition (1935-37) South Africa												
Total IX												
X.—FURNITURE AND EQUIPMENT FOR STAFF QUARTERS, ETC.												
XI.—MEDICAL SERVICES—												
Per capita payments to Governments of Kenya and Uganda, etc.												
GRAND TOTAL ABSTRACT E												

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RAILWAYS—WORKING EXPENSES OF 1936 COMPARED WITH 1935—(Continued)

STATEMENT NO. 15—(Continued)

1936

1935		1936		1936		1936	
1	2	3	4	1	2	3	4
Amount	Percentage receipts	Expenditure of freight ton miles	Per 1,000 goods freight ton miles	Amount	Percentage on expenditure	Percentage of freight ton miles	Per 1,000 goods freight ton miles
£ s. c.	%	s. c.	s. c.	£ s. c.	%	%	s. c.
STEAMER SERVICES							
F							
I.—GENERAL SUPERINTENDENCE—							
Salaries of Superintending Officer and Engineers							
(a) Salaries of Head Office Staff							
(c) Miscellaneous Expenses							
2,451	0.19	2.93	0.11	2,773	0.11	0.19	2.60
2,717	0.21	3.40	0.13	2,717	0.11	0.19	2.88
65	0.01	0.19	0.01	111	0.01	0.01	0.11
5,536	0.39	6.12	0.39	5,635	0.22	0.38	5.29
Total I							
II.—SUBORDINATE SUPERINTENDENCE—							
Salaries of Foremen							
529	0.02	0.64	0.58	540	0.02	0.04	0.51
III.—RUNNING EXPENSES—							
(a) Superintendence							
(b) Salaries of Tug Masters, Engineers, Steamer Clerks, etc.							
(c) Miscellaneous Expenses							
12,703	0.89	14.04	0.89	14,198	0.58	0.86	13.33
13,614	0.57	15.04	0.57	13,821	0.55	0.55	12.26
232	0.01	0.26	0.02	267	0.01	0.01	0.21
26,556	1.87	29.34	1.87	28,307	1.12	1.09	26.58
Total III							
IV.—MAINTENANCE—							
(a) Vessels							
(b) Machinery in Shops							
(c) Tools and Plant							
(d) Training of African Apprentices							
(e) Disinfecting Ships							
9,718	0.41	10.74	0.68	7,171	0.28	0.48	6.73
478	0.02	0.53	0.53	542	0.02	0.04	0.51
87	0.01	0.10	0.10	119	0.01	0.01	0.11
191	0.01	0.15	0.15	195	0.01	0.01	0.18
29	0.01	0.03	0.03	35	0.01	0.01	0.04
10,446	0.44	11.55	0.73	8,063	0.32	0.54	7.57
Total IV							
V.—GENERAL STORES—							
Ropes, Tarpaulins, Clothing, etc.							
1,051	0.05	1.16	0.07	1,295	0.05	0.09	1.22
44,120	1.85	48.75	3.10	43,841	1.73	2.94	41.17
Total carried forward							

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RAILWAYS—WORKING EXPENSES OF 1936 COMPARED WITH 1935—(Continued)

STATEMENT NO. 15—(Continued)

1936

1935		1936		1936		1936	
1	2	3	4	1	2	3	4
Amount	Percentage on receipts	Expenditure of freight ton miles	Per 1,000 goods freight ton miles	Amount	Percentage on expenditure	Percentage of freight ton miles	Per 1,000 goods freight ton miles
£ s. c.	%	s. c.	s. c.	£ s. c.	%	%	s. c.
STEAMER SERVICES—(Continued)							
F							
VI.—FUEL—							
(a) Fuel: Wood 8,470 tons, Oil 910,316 gallons							
(b) Labour							
44,120	1.85	48.75	3.10	43,841	1.73	2.94	41.17
Total brought forward							
11,559	0.48	12.81	0.81	12,528	0.50	0.84	11.28
943	0.03	0.71	0.05	770	0.03	0.05	0.62
12,233	0.51	13.52	0.66	13,299	0.53	0.89	12.48
607	0.03	0.67	0.04	600	0.02	0.04	0.55
358	0.02	0.40	0.02	869	0.03	0.06	0.82
Total VI							
VII.—RUNNING STORES, OIL, TALLOW, ETC.							
VIII.—NEW MINOR WORKS							
IX.—MAINTENANCE OF CHANNELS—							
(a) Maintenance							
(b) Upright of Lights, Lakes Victoria and Albert							
(c) Survey Salary of Marine Hydrographic Officer and Miscellaneous Expenses							
97	0.01	0.11	0.01	93	0.01	0.01	0.09
95	0.01	0.11	0.01	97	0.01	0.01	0.90
870	0.04	0.96	0.06	32	0.01	0.01	0.13
1,063	0.04	1.18	0.08	224	0.02	0.02	0.21
Total IX							
X.—CATERING—							
(a) Salaries and Wages, etc.							
(b) Equipment							
(c) Stores, Liquors and Licences							
1,536	0.06	1.70	0.11	1,671	0.07	0.11	1.57
22	0.01	0.02	0.01	174	0.01	0.01	0.16
2,722	0.11	3.01	0.19	3,009	0.12	0.26	2.93
4,261	0.17	4.73	0.30	4,855	0.20	0.32	4.68
2.3	0.01	0.23	0.02	177	0.01	0.01	0.17
2,016	0.09	2.23	0.14	1,644	0.07	0.11	1.64
94,895	2.72	456.71	4.56	65,513	2.59	4.29	61.91
GRAND TOTAL ABSTRACT F							

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RAILWAYS—WORKING EXPENSES OF 1936 COMPARED WITH 1935—(Continued)

STATEMENT NO. 15—(Continued)

1936

1935

Amount	1		2		3		4	
	£	s. c.	Percentage on receipts	Per cent	Per 1,000 goods	Per cent	Per 1,000 goods	Per cent
G. MOTOR SERVICES								
I.—SUPERINTENDENCE—								
726	9	20	0.03	0.05	15	63		
II.—OFFICE—								
373	7	44	0.02	0.03	8	12		
III.—STATION STAFF—								
134	1	10	0.01	0.01	2	91		
IV.—RUNNING EXPENSES—								
1,393	9	68	0.36	0.10	30	29		
3,804	2	22	0.16	0.26	62	70		
820	19	15	0.03	0.06	17	85		
80	15	78	..	0.01	1	76		
61	16	26	..	..	1	34		
6,161	3	12	0.25	0.43	133	94		
V.—MAINTENANCE OF CARS—								
2,121	15	72	0.09	0.16	46	13		
1,115	9	54	0.04	0.07	24	27		
3,238	5	26	0.13	0.23	70	40		
145	9	66	0.01	0.01	3	23		
702	0	43	0.03	0.05	15	22		
11,483	1	16	0.48	0.81	249	68		
VI.—PASSAGES								
VII.—NEW MIDGE WORKS								
GRAND TOTAL ABSTRACT G.								
6,305	14	27	0.24	0.43	168	06		
1,785	19	64	0.07	0.11	50	94		
1,592	9	51	0.07	0.11	36	79		
3,378	9	15	0.14	0.22	58	39		
216	7	24	0.01	0.01	3	64		
864	17	47	0.03	0.06	14	54		
12,432	3	02	0.49	0.83	269	12		

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RAILWAYS—WORKING EXPENSES OF 1936 COMPARED WITH 1935—(Continued)

STATEMENT NO. 15—(Continued)

1935

1936

Amount	1		2		3		4		5		6	
	£	s. c.	Percentage on receipts	Per cent	Per 1,000 goods	Per cent	Per 1,000 goods	Per cent	Per 1,000 goods	Per cent	Per 1,000 goods	Per cent
H. MISCELLANEOUS EXPENDITURE												
I.—PROTECTOR FUND AND GRATUITIES												
33,913	5	68	1.34	2.27	20	18	0.72	1.56	20	18	0.72	1.56
II.—LOANERS OF INDIAN AGENCY												
786	12	65	0.03	0.05	0	9	0.70	0.61	0	9	0.61	0.64
III.—GENERAL EXPENSES												
2	5	00	..	..	..	..	..	..	..	..	..	..
IV.—EXCHANGE AND BROKERAGE												
5,541	7	70	0.22	0.37	3	8	3.53	0.04	3	8	3.53	0.04
V.—PENSIONS AND GRATUITIES												
16,089	12	48	0.64	1.08	9	18	39	0.11	9	18	39	0.11
VI.—SUGGESTIONS SCHEME												
202	5	03	0.01	0.01	0	2	4.49	..	0	2	4.49	..
VII.—MUNICIPAL RATES												
5,724	18	71	0.23	0.38	3	10	50	0.04	3	10	50	0.04
VIII.—MANAGEMENT EXPENSES OF LOANS												
1,392	2	05	0.06	0.09	0	17	15	0.61	0	17	15	0.61
IX.—SUBSCRIPTIONS TO RESEARCH SOCIETIES AND COMMITTEES												
23	15	50	..	..	..	..	..	..	..	..	..	..
X.—INVESTIGATION IN CONNECTION WITH STANDARDIZATION OF RAILWAYS IN AFRICA												
0	12	00	..	..	..	..	..	..	..	..	..	..
XI.—LOSS ON STORES												
72	14	33	..	..	..	..	..	..	..	..	..	..
XII.—INVESTIGATION IN CONNECTION WITH PROPOSED SUPERANALYTICAL FUND												
265	0	00	0.01	0.02	0	3	27	..	0	3	27	..
XIII.—GRANTS TO RAILWAY CLUBS AND INSTITUTES												
70	0	28	..	..	..	..	..	..	..	..	..	..
XIV.—COORDINATION OF TRANSPORT												
250	10	10	0.01	0.02	0	3	09	..	0	3	09	..
64,335	4	91	2.55	4.31	39	13	28	0.43	39	13	28	0.43
GRAND TOTAL ABSTRACT H.												
64,335	4	91	2.55	4.31	39	13	28	0.43	39	13	28	0.43

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HARBOURS.—WORKING EXPENSES OF 1936 COMPARED WITH 1935.

STATEMENT No. 16.

1935				1936			
Amount		Percentage on Receipts		Amount		Percentage on Receipts	
£	s.	%	c.	£	s.	%	c.
PARTICULARS							
I.A.—Headquarters Staff—							
(1) Administrative and Engineering							
185	0	0.04	0.16	185	0	0.04	0.46
669	5	0.16	0.33	669	5	0.16	0.13
154	0	0.04	0.08	154	0	0.04	0.07
948	5	0.25	0.51	948	5	0.25	0.46
Total IA							
I.B.—District Staff—							
(1) Salaries of Survey, Art, Engineer, Trollymen, Chainmen and Miscellaneous Expenses							
361	9	0.06	0.19	717	13	0.16	0.35
258	15	0.06	0.14	885	13	0.04	0.10
990	14	0.24	0.53	922	11	0.20	0.45
1,053	17	0.28	0.67	3,935	1	0.86	1.92
778	11	0.18	0.40	4,883	6	1.06	2.38
5,403	8	0.83	1.83	1,074	12	0.23	0.53
4,351	8	1.06	2.34	773	3	0.06	0.13
Total IB							
II.—Maintenance and Minor Renewals of Permanent Works—							
(a) 1. Maintenance Gang							
224	17	0.26	0.12	450	10	0.10	0.22
395	15	0.10	0.21	35	3	0.01	0.01
27	10	0.01	0.01	21	19	0.01	0.01
49	7	0.01	0.03	97	14	0.02	0.05
—	—	—	—	49	13	0.01	0.02
1,758	0	0.43	0.94	2,062	17	0.44	0.98
Total II							
III.—Maintenance and Minor Renewals of Bridges and Outlets—							
(a) Repairs							
17	10	0.01	0.01	33	12	0.01	0.02
(b) Painting							
17	10	0.01	0.01	33	12	0.01	0.02
6,126	19	1.90	3.29	6,919	16	1.51	3.38
Total III							
Total carried forward							

HARBOURS.—WORKING EXPENSES OF 1936 COMPARED WITH 1935.—(Continued)

STATEMENT No. 16. (Continued)

1935				1936			
Amount		Percentage on Receipts		Amount		Percentage on Receipts	
£	s.	%	c.	£	s.	%	c.
PARTICULARS							
IV.—Maintenance and Minor Renewals of Buildings and Works—							
(a) Station Buildings and Workshops							
3,316	13	0.81	1.78	2,148	9	0.47	1.35
197	3	0.05	0.11	2,109	3	0.04	0.09
2,154	11	0.52	1.15	148	0	0.00	0.07
787	3	0.05	0.12	418	14	0.09	0.20
1,252	9	0.32	0.70	849	4	0.18	0.42
80	9	0.02	0.04	29	14	0.01	0.01
8,026	13	1.96	4.32	5,882	10	1.28	2.87
Total IV							
V.—Telegraphs and Telephones							
VI.—Miscellaneous Services—							
(a) Bush Clearing							
313	18	0.07	0.17	356	13	0.08	0.17
189	9	0.05	0.11	457	1	0.10	0.10
5	0	—	—	58	9	0.01	0.03
806	9	0.20	0.43	910	11	0.20	0.45
1,500	0	0.37	0.81	1,712	14	0.37	0.84
2,834	17	0.69	1.52	3,495	10	0.76	1.71
1,030	13	0.25	0.55	1,432	17	0.31	0.70
Total V							
VIII.—Contingencies for Floods and Accidents							
IX.—Passages							
399	11	0.10	0.22	95	18	0.02	0.05
23	14	0.01	0.01	29	16	0.01	0.01
18,432	10	4.51	9.91	17,857	9	3.89	8.72
Total Abstract (A)							
Total brought forward							
ABSTRACT (A) ENGINEERING EXPENSES.—(Continued)							

STATEMENT No. 16.—(Continued)
HARBOURS.—WORKING EXPENSES OF 1936 COMPARED WITH 1935.—(Continued)

1935			1936		
Amount	Percent- age on Receipts		PARTICULARS	Percent- age on Expendi- ture	
	£	%		£	%
3,578	11	82	2,984	6	77
1,831	5	04	1,716	14	08
4,709	16	86	4,711	0	85
747	14	72	484	10	62
138	0	00	111	5	89
885	14	72	575	16	51
415	2	87	443	4	55
5,901	18	87	6,879	4	32
5,022	1	42	5,413	13	38
1,896	1	24	2,181	8	70
371	13	66	312	9	39
413	14	61	34	10	00
371	13	66	346	19	39
413	14	61	475	7	23
1,864	6	47	21,026	14	88
20,980	10	72	5,458	10	27

STATEMENT No. 16.—(Continued)
HARBOURS.—WORKING EXPENSES OF 1936 COMPARED WITH 1935.—(Continued)

1935			1936		
Amount	Percent- age on Receipts		PARTICULARS	Percent- age on Expendi- ture	
	£	%		£	%
1,374	6	50	1,500	1	49
3,143	19	50	3,681	16	65
2,489	9	07	1,939	15	00
268	19	57	178	9	14
281	10	84	512	2	59
489	3	80	428	3	57
770	19	64	938	6	07
8	15	30	136	1	32
8,040	9	04	8,374	9	67
2,668	1	59	3,250	6	96
2,112	16	69	2,346	9	99
4,770	18	28	5,596	16	95

HARBOURS—WORKING EXPENSES OF 1936 COMPARED WITH 1935.—(Continued)

STATEMENT No. 16.—(Continued)

PARTICULARS	1935			1936		
	Amount		Percent- age of Receipts	Amount		Percent- age of Receipts
	£	s.	%	£	s.	%
ABSTRACT (D) SHORE WORKING AND LIGHTERAGE.—(Continued)						
III.—Crane Working— Stores and Electrical Power	5,611	15 69	1.37	6,580	7 34	1.44
IV.—Miscellaneous Charges— Locomotive Power, Fuel Wagon Hire, Claims, Lighting, Torpedoes, Tugs, Boats, Running Stores for Fire Fighting Appliances and Weighing Machines, and Passages	7,612	5 31	1.86	10,023	11 23	2.18
TOTAL ABSTRACT (D)	17,694	19 28	4.40	22,210	15 52	4.64
ABSTRACT (E) GENERAL CHARGES						
I.—Expenses of Administration and Management	2,455	0 00	0.66	2,439	0 00	0.53
II.—Expenses of Harbour Advisory Board	353	4 24	0.06	462	7 60	0.10
III.—Superintendence— a) Salaries of Port Manager and District Traffic Superintendent, Port Captain and Miscellaneous Expenses b) Salaries of Office Superintendent, Clerks, Messengers, etc., and Miscellaneous Expenses	1,911	0 45	0.47	2,127	10 80	0.46
IV.—Accounts and Audit— a) Accounts b) Audit	5,655	5 73	1.38	6,553	18 25	1.43
V.—Stores Expenses	7,566	6 18	1.85	9,681	9 15	1.89
TOTAL ABSTRACT (E)	15,945	15 38	3.65	18,380	16 75	3.96
TOTAL ABSTRACT (F)	33,639	35 66	7.05	40,590	29 27	7.60

HARBOURS—WORKING EXPENSES OF 1936 COMPARED WITH 1935.—(Continued)

STATEMENT No. 16.—(Continued)

PARTICULARS	1935			1936		
	Amount		Percent- age of Expendi- ture	Amount		Percent- age of Expendi- ture
	£	s.	%	£	s.	%
ABSTRACT (E) GENERAL CHARGES.—(Continued)						
VI.—Telephones and Postages	323	4 44	0.08	338	17 91	0.07
VII.—Wages and Wages— a) Port Police b) Port Boatmen	1,855	16 59	0.45	2,060	6 59	0.45
VIII.—Furniture and Equipment for Staff Quarters	32	16 70	0.01	31	1 93	0.01
IX.—Passages	1,858	13 29	0.46	2,091	8 52	0.46
TOTAL ABSTRACT (E)	3,382	35 02	0.85	5,628	16 75	1.06
ABSTRACT (F) MISCELLANEOUS EXPENDITURE						
I.—Provident Fund and Gratuities from Revenue Account	1,688	3 28	0.41	2,165	6 81	0.47
II.—Medical Services	423	14 20	0.11	471	1 68	0.10
III.—Pensions and Gratuities	279	10 20	0.07	279	16 92	0.06
IV.—Legal Expenses	5	10 00	—	0	4 00	—
V.—Municipal Rates	4,080	15 17	1.00	4,082	0 59	0.89
VI.—Management Expenses of Loans	497	10 22	0.12	500	0 91	0.11
TOTAL ABSTRACT (F)	6,975	9 07	1.71	7,508	10 91	1.63
TOTAL ABSTRACT (G)	40,614	42 73	8.76	48,098	36 38	9.23

HARBOURS—WORKING EXPENSES OF 1936 COMPARED WITH 1935—(Continued)

Item No.	1935			1936		
	Amount		Percent- age of Expendi- ture	Amount		Percent- age of Expendi- ture
	£	s.	%	£	s.	%
PARTICULARS						
ABSTRACT (3) PAYMENTS TO SHIPRE HANDLING AND LIGHTERAGE CONTRACTORS						
I.—Imports—						
(a) Direct						
(b) Lightered						
Total I						
II.—Exports—						
(a) Direct						
(b) Lightered						
Total II						
III.—Overtime						
IV.—Payments for Clerical Work						
V.—Miscellaneous Services						
TOTAL ABSTRACT (3)						

EXPENDITURE FROM CAPITAL, BETTERMENT AND RENEWALS FUNDS, ETC.—1936

Item No.	1935			1936		
	Amount		Percent- age of Expendi- ture	Amount		Percent- age of Expendi- ture
	£	s.	%	£	s.	%
PARTICULARS						
ABSTRACT "L"—RAILWAYS						
Permanent Way						
Staff Quarters						
Workshops						
Telegraphs						
Rolling Stock						
Road Motor Equipment						
Lake Marine Services						
Sundry Renewals and Betterments						
TOTAL RAILWAYS						
ABSTRACT "M"—HARBOURS						
Permanent Way						
Piers, Wharves and Harbour Improvements						
Ferry						
Navigational Lighting						
Improvements to Buildings, etc.						
Sundry Renewals and Betterments						
TOTAL HARBOURS						
GRAND TOTAL "L" AND "M"						
TOTAL CAPITAL EXPENDITURE						
Add Betterments Capitalized (Transferred)						
Less Assets Withdrawn and Miscellaneous Adjustments						
NET REDUCTION IN CAPITAL EXPENDITURE						

GUAGE, GRADIENTS, ETC.

STATEMENT No. 18

DETAILS	1935	1936	Increase	Decrease
Gauge of Railways	Metro	Metro		
Mean Mileage Worked	1,622	1,622		
Number of Stations	123	123		
Total Length of Following Gradients:				
4 per cent	4	4		
Under 4 per cent to 3 per cent	17-7	17-7		
Under 3 per cent to 2 per cent	169-3	169-3		
Under 2 per cent to 1-50 per cent	351-0	351-0		
Under 1-50 per cent to 1 per cent	376-7	376-7		
Under 1 per cent	473-3	473-3		
Level	239-6	239-6		
Steepest Gradient Worked	Per cent 4%	Per cent 4%		
Greatest Length of Steepest Gradient	Miles 4	Miles 4		

STATEMENT OF LOCOMOTIVES FOR THE YEAR ENDED 31st DECEMBER, 1936.

STATEMENT No. 19.

Class of Locomotive	Average Age (Years)	Wheel Distribution	Cylinders	Maximum Axle Load	Weight on Coupled Wheels	Weight of Engine in Team	Water Capacity of Tender	Weight of Tender Loaded	Tractive Effort at 75% Boiler Pressure.	On hand 31-12-1935		On hand 31-12-1935	Erected in 1936	Scrapped in 1936	No. Total Tractive Effort	Number on hand at end of year.	DAILY AVERAGE															
										Tons	Galls.						Tons	lbs	On Hand	Stabled	Construction	Shops	Harbour	Net on Open Lines	In Traffic	Under Shed Repairs	Under Shop Repairs	Miles per Engine				
Garrat (E.C., E.C.1, E.C.2)	77	4-8-2 2-8-4	16 1/2" x 22"	10-00 10-50 10-50	39 89 39 47 41 54 41 99 41 94 41 99	125 50 131 00 131 00	4 250 5 250 5 250	35,000	36	33,500	6	36	6	6	36	36	36	36	33 74	29 19	1 25	3 30	156 00									
																								33 74	29 19	1 25	3 30	156 00				
Nikkabo E.A.	9	2-8-2	21 1/2" x 28"	17-50 17-50	69 55 69 55	90 70 48 07	5 000 3 500	65 20 37 60	33 500	6	6	6	6	6	6	6	6	6	5 84	4 17	0 27	1 40	20 01	81 44								
																									5 84	4 17	0 27	1 40	20 01	81 44		
E.B. 3 (Superheater)	11 1/2	4-8-0	18" x 22"	9-95 9-95	39 50 39 50	47 30 47 05	2 500 2 500	29 10 32 00	20 400	62	62	62	62	62	62	62	62	62	54 64	51 06	1 57	1 91	81 44									
																								54 64	51 06	1 57	1 91	81 44				
E. B. 1	16-8	4-8-0	16" x 22"	8-60 8-60	34 15 34 15	42 50 42 50	2 140 2 140	30 34	17 200	6	6	6	6	6	6	6	6	4 51	4 34	0 13	0 04	61 08										
																							4 51	4 34	0 13	0 04	61 08					
E. E. Tanks	22-6	2-5-4	15" x 22"	10-00 10-00	30 00 30 00	52 35 52 35	1 200 1 200	13 500 13 500	8	8	8	8	8	8	8	8	8	4 83	20 00	18 61	1 18	0 21	51 84									
																								4 83	20 00	18 61	1 18	0 21	51 84			
E. D. (Shunting)	23-8	2-5-2	15" x 22"	9 91 9 91	29 52 29 52	44 88 44 88	800 800	13 800 13 800	3	3	3	3	3	3	3	3	3	4 83	18 73	107 37	4 50	6 86	98 93									
																								4 83	18 73	107 37	4 50	6 86	98 93			
E. D. 1 Tanks	9 1/2	2-5-2	15" x 22"	11 25 11 25	3 75 3 75	50 70 50 70	1 200 1 200	13 800 13 800	27	27	27	27	27	27	27	27	27	4 83	16 51	60 23	72 55	3 05	4 63	...								
																									4 83	16 51	60 23	72 55	3 05	4 63	...	
															All Classes		Percentage															
															237,045		145,00		24 44		4 83		118 73		107 37		4 50		6 86		98 93	
															16 51		3 26		60 23		72 55		3 05		4 63		...					

STATEMENT No 20

STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st DECEMBER, 1936.

COACHING STOCK

Description of Vehicles.	Type.	Code.	Average Age (Years)	Total number on books at end of 1936.	Average tare of each vehicle in tons.	SEATS OR BERTHS.				Total carrying capacity.
						1st.	2nd.	3rd.	Inter	
Inspection Coaches	4-wheel	I	18.29	14	9.43					
Inspection Coaches	Bogie	IB	27.66	3	21.67					
Service Vans	4-wheel	SV	29.09	34	7.94					
Public Saloons	4-wheel	PS	23.00	2	9.92					
"	Bogie	PSB	10.40	5	29.53				4 Berths	
First Class Coaches	Bogie	FB	17.25	8	23.71	24			24 Berths	
" " Corridor Coaches	Bogie	FBC	8.62	13	31.73				192 Passengers	
" " Coaches	4-wheel	F	37.50	2	6.80				24 "	
First and Second Class Coaches	Bogie	FSB	20.86	7	19.91				152 "	
" " Coaches	4-wheel	FS	37.20	5	6.93				78 "	
First, Second and Third Class Coaches	4-wheel	FST	36.00	1	7.41	6	8	20	34 "	
Second Class Coaches	Bogie	SB	27.83	6	13.71				118 "	
" " Corridor Coaches	Bogie	SBC	8.76	13	30.54	24			312 "	
" " Coaches	4-wheel	S	37.50	2	6.66	12			24 "	
Second and Third Class Coaches	Bogie	STB	30.00	1	12.64	17	10		27 "	
Third Class Coaches	Bogie	TB	11.13	30	23.29				3,040 "	
Third Class Coaches	4-wheel	T	38.47	7	6.65			40	2,400 "	
Restaurant Cars	Bogie	RB	12.86	4	29.35				168 Seats	
Luggage and Parcel Vans	4-wheel	L	14.25	4	7.35				32 Tons	
Horse Boxes	4-wheel	H	15.86	35	8.80				140 Horses or 210 Ponies	
Pay Vans	4-wheel	P	37.00	3	8.20				6 Berths	
Ration Vans	4-wheel	RI	38.00	4	6.58				8 Berths	
Brake Vans	4-wheel	B	19.85	125	7.72				326 Tons 120 Passengers	
Brake Vans Composite	Bogie	BCB	9.45	11	20.25			10	110 Passengers 154 Tons	
L. H. H and Brake	Bogie	MB	8.00	2	28.52	6	9	10	50 Passengers 7 Tons	
Relief Coaches	4-wheel	RC	37.00	2	6.24				Staff Only	
Caboose	Bogie	KBB	28.00	16	17.46				Staff Only	
Total				415						

STOCK ERECTED	No.	CAPACITY.	STOCK CONVERTED.	No.	STOCK SCRAPPED.	No.	CAPACITY.
KBB	7	Staff Only.	B 562 to SV 51	1	SV	1	1 Berth
			L 466 to PV 3230 (Goods)	1	FS	1	12 Passengers
					KB	3	Staff Only
					T	2	80 Passengers
					B	9	20 Tons
					KBB	3	Staff Only

NOTE.—The Coaching Stock for the year represents a reduced carrying capacity of 92 Passengers

STATEMENT No. 20.—(Concluded.)

STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st DECEMBER, 1936.

GOODS STOCK

Description of Vehicles.	Type.	Code.	Average Age (Years)	Total number on books at end of 1936.	Average tare of each vehicle in tons.	Total carrying capacity.
Covered Goods Wagons	Bogie	SRB	6.00	10	14.81	250 Tons.
" " " " "	4-wheel	CG	17.36	451	5.91	5,559 1/2 "
Low-sided Trucks	Bogie	CGB	12.78	1,342	11.54	35,781 "
" " " " "	4-wheel	LS	19.60	227	4.56	3,043 "
High-sided Trucks	Bogie	LSB	11.09	493	11.63	13,769 "
" " " " "	4-wheel	HS	15.24	84	6.20	1,176 "
High-sided Trucks, Fenced	Bogie	HSB	13.09	284	11.97	7,625 "
" " " " "	4-wheel	HFB	22.62	216	5.75	2,481 "
Powder Vans	Bogie	HFB	30.00	10	10.21	180 "
Water Tanks	4-wheel	PV	29.33	3	5.60	28 "
Oil Tanks	4-wheel	WT	23.45	3	6.43	1,179 "
" " " " "	4-wheel	OF	20.00	14	6.41	184 "
Kerosene Tanks	Bogie	OFB	13.88	19	18.02	360 "
Petrol Tanks	Bogie	OKB	7.58	13	15.20	222 "
Rail Trucks	Bogie	OPB	7.86	44	16.66	656 "
Refrigerator Vans	4-wheel	RT	37.44	16	3.98	150 "
Ballast Hopper Wagons	Bogie	RF	10.00	8	8.90	369 "
Platform Wagons	Bogie	BWHB	9.00	30	11.77	750 "
" " " " "	4-wheel	FW	36.39	18	3.35	182 1/2 "
Relief and Store Vans	Bogie	FWB	27.49	73	8.10	1,414 "
" " " " "	4-wheel	RV	32.98	45	5.14	474 1/2 "
Motors Vans	Bogie	RVB	14.23	22	11.40	580 "
Sheep Trucks	4-wheel	MV	16.00	10	6.62	124 "
Pig Wagons	4-wheel	SW	26.00	2	7.15	200 Sheep.
Cattle Trucks	4-wheel	PW	10.64	11	8.03	85 Tons.
" " " " "	4-wheel	CTS	37.00	11	5.21	110 "
Gas Oil	Bogie	CTL	9.87	69	7.4	517 1/2 "
Diesel Oil	Bogie	OCB	7.00	4	15.11	70 "
" " " " "	Bogie	ODB	7.58	12	15.09	210 "
Total				3,656		

STOCK ERECTED	No.	CAPACITY.	STOCK CONVERTED.	No.	STOCK SCRAPPED.	No.	CAPACITY.
OFB	1	2 1/2 Tons	CG 283 to RV 1591	1	RV	3	3 Tons
			LS to FW	10	CG	79	740 Tons.
			LS to PV	1	PV	1	10 Tons.
			OKR to OCB	1	OKR	2	24 Tons.
			OKB to ODB	2	HFB	6	260 Tons.
			CTP to CIL	2	IS	120	394 Tons.
			RT to FW	6	RT	78	783 Tons.
					CRB	5	151 Tons.
					HSB	6	15 1/4 Tons.
					LSE	4	104 Tons.
					RVB	2	40 Tons.
					FWB	7	98 Tons.

STATEMENT OF FLOTILLA STOCK, LAKE VICTORIA, FOR THE YEAR ENDED 31st DECEMBER, 1936

STATEMENT No. 21

Date of Launching and Serial No	Name or Distinguishing Number of Vessel	Indicated Horse Power	Displacement Tons	Draft Fully Loaded Ft. Inc.	Breadth Feet	Length Over-all Feet	Passenger Accommodations		Cargo Accommodation Tons	Number of Days Running	Number of Days not in Commission	Fuel Capacity Tons	Speed in Knots	Staff of					Boatsmen
							1st Class	2nd Class						Officers	Engineers	Stokers	Men	Musters	
December, 1897	Tug Percy Anderson, single screw	H.P. 120	100	7 0	14	68	—	—	—	323	14	12 Wood	8	—	1	13	1	2	
December, 1907	S.S. Nyanza, twin screw	356	1,145	7 0	34	220	—	525	—	366	38 Oil	9	3	2	2	47	1	1	
September, 1913	S.S. Uoga, single screw	406	1,100	7 0	35	220	23	560	125	224	44 "	8	3	2	2	47	—	1	
November, 1913	Tug Kantrondo, single screw	460	206	7 0	21	169	—	—	366	37 "	37 "	9	—	1	1	25	1	1	
Purchased October, 1913	S.S. Hussein, single screw	50	50	4 0	12	86	—	50	266	—	25 Wood	6	—	1	10	1	1	1	
September, 1912	S.S. Ruwaga, single screw	490	1,200	7 0	35	220	23	550	234	132	44 Oil	8	3	2	2	47	—	1	
November, 1925	Tug Buganza, single screw	406	200	7 0	21	105	—	—	14	332	45 "	9	—	1	1	25	1	1	
September, 1926	Tug Busuma, single screw	400	990	7 0	21	105	—	—	366	45 "	45 "	9	—	1	1	25	1	1	
September, 1931	M.V. Kagera, twin screw	R.H.P. 240	75	3 1/2	13	69	—	—	386	—	20 "	8 1/2	—	1	10	1	1	1	
1903	S.L. Humming Bird	22	3	1 3/4	7	27 1/2	—	—	366	—	50 gallons Oil	9	—	—	—	2	—	—	

STATEMENT OF FLOTILLA STOCK, LAKE VICTORIA, FOR 1936—(Continued)

STATEMENT No. 21—(Continued)

NAME OF VESSEL	Flats and Barges	Tonnage	Remarks	CARRIAGE OF TROOPS		
				Horses only	Men only	Baggage only
S.S. Nyanza	Steel Barge Nos. 1 to 4, 5, 16, 11, 14, 15 to 37	120 70 80 100	—	210	422	300
S.S. Uoga	Lighter Sphol	350	—	—	30	—
S.S. Ruwaga	1 Steel Cutter 1 Wooden Dinghy	—	—	259	521	500
Tug Kantrondo	1 Steel Life-boat 2 Steel Cutters 1 Wooden Gig	—	—	—	50	10
S.S. Hussein	1 Steel Life-boat 2 Steel Cutters 1 Wooden Gig	—	—	—	50	10
Tug Percy Anderson	2 Steel Life-boats 1 Wooden Dinghy	—	—	—	—	—
Tug Buganza	2 Steel Life-boats	—	—	—	10	—
Tug Busuma	2 Steel Life-boats	—	—	—	60	80
Marine Surveys	1 Montague Whaler	—	—	30	60	80
M.V. Kagera	1 Steel Dinghy	—	—	20	40	50
Workshop	1 Steel Cutter 2 Wooden Gigs	—	—	10	33	30
				300	500	250

STATEMENT OF FLOTILLA STOCK, LAKE KIOGA, FOR THE YEAR ENDED 31st DECEMBER, 1936

STATEMENT No. 22

Date of Launching and Serial No.	Name or Distinguishing Number of Vessel	Indicated Horse Power		Displacement		Draft Fully Loaded		Breadth		Length Overall		Passenger Accommodation		Cargo Accommodation		Number of Days Running		Number of Days not in Commission		Fuel Capacity		Staff of				
		H.P.	Tons	Ft. Insl.	Feet	Ft. Insl.	Feet	1st Class	2nd Class	Tons	1st Class	2nd Class	Tons	1st Class	2nd Class	Tons	1st Class	2nd Class	Days	Tons	Days	Tons	Wood	Men	Engineers	Boatmen	Engineers
March, 1910	S.W.S. <i>Spoke</i>	175	90	3	6	20	100	6	4	10	366	—	13	Wood	10	—	—	1	1	32	1	—	—	—	—	—
April, 1913	S.W.S. <i>Stanley</i>	200	150	3	8	24	143	12	8	20	125	241	38	—	10	—	—	1	1	43	1	—	—	—	—	
July, 1922	S.W.S. <i>Grant</i>	350	228	3	0	26	134	16	8	20	259	127	38	—	10	—	—	1	1	43	1	—	—	—	—	
May, 1926	Motor Launch	14	3	1	6	8	28	NII	NII	—	366	—	—	—	9	—	—	—	—	2	—	—	—	—	—	—

Date of Launching and Serial No.

Lighthars, etc.

Tonnage

Remarks

CARRIAGE OF TROOPS

Date of Launching and Serial No.	Name or Distinguishing Number of Vessel	Indicated Horse Power	Displacement	Draft Fully Loaded	Breadth	Length Overall	Passenger Accommodation		Cargo Accommodation	Number of Days Running	Number of Days not in Commission	Fuel Capacity	Horses only	Men only	Baggage only
							1st Class	2nd Class							
April, 1909	Lighter Reg. No. 1	5	—	—	—	—	—	—	S.W.S. <i>Spoke</i>	—	—	6	50	20	
April, 1913	Lighter Reg. No. 4	6	—	—	—	—	—	—	S.W.S. <i>Stanley</i>	—	—	—	135	50	
March, 1913	Lighter Reg. Nos. 5 and 7	7, 8	—	—	—	—	—	—	S.W.S. <i>Grant</i>	—	—	18	210	50	
March, 1913	Lighter Reg. No. 8	8	—	—	—	—	—	—	Motor Launch	—	—	—	10	—	
May, 1915	Lighter Reg. No. 9	10	—	—	—	—	—	—	Lighter No. 1	—	—	—	25	5	
May, 1915	Lighter Reg. No. 11	11	—	—	—	—	—	—	Lighter No. 4	—	—	18	140	25	
June, 1915	Lighter Reg. No. 12	12	—	—	—	—	—	—	Lighthars Nos. 5, 7 and 8	—	—	20	175	50	
July, 1915	Lighter Reg. No. 13	13	—	—	—	—	—	—	Lighthars Nos. 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20	—	—	30	180	60	
September, 1915	Lighter Reg. No. 14	14	—	—	—	—	—	—	Dredger Punt No. 1	—	—	—	15	2	
November, 1915	Lighter Reg. No. 15	15	—	—	—	—	—	—	Dredger Punt No. 2	—	—	—	15	2	
November, 1915	Lighter Reg. No. 16	16	—	—	—	—	—	—	Fuel Punt No. 4	—	—	9	15	2	
December, 1915	Lighter Reg. No. 17	17	—	—	—	—	—	—	Fuel Punt No. 5	—	—	—	25	5	
February, 1922	Lighter Reg. No. 18	18	—	—	—	—	—	—	Steel, wooden hatches	—	—	—	—	—	
February, 1922	Lighter Reg. No. 19	19	—	—	—	—	—	—	Steel decks	—	—	—	—	—	
March, 1926	Lighter Reg. No. 20	20	—	—	—	—	—	—	Steel decks	—	—	—	—	—	
April, 1926	Lighter Reg. No. 21	21	—	—	—	—	—	—	Steel decks	—	—	—	—	—	
May, 1926	Lighter Reg. No. 22	22	—	—	—	—	—	—	Steel decks	—	—	—	—	—	
May, 1926	Lighter Reg. No. 23	23	—	—	—	—	—	—	Steel decks	—	—	—	—	—	
October, 1926	Lighter Reg. No. 24	24	—	—	—	—	—	—	Steel decks	—	—	—	—	—	
March, 1930	Lighter Reg. No. 25	25	—	—	—	—	—	—	Steel decks	—	—	—	—	—	

STATEMENT OF FLOTILLA STOCK, LAKE ALBERT, FOR THE YEAR ENDED 31st DECEMBER, 1936

STATEMENT No. 23

Date of Launching and Serial No.	Name or Distinguishing Number of Vessel	Indicated Horse Power		Displacement		Draft Fully Loaded		Breadth		Length Overall		Passenger Accommodation		Cargo Accommodation	Number of Days Running	Number of Days not in Commission	Fuel Capacity	Horses only	Men only	Baggage only
		H.P.	Tons	Ft. Insl.	Feet	Ft. Insl.	Feet	1st Class	2nd Class											
1908	P.S. <i>Samuel Baker</i>	175	150	3	3	24	124	8	NII	50	366	—	10	Oil	8	—	1	40	—	—
1922	S.L. <i>Livingsstone</i>	160	40	2	9	12	60	8	NII	NII	366	—	8	Wood	8	—	—	18	1	—
1927	S.W. <i>Lagard</i>	250	180	3	6	20	145	16	10	19	366	—	15	—	10	—	1	41	1	—
1930	S.S. <i>Robert Corboun</i> , twin screw	880	500	2	2	32	207	18	20	200	366	—	55	Oil	12	2	2	51	1	—
1930	Motor Launch	11	3	1	6	5	28	—	—	—	366	—	6	gallons	9	—	—	2	—	—

Date of Launching and Serial No.

Lighthars, etc.

Tonnage

Remarks

CARRIAGE OF TROOPS

Date of Launching and Serial No.	Name or Distinguishing Number of Vessel	Indicated Horse Power	Displacement	Draft Fully Loaded	Breadth	Length Overall	Passenger Accommodation		Cargo Accommodation	Number of Days Running	Number of Days not in Commission	Fuel Capacity	Horses only	Men only	Baggage only
							1st Class	2nd Class							
August, 1926	Lighter No. 3	—	—	—	—	—	—	—	P.S. <i>Samuel Baker</i>	—	—	72	344	40	
October, 1926	Lighter No. 4	—	—	—	—	—	—	—	S.L. <i>Livingsstone</i>	—	—	—	25	3	
July, 1926	Steel boat	—	—	—	—	—	—	—	S.W. <i>Lagard</i>	—	—	10	200	10	
September, 1926	Steel boat	—	—	—	—	—	—	—	S.S. <i>Robert Corboun</i>	—	—	100	500	100	
Transferred from Lake Victoria and Re-arrived, August, 1926	Lighter No. 5	—	—	—	—	—	—	—	Lighter No. 3	—	—	39	150	25	
Transferred from Lake Victoria and Re-arrived, February, 1931	Lighter No. 6	—	—	—	—	—	—	—	Lighter No. 4	—	—	39	150	25	
Transferred from Lake Victoria and Re-arrived, February, 1931	Lighter No. 7	—	—	—	—	—	—	—	Lighter No. 5	—	—	14	40	20	
Transferred from Lake Victoria and Re-arrived, February, 1931	Lighter No. 8	—	—	—	—	—	—	—	Lighter No. 6	—	—	30	60	80	
Purchase of <i>Samuel Baker</i> and <i>Robert Corboun</i> S.W. <i>Lagard</i>	Steel life-boats	—	—	—	—	—	—	—	Steel Boat	—	—	—	15	2	
1931	Steel life-boats	—	—	—	—	—	—	—	Steel Boat	—	—	—	15	2	
1931	Steel life-boats	—	—	—	—	—	—	—	Motor Launch	—	—	—	10	—	

STATEMENT No. 24
RAILWAYS—TONNAGES OF PRINCIPAL COMMODITIES CARRIED—
1936, COMPARED WITH 1935.

Commodities	1935		1936		Remarks
	Tons	Tons	Tons	Tons	
Aerated waters, imported	13	14	1	..	
Aerated waters, C. P.	238	329	..	9	
Brass, copper, iron and steel wire	741	1,074	333	..	
Cement	16,411	23,089	6,678	..	
Corrugated iron	6,531	8,115	1,584	..	
Cars, motor	1,397	1,684	287	..	
Chilies, C. P.	114	95	..	19	
Coffee, C. P.	56,836	63,743	6,907	..	
Cotton—Ginned, C. P.	52,231	69,133	16,902	..	
Unginned, C. P.	..	..	..	..
Cotton, manufactured—	..	..	..	..
Cloth	7,178	6,589	..	589	
Blankets	1,209	1,987	778	..	
Fibre—Sisal	30,410	34,463	4,053	..	
Flax	..	..	..	..
Flax tow	23	2	..	21	
Flour—Maize and meal	31,203	27,065	..	3,538	
Wheat, C. P.	7,472	7,864	392	..	
Wheat, imported	603	831	228	..	
Government goods	18,778	18,401	..	377	
Grains, C. P.—	..	..	..	..
Barley	363	354	..	9	
Beans	2,477	2,609	132	..	
Maize	101,314	106,742	5,428	..	
Oats	608	394	..	214	
Peas	163	178	15	..	
Rice	2,224	2,372	148	..	
Wheat	11,470	12,820	1,350	..	
Others	3,217	3,163	..	54	
Gunny—Bags	7,241	8,382	1,061	..	114
Hessian Cloth	633	831	198	..	
Hardware	1,453	2,000	547	..	
Hides	4,996	4,281	..	715	
Implements, agricultural	3,971	4,619	628	..	
Iron and steel, manufactured	7,134	9,742	2,608	..	
Lime and Limestone, C. P.	3,198	3,238	40	..	
Liquors—Ale and beer, imported	596	683	87	..	
Ale and beer, C. P.	896	844	..	52	
Spirits (including Champagne)	710	681	..	29	
Wines	265	364	99	..	
Machinery	6,031	7,876	1,845	..	
Measures	5,321	5,493	172	..	
Oil—Kerosene	15,054	15,855	801	..	
Liquid fuel (crude)	9,130	13,200	4,070	..	
Petrol	26,740	26,904	164	..	
Oil seeds—Cotton seeds	56,119	94,849	38,730	..	
Ground nuts	2,305	4,456	2,145	..	
Simsim	4,204	5,520	1,316	..	
Other oil seeds	398	455	67	..	
Potatoes	7,728	8,689	881	..	
Provisions	1,583	1,655	72	..	
Rubber	408	596	178	..	
Salt	3,375	13,505	10,130	..	
Sand	19,430	24,877	5,447	..	
Skins—Goat	506	715	209	..	
Sheep	73	80	7	..	
Imported	502	567	65	..	
Soda Ash	2,006	1,686	..	320	
Stone	42,882	43,537	655	..	
Sugar and cane—	4,712	8,637	3,925	..	
Imported	37	37	..	..
C. P.	32,215	26,896	..	5,325	
Jagree	1,359	1,069	250	..	
Sugar cane, raw	20,212	22,569	2,357	..	
Imported	13	10	..	3	
C. P.	3,126	4,480	1,354	..	
Timber—Imported	410	565	155	..	
C. P.	19,362	20,823	1,461	..	
Firewood	40,040	41,264	1,324	..	
Tobacco, including cigars and cigarettes—	..	..	..	..
Imported	532	610	78	..	
C. P.	1,053	1,015	..	38	
Vegetables	1,846	2,561	715	..	
Wattle bark	27,649	27,347	..	302	
Wool	553	660	107	..	
All other merchandise	98,473	102,035	3,562	..	
Total Tons	849,795	960,507	110,712		

STATEMENT No. 25
RAILWAY WORKING RESULTS FOR TEN YEARS
(RAIL, LAKE MARINE AND ROAD SERVICES)

YEAR	Receipts		Total Traffic	Total Expenditure	Passenger Percentage	Tons of Paying Goods Carried	Gross Receipts	Working Expenditure including Contribution to Renewals Fund	Percentage of Expenditure to Receipts (Col. 6 to Col. 5)	Balance of Receipts over Expenditure
	M. CA.	£								
1927	1,204	13,653,057	1,093,920	887,076	2,126,043	1,414,219	66.52	711,824		
1928	1,393	16,155,247	1,133,639	984,351	2,314,430	1,582,151	68.36	732,279		
1929	1,506	16,641,986	1,198,014	1,105,302	2,444,980	1,684,701	67.57	759,259		
1930	1,356	17,834,658	1,136,256	1,005,041	2,211,229	1,749,554	79.01	464,675		
1931	1,616	18,484,468	791,168	822,232	1,901,726	1,608,488	84.49	293,238		
1932	1,626	18,692,672	575,176	726,154	1,838,651	1,368,683	74.44	469,978		
1933	1,626	18,742,641	524,771	711,714	2,088,152	1,325,156	63.46	763,006		
1934	1,625	18,745,320	493,818	756,832	2,227,255	1,300,334	59.73	896,951		
1935	1,622	18,338,607	487,419	863,096	2,381,523	1,424,251	59.72	960,672		
1936	1,622	18,314,669	521,297	964,722	2,571,558	1,583,673	59.10	1,033,485		

* Includes season tickets

RAILWAYS.—SUMMARY OF EARNINGS FROM 1903 TO 1936.

YEAR.	Passengers.	Parcels and Luggage.	Live Stock.	Goods.	Telegraphs.	Surcharge.	Miscellaneous.	Total Earnings.	Working Expenses (excluding Contribution to Renewals Fund)	Net Earnings (exclusive of Contribution to Renewals Fund and Loan Charges)	Percentage of Ordinary Working Expenses to Receipts.
1903-04	28,203	5,071	2,115	93,544	1,142	£	1,492	131,567	191,668	60,101	145.45
1904-05	31,952	5,569	2,370	112,101	687	£	1,095	153,794	151,155	2,639	98.29
1905-06	41,006	6,164	4,647	151,009	743	£	1,359	204,928	148,250	56,678	72.34
1906-07	45,872	7,000	3,164	183,080	591	£	1,505	241,212	164,440	76,764	68.18
1907-08	51,545	8,994	4,203	164,588	649	£	2,091	232,070	167,357	64,713	72.11
1908-09	50,178	9,020	4,134	166,587	626	£	2,116	232,661	167,823	64,838	72.13
1909-10	48,305	9,485	4,213	188,197	649	£	3,297	246,146	180,279	65,867	73.24
1910-11	55,567	10,793	5,003	225,049	715	£	3,888	300,116	201,596	98,520	67.17
1911-12	63,657	11,148	6,088	274,818	955	£	3,858	366,224	228,852	137,372	63.53
1912-13	75,311	13,154	5,974	396,725	1,356	£	4,860	497,380	287,082	210,298	57.72
1913-14	92,852	15,586	5,589	447,047	1,294	£	5,786	568,154	350,809	217,345	61.75
1914-15	145,690	15,909	19,500	340,733	3,291	£	10,861	535,984	355,987	179,997	66.42
1915-16	167,323	26,774	38,475	383,243	3,742	£	38,050	667,607	367,959	299,648	55.56
1916-17	223,780	27,438	45,784	465,847	1,974	£	49,128	812,951	455,749	357,202	56.16
1917-18	256,578	16,331	16,201	557,891	1,444	£	31,779	676,949	465,818	211,131	68.01
1918-19	325,001	17,524	11,476	374,905	2,325	£	43,992	575,223	532,626	42,597	78.88
1919-20	340,298	20,218	9,272	417,111	1,905	£	53,311	628,013	582,406	45,607	92.74
1920-21	353,075	15,748	13,132	637,734	2,312	£	64,513	1,175,441	1,022,702	152,739	87.01
1921 (9 months)	158,625	28,598	4,272	475,000	1,311	£	43,297	567,120	521,099	46,021	94.00
1922	176,573	40,457	3,829	515,932	1,336	£	50,200	1,092,569	957,954	134,615	87.21
1923	171,361	49,581	3,700	467,564	1,221	£	52,599	1,237,636	954,335	283,301	66.01
1924	199,506	46,119	3,772	519,906	1,272	£	64,495	1,639,159	1,178,467	460,692	59.00
1925	227,272	53,429	13,702	604,005	1,715	£	93,659	1,992,309	1,390,071	602,238	59.00
1926	256,918	51,084	10,992	636,670	1,306	£	103,709	2,055,711	1,216,774	841,937	59.00
1927	266,326	49,404	13,396	1,737,852	1,791	£	57,274	2,126,043	1,150,786	975,257	54.00
1928	284,750	58,456	14,412	1,895,755	2,161	£	61,896	2,314,430	1,252,739	1,061,691	55.00
1929	293,658	54,670	19,914	2,016,458	2,254	£	62,979	2,446,960	1,445,070	1,003,890	59.00
1930	287,779	53,369	22,715	1,711,519	1,711	£	63,467	2,214,229	1,441,285	772,944	65.00
1931	290,000	43,911	19,925	1,570,338	1,543	£	50,599	1,903,726	1,300,806	602,920	68.00
1932	370,460	36,639	16,892	1,564,925	1,346	£	45,361	1,838,561	1,044,161	794,500	56.79
1933	360,796	35,511	12,771	1,621,112	1,497	£	45,360	2,035,152	990,054	1,045,108	47.00
1934	353,037	33,554	17,750	1,901,105	1,276	£	45,470	2,227,265	994,267	1,232,998	49.00
1935	359,433	34,715	20,159	2,127,556	1,320	£	46,042	2,324,923	1,098,484	1,226,439	45.60
1936	371,066	36,815	20,066	2,247,387	1,575	£	50,245	2,527,158	1,142,225	1,384,933	45.20

SUMMARY OF TRAIN MILEAGE FROM 1st APRIL, 1903 TO 31st DECEMBER, 1936

YEAR	Mean Mileage Worked	Traffic Train Mileage	Engineering and Water Train Mileage, etc.	Total Train Mileage	Average Daily Traffic Train Mileage	REMARKS
1903-04 (Leap year)	584	321,791	215,794	537,585	879	
1904-05	584	352,624	60,128	412,752	966	
1905-06	584	471,487	58,491	529,978	1,292	
1906-07	584	622,950	82,036	704,986	1,707	
1907-08 (Leap year)	584	636,893	68,763	705,656	1,740	
1908-09	584	632,752	70,104	702,856	1,734	
1909-10	584	648,541	99,229	747,770	1,777	
1910-11	585	863,962	103,343	967,305	2,367	
1911-12 (Leap year)	586	1,142,878	65,187	1,208,065	3,123	
1912-13	641	1,475,112	53,620	1,528,732	4,041	
1913-14	664	1,609,715	71,227	1,680,942	4,410	
1914-15	680	1,341,085	49,951	1,391,036	3,674	
1915-16 (Leap year)	685	1,340,804	50,714	1,400,518	3,689	
1916-17	685	1,697,927	37,206	1,635,133	4,378	
1917-18	685	1,333,489	46,839	1,380,328	3,653	
1918-19	685	1,182,127	39,215	1,221,342	3,238	
1919-20 (Leap year)	685	1,237,823	39,193	1,277,016	3,382	
1920-21	685	1,487,833	71,454	1,559,287	4,077	
1921 (9 months)	685	1,067,260	49,613	1,106,873	3,845	
1922	685	1,506,683	83,579	1,590,262	4,111	
1923	685	1,873,261	154,876	2,028,137	4,447	
1924 (Leap year)	616	2,109,023	326,868	2,435,891	5,902	
1925	698	2,575,167	365,492	2,940,659	7,956	
1926	698	2,663,295	430,300	3,093,595	7,297	
1927	1,168	2,731,219	421,764	3,152,983	7,483	
1928 (Leap year)	1,254	2,962,750	594,472	3,557,222	8,995	
1929	1,426	3,182,837	713,698	3,896,535	8,720	
1930	1,621	2,683,245	969,777	3,653,022	7,351	
1931	1,616	2,654,184	436,755	3,090,939	6,701	
1932 (Leap year)	1,627	2,139,889	314,318	2,454,207	5,847	
1933	1,625	2,339,295	248,440	2,587,739	6,409	
1934	1,625	2,916,029	389,147	3,305,176	5,606	
1935	1,622	2,299,165	430,656	2,729,821	6,299	
1936 (Leap year)	1,622	2,582,380	425,621	3,008,001	7,056	

NOTES.—Traffic Train Mileage includes Loco. Fuel Trains.

Engineering and Water Train Mileage does not include traffic on lines under construction.

STEAMERS	EXPENDITURE										QUANTITY OF FUEL USED		1925		1926			
	I	II	III	IV	V	VI	VII	VIII	IX	X	Y	Oil	Wood	S. C.	S. C.	Consumption of Fuel per Mile	Consumption of Fuel per Mile	
S.S. "Nyasia"	99	117,381	9	9 78	
"Usoga"	..	1,649	473	142	142	1,379	38	179	..	926	..	221,679	..	..	10	7 77
"Kuinu"	..	2,891	642	113	2,224	81	146	..	1,212	..	..	26,152	..	..	3	1 57
"Huzue"	..	469	108	24	161	23	39	..	..	..	..	87,301	..	..	4	8 19
Tug "Percy Anderson"	..	92	224	28	458	39	..	..	..	..	..	22,956	..	..	8	3 57
"Kavirondo"	..	1,852	218	97	1,855	45	..	..	..	..	..	142	..	..	8	40 15
"Buganda"	..	60	127	4	128	4	28	..	..	..	..	142	..	..	8	40 15
"Eburua"	..	1,768	243	125	2,077	40	16	..	..	..	..	142	..	..	8	40 15
M.A. "Kigera"	..	1,265	351	30	178	63	..	..	..	..	..	142	..	..	1	0 00
S.W.S. "Spoke"	..	1,526	203	31	616	33	..	..	..	..	..	142	..	..	3	01
"Stanley"	..	651	222	7	469	24	..	..	..	..	..	142	..	..	4	21
"Grant"	..	1,181	475	27	996	25	..	..	..	..	..	142	..	..	3	78
P.S. "Samuel Baker"	..	77	75	..	88	3	..	..	..	..	..	142	..	..	7	7 38
Tug "Livingstone"	..	393	101	8	187	17	..	..	..	..	..	142	..	..	5	49
S.W. "Zugard"	..	1,853	490	22	657	66	..	..	..	..	..	142	..	..	18	12 08
S.S. "Robert Coynidan"	..	3,241	550	112	1,599	81	..	..	..	..	..	142	..	..	14	11 37
General Maintenance	..	540	8,860	3,482	525	191	39	500	225	79	177	1,645	..	..	..	..
Total for the year ended 31st December, 1925	..	5,636	540	23,308	8,983	13,598	601	808	555	4,885	177	1,845	85,813	179,831	437,572	846,985	916,316	
Total for the year ended 31st December, 1926	..	5,526	530	24,556	10,446	1,052	12,233	608	359	1,054	4,282	2,017	64,896	167,857	116,184	770,246	827,856	827,856
Difference	..	100	10	1,752	2,533	243	1,066	..	510	..	873	..	617	12,034	31,388	76,739	88,460	..
Increase
Decrease

SUMMARY OF ACCIDENTS, 1926

CLASS "A"—Accidents resulting in loss of life or grievous hurt to persons:—

CLASSIFICATION	EUROPEANS		ASIANS		NATIVES	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers:—						
Railway and Motor Service
Port
Lake Marine
Employees:—						
Railway and Motor Service
Port (Ashore)	..	1	..	2	2	6
Port (Afloat)	11
Lake Marine
Workshops and Locomotive Sheds
Persons on business on Railway premises
Persons on business on Port premises	1	1
Persons crossing at Level Crossings	12	..
Trespassers	3	2
Collision Between Lorries
TOTAL	..	2	..	2	13	26

NOTE.—* Includes two Natives found drowned and three accidentally drowned.

† Includes crew of Dhew drowned at Mombasa Old Port and one child drowned.

CLASS "B"—Accidents resulting in serious damage to traffic or damage to property, but not in loss of life or serious injury to persons:—

Railway—						
Collisions between Trolleys and Light Engine	..	..	..	..	..	..
.. .. . Train	..	..	..	..	..	..
.. .. . Motor Lorry and Train	..	..	..	..	..	..
.. .. . Lorry and Level Crossing Gates	..	..	..	..	..	..
.. .. . Light Engine and Train	..	..	..	..	..	..
.. .. . Train and Motor Car	..	..	..	..	..	..
Derailments due to Mechanical defects	..	..	..	..	..	..
.. .. . Other Causes	..	..	..	..	..	..
.. .. . Defective Track	..	..	..	..	..	..
.. .. . Miscellaneous	..	..	..	..	..	..
Washaways	..	..	..	..	..	..
Landslide	..	..	..	..	..	..
Road Motor—						
Collision between Lorries	..	..	..	..	..	..
Motor Lorry overturned	..	..	..	..	..	..
Marine—						
Lighters damaged	..	..	..	..	..	..
S.S. "USOGA" struck submerged object	..	..	..	..	..	..
Port—						
Derailments	..	..	..	..	..	..
Collisions	..	..	..	..	..	..

STAFF
RAILWAYS AND HARBOURS

STATEMENT No. 30

1935 1936

Designation	1935		1936	
	Total staff employed on 31-12-1935	Total staff employed on 31-12-1936	Increase	Decrease
EUROPEANS.—				
Senior Officers	68	75	7	..
Clerical Staff	166	159	..	7
Running Staff	106	103	..	3
Workshops Staff	64	64	..	..
Apprentices	29	35	6	..
Inspectors of Works, Permanent Way Inspectors, Second Engineers, etc., etc.	87	90	3	..
Total	520	526	6	..
ASIANS.—				
Permanent Way Staff	30	30	..	..
Overseers and Sub-Overseers	23	24	1	..
Office Clerical Staff	326	340	14	..
Station Masters and Assistant Station-Masters	186	207	21	..
Other Station Staff	259	233	..	26
Guards	78	79	1	..
Drivers	33	33	..	..
Firemen	30	35	..	..
Artizan Classes	825	935	110	..
Cooks and Stewards	41	42	1	..
Marine Pier and Steamer Clerks	36	42	6	..
Tug Masters, Mates, 3rd Engineers, etc.	41	43	2	..
Apprentices, Chowkylars, Sweepers, Jemadars and Khalasis	30	30	..	..
Total	1,943	2,073	130	..
AFRICANS.—				
Office Clerical Staff	103	111	8	..
Station Staff (Signallers, Tally Clerks, etc.)	291	291	..	..
Artizan Classes	1,270	1,355	85	..
..... Staff	429	447	18	..
Apprentices	125	119	..	6
Unskilled labourers, Porters, etc.	13,235	16,101	2,866	..
Total	15,453	18,424	2,971	..
GRAND TOTAL	17,916	21,525	3,609	..

MILEAGE OF LINES
MILEAGE OF LINES OPEN FOR TRAFFIC

STATEMENT No. 31

	RUNNING LINES				Sidings Reduced to Single Track	Track Mileage (Total of Single Track Including Sidings)	Year 1935 Track Mileage (Total of Single Track Including Sidings)
	Route Mileage (Length of Road Single Track)	Second Track	Over two Tracks Reduced to Single Track	Total Miles Reduced to Single Track			
	M. Ch.	M. Ch.	M. Ch.	M. Ch.			
Lines Owned—							
Main Line	879-13	—	—	879-13	141-25	1,020-38	1,020-27
Principal Lines	323-00	—	—	323-00	27-11	350-11	349-13
Total Main and Principal Lines	1,202-13	—	—	1,202-13	168-36	1,370-49	1,369-40
Minor and Branch Lines	328-35	—	—	328-35	22-28	351-20	351-16
Lines Worked but not Owned	90-51	—	—	90-51	11-20	102-27	103-14
TOTAL	1,621-46	—	—	1,621-46	202-55	1,824-45	1,824-44

STATEMENT No. 32

MILEAGE OF LINES AUTHORIZED BUT NOT OPEN FOR TRAFFIC

NAME OF LINE	Miles Authorized	Miles Constructed but not Open for Traffic		Miles under Construction	Miles not Commenced or in Abeyance
	Length of Road	Length of Road	Length (Including Sidings)	Length of Road	Length of Road
	Nil	Nil	Nil	Nil	Nil
TOTAL	...	...	...	...	...

TRAIN AND ENGINE MILEAGE

	1935							1936						
	Train Miles Including Empty Trains	Shunting Miles	Other Miles (Assisting, Light, etc.)	Total Engine Miles	Train Miles Including Empty Trains	Shunting Miles	Other Miles (Assisting, Light, etc.)	Total Engine Miles	Train Miles Including Empty Trains	Shunting Miles	Other Miles (Assisting, Light, etc.)	Total Engine Miles		
STEAM LOCOMOTIVES—														
Coaching	398,583	35,665	7,547	341,995	283,697	36,683	—	341,995	283,697	36,683	—	338,655		
Goods	1,077,698	282,023	251,120	2,061,441	1,338,932	331,003	—	2,061,441	1,338,932	331,003	—	2,439,231		
Mixed	220,220	38,038	33,026	271,884	223,064	40,219	—	271,884	223,064	40,219	—	281,500		
Railway Departmental:														
(a) Coaching	—	—	—	—	—	—	—	—	—	—	—	—		
(b) Other	534,420	111,748	36,435	681,603	551,238	119,891	—	681,603	551,238	119,891	—	696,260		
TOTAL	2,228,821	468,271	158,828	3,356,920	3,086,001	527,796	—	3,356,920	3,086,001	527,796	—	3,754,646		
RAIL MOTORS	—	—	—	—	—	—	—	—	—	—	—	—		
TOTAL	2,228,821	468,271	158,828	3,356,920	3,086,001	527,796	—	3,356,920	3,086,001	527,796	—	3,754,646		

Note.—Shunting Miles are computed on the basis of 6 miles per hour. Mileage achieved by Engineering Trains is computed at 10 miles per hour.

STATEMENT No. 34
NUMBER OF ENGINE MILES PER ENGINE FAILURE

YEAR	STEAM LOCOMOTIVES			RAIL MOTORS	
	Passenger Service	Goods Service	Mixed	Goods	Motors
1935	43,209	50,089	23,968	—	—
1934	152,298	166,559	115,379	—	—
1933	149,457	81,668	113,547	—	—
1932	59,199	104,969	No failures	—	—

LOCOMOTIVE USER

	Average Number on Hand		Average Number Available for Traffic		Total Mileage Run (Excluding Harbours and Shops)		Average Mileage per Locomotive (or Rail Motor) Available for Traffic	
	1935	1936	1935	1936	1935	1936	1935	1936
STEAM LOCOMOTIVES—								
Garrett	36-00	36-00	25-41	29-18	1,544,587	1,453,240	49,019-86	49,785-54
Mikado	6-00	6-00	3-61	4-17	246,680	239,544	33,578-95	33,511-75
EBS	62-00	57-00	48-91	51-06	1,434,268	1,522,068	29,325-15	29,908-81
EB	1-37	—	—	—	—	—	—	—
EB	3-47	—	—	—	—	—	—	—
EB1	22-32	6-00	3-90	4-34	74,163	96,925	19,013-59	22,322-95
EB2	8-00	8-00	18-16	18-61	316,886	352,396	17,449-67	18,931-90
ED1	30-00	30-00	—	—	—	—	—	—
TOTAL	176-66	167-00	99-98	107-37	3,336,539	3,731,053	33,372-06	34,749-49
RAIL MOTORS	—	—	—	—	—	—	—	—

LOCOMOTIVE USER

	Train-Miles Per Train Engine Hour						Vehicle-Miles Per Train Engine Hour			Net Ton-miles Per Goods Train Engine Hour				
	Coaching		Mixed		Goods		Coaching Vehicles		Goods Vehicles					
	1935	1936	1935	1936	1935	1936	1935	1936	1935		1936			
STEAM LOCOMOTIVES	16-77	16-70	13-94	13-88	13-75	13-69	—	—	—	—	—	—	—	
RAIL MOTORS	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	16-77	16-70	13-94	13-88	13-75	13-69	—	—	—	—	—	—	—	—

Note.—Vehicles = 4-wheeled Unit. Bogie Vehicles = Two 4-wheeled Units.

STATEMENT No. 37

COACHING VEHICLE USER.

YEAR	Average Number of Motor Vehicles Available for Traffic		Total Mileage Run		Average Mileage per Vehicle Available for Traffic	
	Passenger Coaching Vehicles	Other Coaching Vehicles	Passenger Vehicles	Other Coaching Vehicles	Passenger Vehicles	Other Coaching Vehicles
1935	5,921	3,750	44,352,144	56,709,400	63.31	23.68
1936	5,840	3,985	52,151,780	67,070,848	64.83	24.95

1935

1936

Low figures are not maintained by this Administration.

NOTE: Vehicles = 4-wheel Unit.

Passenger Coaching Vehicles.

REPAIRS AND RENEWALS OF ROLLING STOCK.

STATEMENT No. 39

	Number of Vehicles Units Repaired.		Per cent of Stock.		Average Time under Repair. Days per unit.	
	1935.	1936.	1935.	1936.	1935.	1936.
LOCOMOTIVES—						
Heavy Repairs	29	4350	15.50	24.33	19.79	16.55
Intermediate Repairs	78.5	3450	41.93	18.45	18.42	16.87
Light Repairs	24.5	3450	13.10	18.45	12.05	12.44
RAIL MOTORS—						
Heavy Repairs	..	..	..	..	..	..
Light Repairs	..	..	..	..	..	..
COACHING VEHICLES—						
<i>(a) Passenger carrying vehicles:</i>						
Heavy Repairs	60	53	28.75	22.84	119.23	88.68
Light Repairs	32	17	13.73	7.33	12.5	11.16
<i>(b) Other Coaching Vehicles:</i>						
Heavy Repairs	83	88	26.35	28.39	197.46	101.88
Light Repairs	24.5	26	7.78	8.39	10.94	11.19
WAGONS—						
Heavy Repairs	1581	1490	24.78	23.58	37.58	27.98
Light Repairs	69	483	1.06	7.62	13.66	19.14

NOTES.—(a) Sundays and holidays are included in columns 5 and 6.

(b) The following are the classifications for Heavy, Intermediate and Light repairs respectively:—

LOCOMOTIVES AND RAIL MOTORS*Heavy Repairs*—Complete overhaul of engine and boiler.*Intermediate Repairs*—Engine lifted for reconditioning of wheels and axle boxes. Piston and valve examination and withdrawal of a few tubes to clean boiler may be done if condition warrants this.*Light Repairs*—All other repairs which necessitate the withdrawal of the engine from traffic for a period exceeding 48 hours.**COACHING VEHICLES—***Heavy Repairs*—General repairs, including repainting and necessary repairs to bodies, wheels, brakes and undergear.*Light Repairs*—Touching up, varnishing and oiling, and any other repairs not classified as "Heavy", which necessitate the vehicle being sent to recognized repair shop.**WAGONS—***Heavy Repairs*—General repairs to bodies and underframes including fitting and necessary repairs to wheels, drawbar and brakes.*Light Repairs*—All other repairs necessitating the vehicles being taken out of traffic and sent to a recognized wagon repairing shop or depot. Wagons repaired by examiners are excluded.

NOTE.—Vehicles = 4-wheel Unit.

Bogie Vehicles = Two 4-wheel Units.

STATEMENT No. 38

GOODS VEHICLE USER.

YEAR	Average Number Available for Traffic	Total Goods Vehicle Mileage Run		Average Mileage per Goods Vehicle Available for Traffic		Next Ton Mileage Available per Vehicle for Traffic	Percentage of Average Load per Vehicle Carrying Capacity	Tonnage Conveyed per Ton of Capacity per Annum
		Loaded	Empty	Loaded	Empty			
1935	5,921	44,352,144	12,857,286	11,827	3,296	15,123	63.31	23.68
1936	5,840	52,151,780	14,915,168	13,088	3,743	16,631	64.83	24.95

STATEMENT No. 40
FUEL CONSUMPTION IN LBS PER ENGINE MILE.
(EXPRESSED IN TERMS OF COAL—THE CALORIFIC VALUE OF OTHER FUELS BEING
SHOWN FOR PURPOSES OF COMPARISON)

Year	STEAM LOCOMOTIVES				Rail Motors
	Coaching service	Goods service	Mixed	Departmental		*Total
1933	7839	8712	8384	5431	7626
1934	7859	8685	8094	5300	7307
1935	8151	8775	7831	5643	7478
1936	8055	8066	7574	5693	7643

*NOTE (a)—Total includes Shunting (in depot yards and at wayside stations) and Light Engine mileage

RELATIVE QUANTITIES REQUIRED FOR STEAMRAISING PURPOSES
(BASED ON LOCAL TESTS CONDUCTED PRIOR TO 1930)

Oil Fuel = 140
Coal = 155
Wood Fuel = 459

STATEMENT No. 41
CONSUMPTION OF LUBRICATING OIL BY LOCOMOTIVES AND RAIL MOTORS IN PINTS PER 100 ENGINE MILES

YEAR	STEAM LOCOMOTIVES						RAIL MOTORS				
	COACHING SERVICE		GOODS SERVICE		MIXED		DEPARTMENTAL		*TOTAL		
	Cylinder oil	Other lubri- cating oil	Cylinder oil	Other lubri- cating oil	Cylinder oil	Other lubri- cating oil	Cylinder oil	Other lubri- cating oil	Cylinder oil	Other lubri- cating oil	
1933	300	831	321	779	294	589	229	414	302	714	714
1934	311	800	307	771	256	611	184	389	277	682	682
1935	230	771	241	771	196	610	161	408	226	644	644
1936	218	718	233	730	207	574	160	402	222	620	620

*Note (a)—Total includes shunting (in depot yards and at wayside stations) and light engine mileage.

TIMEKEEPING OF BOOKED PASSENGER TRAINS

	Number Run		Number Arriving on Time		Arrivals to Time not Later Than 15 Minutes		Arrivals Later Than 15 Minutes		Percentage of Number Run Arriving on Time	
	1935	1936	1935	1936	1935	1936	1935	1936	1935	1936
	Main Line Trains	2,968	2,977	2,309	2,234	276	310	383	433	77.80	75.04
Branch Line Trains	1,719	1,728	937	870	306	259	476	599	54.51	50.35

NOTE.—Main Line Trains include Mail and Mixed.

ROAD MOTOR MILEAGE

TYPE OF VEHICLE	1935			1936		
	Number	Mileage Run During Year	Average Mileage per Vehicle	Number	Mileage Run During Year	Average Mileage per Vehicle
Albion 3-ton Lorries	6	198,743	33,123.83	6	208,150	34,691.67
Albion 4-ton Lorries with Carry-more Trailer Attachments	4	68,844	17,211.00	4(a)	33,728	8,432.00
Albion 4-ton Lorries with 4-ton Trailers	4	65,047	16,261.75	4	116,595	29,148.75
Albion 6-ton Rigid 6-wheeler Lorries	2	50,881	25,440.50	2	43,288	21,644.00
Albion 6-ton 6-wheeler Lorries with 4-ton Trailers	..	..	..	2	10,088	5,044.00
Albion 30 cwt. Lorry (formerly 7-seater Albion Passenger Van)	1	3,391	3,391.00	1	8,064	8,064.00
Albion 3rd Class Passenger Van (17-seater) (formerly 14-seater Albion Passenger Van)	1	8,906	8,906.00	1(d)	4,273	4,273.00
Albion Passenger Van (21-seater)	1	3,283	3,283.00	1	8,605	8,605.00
Chevrolet 2½ Ton Lorries	..	..	..	4(c)	69,844	17,461.00
† Plymouth Box Body Car	1	7,127	7,127.00	1	13,036	13,036.00
TOTAL	20	406,222	20,311.10	26(d)	515,671	19,833.50

(a) Withdrawn from service during 1936.

(b) Converted from 14-seater Passenger Van to 17-seater Third-Class Passenger Van in August, 1936.

(c) Purchased locally in June, 1936, 2 transferred to Engineering Dept. in November, 1936.

(d) Actual number in service on 31st December, 1936, was 20.

† Used on Administration's service only.

TOTAL IMPORTS, PORT OF MOMBASA.

	1935		1936		Percentage Increase	Percentage Decrease
	Tons	Tons	Tons	Tons		
Deep Water Quay (including Cased Oil and Cement Clinkers)	231,963	274,221	18.22	..	..	..
Ligherage Quay (including Cased Oil but excluding Coal)	..	106	100.00	..	..	..
M'baraki (Tiles)	116	65	..	100.00	..	100.00
M'baraki (other than Coal and Tiles)	..	..	..	..	..	..
Shimanzu Cased Oil Wharf	2,810	3,283	16.83	..	..	0.55
Coal in Bulk	92,146	91,641	..	..	..	..
Oils in Bulk	117,979	124,877	5.85	..	..	..
Explosives	268	348	29.85	..	..	..
Wayleave, Cable Depot, M'baraki	62	36	..	..	..	41.94
Wayleave on Stone	2,434	1,946	..	..	..	20.05
Wayleave on Tiles at Aladina	..	..	..	..	..	..
Visram School	..	58	100.00	..	..	..
Wayleave at various points	..	21	100.00	..	..	..
TOTAL	447,843	496,537	10.87	..	..	..

TOTAL EXPORTS, PORT OF MOMBASA.

	1935		1936		Percentage Increase	Percentage Decrease
	B/L Tons	B/L Tons	B/L Tons	B/L Tons		
Deep Water Quay	426,487	539,211	24.09	..	..	..
Lighter Quay	..	1,814	100.00	..	..	..
M'baraki	..	2,738	100.00	..	..	..
Shimanzu Cased Oil Wharf	7,927	9,555	20.54	..	..	..
Bulk Oils (Re-exports)	..	..	..	..	..	..
(a) Cargo	6,445	4,122	..	..	..	36.04
(b) Bunkers	40,892	43,236	5.73	..	..	..
Wayleave on Explosives (Explosives)	11	1	..	..	..	90.90
Wayleave, Likoni	841	1,063	26.40	..	..	..
Wayleave, Scrap Iron	115	824	616.57	..	..	..
Wayleave at various points	..	72	100.00	..	..	..
Tobacco despatched by Road and Rail	79	151	91.13	..	..	..
TOTAL	482,797	592,467	22.72	..	..	..

STATEMENT OF WASTING ASSETS (RAILWAY SERVICES)

DETAILS OF ASSETS	Renewal Cost as at 31st December 1936	Annual Contribution
	£	£
ENGINEERING DEPARTMENT—		
Bridges	975,007	
Fencing	21,835	
Telegraph	164,504	
Permanent Way	4,572,606	
Buildings	2,287,421	
Station Machinery	49,300	
Water Supplies	274,229	
Plant	37,737	
Lake and River Piers	73,079	
MECHANICAL DEPARTMENT—		
Locomotives	1,209,000	
Coaching Stock (Passenger Carrying)	496,800	
Coaching Stock (Other Vehicles)	264,985	
Goods Stock	2,131,177	
Machinery	197,036	
TRANSPORTATION DEPARTMENT—		
Decauville Wagons and Fixed Weighing Machine	4,343	
ACCOUNTS DEPARTMENT—		
Mechanical Accounting Machines	1,075	
TOTAL	12,760,144 †	319,004 *

* Annual Contribution calculated at 2 1/2 per cent of Renewal cost.

† Annual Contribution on life basis, £955,946.

STATEMENT No. 47

STATEMENT OF WASTING ASSETS (LAKE MARINE SECTION)

DETAILS OF ASSETS	Renewal Cost as at 31st December 1936	Annual Contribution
	£	£
Ships, Tugs, Launches, Boats, Plant, Machinery etc. ..	609,263	24,906
Aga Beacons	4,160	86
TOTAL	613,423	24,992

STATEMENT OF WASTING ASSETS (MOTOR TRANSPORT SECTION)

Details of Assets	Renewal Cost as at 31st December 1936	Annual Contribution
	£	£
Lorries, Passenger Bus, Trailer, Staff Car and Machinery ..	17,020	1,747

STATEMENT No. 49

STATEMENT OF WASTING ASSETS (HARBOURS)

Details of Assets	Renewal Cost as at 31st December 1936	Annual Contribution
	£	£
ENGINEERING DEPARTMENT :		
Bridges	7,362	70
Fencing	2,076	71
Permanent Way	98,575	5,192
Building	379,584	6,271
Port Operating Machinery	20,670	765
Water Supplies	2,579	127
Plant	2,580	146
Wharves, Jetties and Landing Pontoons	27,300	878
MECHANICAL DEPARTMENT :		
Workshop Machinery, Electric Equipment, Tugs, Launches, Boats, etc.	239,129	11,102
PORT DEPARTMENT :		
Lighthouse, Aga lights	6,420	425
TOTAL	786,275	25,047

STATEMENT No. 50

PORT DEPARTMENT—LIGHT-HOUSES, CHANNEL LIGHTS AND HARBOUR LIGHTS

STATION	Class of Light	Candle Power	Range Miles	Height above High Water	Remarks
Ras Serani Main Light ..	4th Order	22,000	15	85 feet	Electric and A.G.A. Gas.
Ras Serani Front Light ..	—	300	10	62 "	A.G.A. Gas.
*Ras Iwa Tini	—	300	11	36 "	A.G.A. ..
*Kilifi	—	1,000	17 1/2	130 "	A.G.A. ..
*Malindi	—	1,000	15	83 "	A.G.A. ..
*Lamu	—	1,000	17	170 "	A.G.A. ..
Kipini	—	—	9	50 "	Oil; at present limited by light power, not by horizon.

Kilindini Channel and Harbour Lights—14 Beacons and leading lights using A.G.A. Gas.
Channel Buoys—2 Buoys using A.G.A. Gas.

* Unattended.

Name of Vessel	Type	Year built	Description	Dimensions			Reg. Tonnage		H.P.		Value shown in Capital Account	Remarks	
				L.	B.	D.	Net	Gross	N.H.P.	I.H.P.			
Mtoto	Harbour tug	1929	Steam oil fuel Twin screw	104	28' 5"	13' 3"	..	271	139	1,200	£ 31,034	Classed A.1. at Lloyds. Built at Earls Hull. Not suitable for Salvage-going work. Classed A.1. at Lloyds. For Harbour and Pilotege work	
Mvema	Tug	1925	Steam oil fuel Single screw	99' 6"	22' 1"	11' 1"	64	179	62	500	18,419		
Mveta	Steam launch	1912	Steam coal Single screw	65'	14	..	..	..	..	130	3,529	
Uchaka II	Motor boat	1930	Petrol Twin screw	42'	9' 9"	Brit.	2	3 1/2"	18	8"	P.V.	1,132	Pilotege work. ditto. Harbour Launches.
Kisikazi		1935	ditto	40'	8' 6"	Power	6	3 1/2"	100	4 1/2"	O.V.	3,015	
Ploa		1928	Petrol Single screw	27' 3"	7' 6"	Gleniffer Model M	4	4 1/2"	28	5"	P.V.	677	
Uwaga		1913	"	30' 8"	6' 6"	Kelvin	4	3 1/2"	14	4 1/2"	P.V.	600	
Kazi Mtingi		1929	"	27'	6' 6"	Gleniffer Model Q	4	3"	14	4 1/2"	P.V.	566	
Cunyu Sark		1922	"	26'	8' 3"	Kelvin	4	3 1/2"	14	4 1/2"	P.V.	265	
Pwabasi		1929	"	22' 4"	6' 0"	Gleniffer Model Q	2	3"	8	4 1/2"	P.V.	406	
Vitabr I		1914	"	22' 2"	6' 2"	Kelvin	2	3 1/2"	7	4 1/2"	P.V.	190	
Vitabr II		1927	"	22' 0"	6' 0"	Kelvin	2	3 1/2"	7	4 1/2"	S.V.	364	
Rejini		1913	Wood or coal Single screw	55'	12'	I.H.P. 90	2,766	

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RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936

ABSTRACT (A).—ENGINEERING EXPENSES

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
	£	£	£	£	
I.—A CHIEF ENGINEER'S HEAD-QUARTERS STAFF—					
(1) Administrative and Engineering ..	3,605	3,718	..	113	
(2) Technical Office	6,162	5,863	299	..	
(3) Clerical Offices	4,510	4,785	..	275	
Total I A ..	14,277	14,366	..	89	
I.—B DISTRICT STAFF—					
(1) Administrative and Engineering ..	10,972	10,246	726	..	
(2) Technical Office	1,723	1,687	36	..	
(3) Clerical Offices	10,688	10,952	..	264	
(4) Subordinate Supervision of Works	19,150	10,046	164	..	
(5) Subordinate Supervision of Track	23,274	21,127	2,147	..	
Total I B ..	56,807	54,089	2,718	..	
Total I ..	71,084	68,454	2,630	..	
II.—MAINTENANCE AND RENEWALS OF PERMANENT WAY					
(a) (1) Maintenance Gangs	41,700	37,164	4,536	..	
(2) Artizans and Mates	3,322	3,079	243	..	
(b) (1) Permanent Way Materials	3,806	3,139	667	..	
(2) Consumable Stores	726	774	..	48	
(3) Track Tools	1,800	2,113	..	313	
(c) Ballasting	2,071	1,416	655	..	
(d) Repairs to Formation	2,842	2,764	78	..	
Total II ..	56,267	50,439	5,828	..	
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—					
(a) Repairs	1,365	1,189	176	..	
(b) Painting	2,430	2,174	256	..	
Total III ..	3,795	3,363	432	..	
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—					
(a) Station Buildings and Workshops	5,862	4,333	929	..	
(b) Station Machinery	2,500	1,749	751	..	
(c) Staff Quarters	19,209	18,072	1,137	..	
(d) Water Supply Installations ..	2,125	1,802	323	..	
(e) Roads and Platforms	2,170	1,830	340	..	
(f) Inland Piers and Decks	1,142	691	451	..	
(g) Sewerage Works	795	574	221	..	
(h) Maintenance of Godown Areas ..	750	613	137	..	
Total IV ..	34,553	30,264	4,289	..	
V.—TELEGRAPHS AND TELEPHONES ..	8,300	8,143	157	..	
VI.—MISCELLANEOUS SERVICES—					
(a) Buildings and Health Measures ..	3,655	3,828	..	143	
(b) Tools and Plant	2,250	3,598	..	1,348	
(c) Fire-fighting Appliances	115	50	65	..	
(d) Conservancy	4,000	3,699	301	..	
(e) Supply of Water	5,500	5,353	147	..	
(f) Insurance of Motor Vehicles	50	50	..	..
Total VI ..	15,600	16,578	..	978	
TOTAL CARRIED FORWARD	189,599	177,211	12,388	..	

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936

ABSTRACT (A).—ENGINEERING EXPENSES—(Continued)

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
	£	£	£	£	
TOTAL BROUGHT FORWARD	189,599	177,211	12,388	..	
VII.—NEW MINOR WORKS	8,000	8,777	..	777	
VIII.—CONTINGENCIES FOR FLOODS AND ACCIDENTS	500	460	40	..	
IX.—PASSAGES	4,004	2,530	1,474	..	
X.—PRINTING AND STATIONERY	750	694	56	..	
GRAND TOTAL (A)	202,853	189,672	13,181	..	

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936.
ABSTRACT (B)—LOCOMOTIVE RUNNING EXPENSES.

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
	£	£	£	£	
I.—SUPERINTENDENCE—					
(a) Locomotive Superintendent, Assistants and Miscellaneous Expenses, etc.	9,308	10,284	..	976	
(b) Office Staff and Miscellaneous Expenses	6,039	6,113	..	74	
Total I ..	15,347	16,397	..	1,050	
II.—LOCOMOTIVE RUNNING SHED STAFF—					
Salaries of Foremen, Staff and Miscellaneous Expenses ..	4,645	4,957	..	312	
III.—FUELLING, CLEANING AND CARE OF ENGINES—					
(a) Labour	5,450	6,045	..	595	
(b) Stores	674	1,054	..	380	
Total III ..	6,124	7,099	..	975	
IV.—LOCOMOTIVE RUNNING STAFF—					
Salaries of Drivers, Firemen and Miscellaneous Expenses ..	37,141	34,488	2,653	..	
V.—BURSHING ALLOWANCES AND OVERTIME—					
(a) Mileage Allowances	25,311	30,021	..	4,710	
(b) Stabling Allowances	500	507	..	7	
(c) Overtime	3,550	4,407	..	857	
Total V ..	29,361	34,935	..	5,574	
VI.—RUNNING ROOMS—					
(a) Staff	633	673	..	40	
(b) Stores and Equipment	639	800	..	161	
Total VI ..	1,272	1,473	..	201	
VII.—FUEL—					
(a) Coal	70,657	92,284	..	21,627	
(b) Wood	35,406	42,039	..	6,633	
(c) Oil	1,107	1,672	..	565	
Total VII ..	107,170	135,995	..	28,825	
VIII.—WATER—					
(a) Water Machinery (Staff Wages)	1,460	1,667	..	207	
(b) Water Machinery (Stores and Fuel)	6,600	5,657	943	..	
(c) Purchase of Water	4,600	5,953	..	1,353	
Total VIII ..	12,660	13,277	..	617	
IX.—(a) RUNNING STORES (OTHER THAN FUEL AND WATER)..	5,359	4,527	832	..	
(b) ENGINE TOOLS AND PLANT ..	550	1,060	..	510	
Total IX ..	5,909	5,587	322	..	
X.—FIRE-FIGHTING APPLIANCES, AT SHEDS	175	50	125	..	
XI.—PRINTING AND STATIONERY ..	475	484	..	9	
XII.—PASSAGES	4,000	2,577	1,423	..	
XIII.—ADVERTISING	100	99	1	..	
XIV.—NEW MINOR WORKS	200	70	130	..	
GRAND TOTAL (B) ..	224,579	257,488	..	32,909*	

*Excess of £31,237 covered by 1st supplementary Estimates and the balance of £1,672 sanctioned against savings on other Abstracts under the High Commissioner for Transport reference No. T/EST/All dated 19th January 1937.

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936.
ABSTRACT (C)—MAINTENANCE OF ENGINES AND ROLLING STOCK.

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
	£	£	£	£	
I.—GENERAL SUPERINTENDENCE—					
(a) Salaries of Chief Mechanical Engineer, Works Supdt., and Assistant Accountant, etc., and Miscellaneous Expenses	3,988	4,170	..	182	
(b) Superintendence—Salaries of Inspectors, Foremen, etc., and Miscellaneous Expenses	12,996	14,272	..	1,276	
(c) Office Staff and Miscellaneous Expenses	6,909	7,036	..	127	
Total I ..	23,893	25,478	..	1,585	
II.—MAINTENANCE OF ENGINES—					
(a) Shop Repairs:					
(1 & 2) Labour	19,246	21,877	..	2,631	
(3) Materials	10,454	13,540	..	3,086	
(b) Running Repairs:					
(1) Labour	21,978	23,312	..	1,334	
(2) Materials	8,142	12,471	..	4,329	
Total II ..	59,820	71,200	..	11,380	
III.—MAINTENANCE OF COACHING STOCK—					
(a) Shop Repairs:					
(1 & 2) Labour	12,772	15,106	..	2,334	
(3) Materials	12,028	12,334	..	306	
(b) Running Repairs:					
(1) Labour	4,636	4,526	110	..	
(2) Materials	5,689	5,430	259	..	
Total III ..	35,125	37,396	..	2,271	
IV.—MAINTENANCE OF GOODS STOCK—					
(a) Shop Repairs:					
(1 & 2) Labour	14,862	12,603	2,259	..	
(3) Materials	20,338	19,500	838	..	
(b) Running Repairs:					
(1) Labour	12,334	12,993	..	659	
(2) Materials	6,398	8,642	..	1,644	
Total IV ..	54,532	53,738	794	..	
V.—MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.—					
(a) Shop Repairs	5,890	7,848	..	1,958	
(b) Running Repairs	1,800	1,499	301	..	
(c) Fire-fighting Appliances	275	279	..	4	
(d) Repairs and internal examination of Stationary Boilers	300	110	190	..	
(e) Maintenance of Water Pumps and Columns	400	554	..	154	
Total V ..	8,665	10,290	..	1,625	
VI.—EUROPEAN APPRENTICES' HOSTEL ..	..	120	..	120	
VII.—AFRICAN APPRENTICES' HOSTEL ..	900	940	..	40	
VIII.—PRINTING AND STATIONERY	375	248	127	..	
IX.—DRAWING MATERIALS AND INSTRUMENTS	50	106	..	56	
X.—PASSAGES	4,000	2,078	1,922	..	
XI.—NEW MINOR WORKS AND IMPROVEMENTS					
(a) New Minor Works	1,662	1,503	159	..	
(b) Alterations and Improvements ..	2,052	558	1,494	..	
(c) Experimental work on Rolling Stock	200	15	185	..	
Total XI ..	3,914	2,076	1,838	..	
GRAND TOTAL (C) ..	191,274	203,670	..	12,396*	

*Excess of £10,891 covered by 1st supplementary Estimates and the balance of £1,505 sanctioned against savings on other Abstracts under the High Commissioner for Transport reference No. T/EST/All dated 19th January, 1937.

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936

ABSTRACT (D).—TRAFFIC EXPENSES

Particulars	Estimate	Expenditure.	Saving	Excess	REMARKS
I.—GENERAL SUPERINTENDENCE—	£	£	£	£	
(a) Superintendent of the Line and Assistants, etc.	14,959	15,425	..	466	
(b) Miscellaneous Expenses	850	986	..	136	
Total I	15,809	16,411	..	602	
II.—OFFICES—					
(a) Salaries of Office Staff	18,150	15,971	2,179	..	
(b) Miscellaneous Expenses	2,269	2,664	..	395	
Total II	20,419	18,635	1,784	..	
III.—STATION AND PIER STAFF—					
(a) Salaries of Station Masters, Goods Agent, Clerks, Porters, Signallers, Pointsmen, Sweepers, etc.	116,260	111,975	4,285	..	
(b) Loading and Unloading of Vessels and Trucks	..	..	..	..
(1) Kilindini Harbour	13,500	21,090	..	7,590	
(2) Other Ports and Stations	3,500	5,062	..	1,562	
(c) Miscellaneous Expenses	680	1,316	..	665	
Total III	133,910	139,442	..	5,532	
IV.—RUNNING STAFF—					
(a) Salaries of Guards, Ticket Examiners, and Running Room Expenses	18,540	18,816	..	276	
(b) Miscellaneous Expenses	100	95	5	..	
(c) Overtime and Trip Allowances	6,500	8,813	..	2,313	
Total IV	25,140	27,724	..	2,584	
V.—CLEANING OF CARRIAGES AND WAGONS—					
(a) Wages	1,750	1,898	..	148	
(b) Materials	360	362	..	2	
Total V	2,110	2,260	..	150	
VI.—STATION STORES (FUEL, LIGHTING, WATER, ETC.)—					
(a) Fires, Lights, Water and General Stores for Carriages, Stations, Ports, Offices, etc.	4,260	4,759	..	499	
(b) Wagon Covers, Ropes, etc.	1,200	3,680	..	2,480	
(c) Office and Station Fittings and Equipment	500	662	..	162	
(d) Watch and Clock Repairs	324	306	18	..	
Total VI	6,284	9,407	..	3,123	
VII.—CLOTHING	1,596	1,482	114	..	
VIII.—CATERING—					
(a) Salaries of Assistant Superintendent (Catering) and Staff, etc.	6,290	6,225	65	..	
(b) Equipment and Uniforms	366	247	119	..	
(c) Stores, Liquors, Licences, etc.	5,700	6,545	..	845	
(d) Laundry and Disinfectant	717	439	278	..	
(e) Mineral Water Factory	535	299	236	..	
(f) Ice Factory	295	264	31	..	
(g) Bedding Account	919	678	241	..	
(h) Printing and Stationery	180	88	92	..	
Total VIII	15,002	14,785	217	..	
IX.—					
(a) Claims, Insurance and Compensation	200	125	75	..	
(b) Commission on sale of Passenger Tickets	600	725	..	125	
(c) Claims for damage to property	100	..	100	..	
Total IX	900	850	50	..	
X.—PRINTING AND STATIONERY	5,395	4,539	856	..	
XI.—PASSAGES	4,000	5,673	..	1,673	
XII.—ADVERTISING	500	375	127	..	
GRAND TOTAL (D)	231,065	241,551	..	10,486*	

*Excess of £7,800 covered by 1st supplementary Estimates and the balance of £2,686 sanctioned against savings on other Abstracts under the High Commissioner for Transport reference No. T/EST/A11 dated 19th January, 1937

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936

ABSTRACT (E).—GENERAL CHARGES

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
I.—ADMINISTRATION—	£	£	£	£	
(a) High Commissioner for Transport, Staff and Miscellaneous Expenses	2,796	2,619	177	..	
(b) Expenses of Railway Advisory Council	300	496	..	196	
(c) Consulting Engineer's Fees and Crown Agents' Commission	255	590	..	335	
Total I	3,351	3,705	..	354	
II.—MANAGEMENT—					
(a) General Manager and Assistants, etc.	5,281	5,245	36	..	
(b) Office	5,294	5,528	..	230	
(c) Passages	285	270	15	..	
(d) Printing and Stationery	680	1,076	..	396	
Total II	11,540	12,115	..	575	
III.—ACCOUNTS—					
(a) Chief Accountant and Assistants	6,121	6,405	..	284	
(b) General Offices	25,057	24,176	881	..	
(c) Mechanical Accounting	2,293	2,283	10	..	
(d) Cash and Pay Office	3,488	3,465	23	..	
(e) Printing and Stationery	500	390	110	..	
(f) Passages	1,800	1,582	218	..	
Total III	39,259	38,271	988	..	
IV.—COLONIAL AUDIT	3,975	3,655	320	..	
V.—STORES DEPARTMENT					
(a) Stores Superintendent and Assistants	2,386	2,744	..	358	
(b) Offices and Stores	15,850	17,579	1,051	..	
Total V	18,236	20,323	493	..	
VI.—WATCH AND WARD—					
(a) Railway Police	5,426	5,000	426	..	
(b) Railway Watchmen	2,000	2,100	..	100	
Total VI	7,426	7,100	326	..	
VII.—POSTAL, TELEPHONE AND TELEGRAPH SERVICES	2,300	2,004	296	..	
VIII.—UPKEEP OF HEADQUARTER OFFICES	1,000	1,224	..	224	
IX.—PUBLICITY—					
London Office and Overseas Advertising	..	..	..	..
(a) 1. Contribution to Central Office	832	832	..	..
2. Railway Section	2,093	2,965	..	872	
(b) Empire Exhibition (1936-37), Johannesburg, South Africa	5,000	5,945	..	945	
Total IX	7,925	9,742	..	1,817	
X.—FURNITURE AND EQUIPMENT FOR STAFF QUARTERS, ETC.	1,000	1,158	..	158	
XI.—MEDICAL SERVICES					
Per Capita Payments to Governments of Kenya and Uganda, etc.	7,000	6,934	66	..	
GRAND TOTAL (E)	196,162	197,515	..	1,353*	

*Excess covered by 1st supplementary Estimates.

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936.

ABSTRACT (F).—STEAMER SERVICES

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
I.—GENERAL SUPERINTENDENCE—	£	£	£	£	
(a) Salaries of Senior Marine Officer, and Engineers	2,595	2,774	..	179	
(b) Salaries of Head Office Staff	2,848	2,750	98	..	
(c) Miscellaneous Expenses	160	112	48	..	
Total I	5,603	5,636	..	33	
II.—SUBORDINATE SUPERINTENDENCE					
Salary of Foreman	540	540	..	..
III.—RUNNING EXPENSES—					
(a) Superintendence	14,343	14,199	144	..	
(b) Salaries of Tug Masters, Engineers, Steamer Clerks, etc.	13,862	13,822	40	..	
(c) Miscellaneous Expenses	190	285	..	98	
Total III	28,395	28,308	87	..	
IV.—MAINTENANCE—					
(a) Vessels	6,990	7,171	..	271	
(b) Machinery in Shops	550	542	8	..	
(c) Tools and Plant	113	119	..	6	
(d) Training of African Apprentices	240	195	45	..	
(e) Disinfecting Ships	90	36	54	..	
Total IV	7,993	8,063	..	170	
V.—GENERAL STORES—					
Ropes, Tarpaulins, Clothing, etc.	1,030	1,295	..	265	
VI.—FUEL—					
(a) Fuel	10,598	12,526	..	2,701	
(b) Labour .. .. .	..	771	..	..
Total VI	10,598	13,299	..	2,701	
VII.—RUNNING STORES—					
Oil, Tallow, etc.	725	301	124	..	
VIII.—NEW MINOR WORKS	705	569	..	164	
IX.—MAINTENANCE OF CHANNELS					
(a) Maintenance	470	94	376	..	
(b) Upkeep of Lights, Lakes Victoria and Albert	120	98	22	..	
(c) Survey	80	33	47	..	
Total IX	670	225	445	..	
X.—LABOUR—					
(a) Salaries, Wages, etc.	4,304	1,672	..	51	
(b) Equipment .. .. .	..	174	..	..
(c) Stores, Liquors and Licences .. .. .	..	3,009	..	..
Total X	4,304	4,855	..	51	
XI.—PRINTING AND STATIONERY	195	177	18	..	
XII.—PASSAGES	1,600	1,645	..	45	
GRAND TOTAL (F)	62,753	68,513	..	2,755*	

*Excess covered by 1st Supplementary Estimate.

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936

ABSTRACT (G).—MOTOR SERVICES

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
	£	£	£	£	
I.—SUPERINTENDENCE—					
Salary of Motor Transport Officer and Miscellaneous Expenses	745	1,057	..	312	
II.—OFFICE—					
Salaries of Clerks and Miscellaneous Expenses	395	449	..	54	
III.—STATION STAFF—					
Salary of African Clerk, Labour and Miscellaneous Expenses	194	160	34	..	
IV.—RUNNING EXPENSES—					
(a) Salaries of Drivers and Van Boys	1,536	1,591	..	55	
(b) Stores	3,700	3,741	..	41	
(c) Licences and Insurance for Motor Vehicles	800	831	..	31	
(d) Clothing	80	24	56	..	
(e) Overtime	60	23	37	..	
(f) Miscellaneous Expenses	108	96	12	..	
Total IV	6,284	6,306	..	22	
V.—MAINTENANCE OF CARS—					
(a) Mechanics Labour, Overtime and Miscellaneous Expenses	2,333	1,786	547	..	
(b) Stores and Material	1,150	1,592	..	442	
Total V	3,483	3,378	105	..	
VI.—PASSAGES—					
.. .. .	210	217	..	7	
VII.—NEW MINOR WORKS	205	865	..	660	
GRAND TOTAL (G)	11,516	12,432	..	916*	

*Excess of £803 covered by 1st supplementary Estimates and the balance of £113 sanctioned against savings on other Abstracts under the High Commissioner for Transport reference No. T/EST/A/11 dated 19th January, 1937.

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936

ABSTRACT (H).—MISCELLANEOUS EXPENDITURE

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
	£	£	£	£	
I.—PROVIDENT FUND AND GRATUITIES	27,500	33,913	..	6,413	
II.—EXPENSES OF INDIAN AGENCY ..	1,000	787	213	..	
III.—LEGAL EXPENSES	50	2	48	..	
IV.—EXCHANGE AND BROKERAGE ..	5,000	5,541	..	541	
V.—PENSIONS AND GRATUITIES ..	17,200	16,090	1,110	..	
VI.—SUGGESTIONS SCHEME AND TRAINING SCHEMES	150	202	..	52	
VII.—MUNICIPAL RATES	6,919	5,725	1,194	..	
VIII.—MANAGEMENT EXPENSES OF LOANS	1,400	1,392	8	..	
IX.—SUBSCRIPTIONS TO RESEARCH SOCIETIES AND COMMITTEES ..	50	24	26	..	
X.—INVESTIGATIONS IN CONNECTION WITH STANDARDISATION OF RAILWAYS IN AFRICA	500	1	499	..	
XI.—LOSS ON STORES	150	73	77	..	
XII.—INVESTIGATION IN CONNECTION WITH PROPOSED SUPERANNUATION FUND	400	265	135	..	
XIII.—GRANTS TO RAILWAY CLUBS AND INSTITUTES	250	70	180	..	
XIV.—CO-ORDINATION OF TRANSPORT .. .. .	..	250	..	250	
GRAND TOTAL (H)	60,569	64,335	..	3,766*	

* Excess covered by 1st supplementary Estimates.

HARBOURS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936.

Particulars	Estimate	Expenditure	Saving	Excess	Remarks
	£	£	£	£	
ABSTRACT "A" ENGINEERING EXPENSES.					
I A—Headquarters Staff—					
(1) Administrative and Engineering	185	185	..	..
(2) Technical Office	609	609	..	..
(3) Clerical Office	154	154	..	..
Total I A	948	948	..	..
I B—District Staff—					
(1) Salaries of Senior Asst. Engineer, Motor Trolley Driver, Trolley-men, Chairmen and Miscellaneous Expenses	689	718	..	29	
(2) Salary of Surveyor, Chainmen and Miscellaneous Expenses	200	195	5	..	
(3) Salaries of Clerks, Messengers and Miscellaneous Expenses	1,106	966	240	..	
(4) Salaries of Inspector of Works, Overseers, Messengers, Office Boys, Trolley-men, Timekeepers and Miscellaneous Expenses	1,340	1,234	106	..	
(5) Salaries of Permanent Way Inspectors, Trolley-men and Timekeeper	758	927	..	169	
Total I B	4,093	3,935	158	..	
Total I	5,041	4,883	158	..	
II—Maintenance and Minor Renewals of Permanent Way—					
(a) 1. Maintenance Gangs	1,072	1,075	..	3	
2. Artizans and Mates	276	273	3	..	
(b) 1. Permanent Way Materials	461	450	11	..	
2. Consumable Stores	30	35	..	5	
3. Track Tools	28	22	6	..	
(c) Ballasting	120	98	22	..	
(d) Repairs to formation	50	50	..	..
Total II	2,034	2,003	31	..	
III—Maintenance and Minor Renewals of Bridges and Culverts—					
(a) Repairs	35	34	1	..	
(b) Painting .. .. .	..	..	..	..
Total III	35	34	1	..	
IV—Maintenance and Minor Renewals of Buildings and Works—					
(a) Station Buildings and Workshops	2,960	2,146	812	..	
(b) Station Machinery	380	179	201	..	
(c) Staff Quarters	2,165	2,109	56	..	
(d) Water Installations	265	148	117	..	
(e) Roads and Platforms	745	413	326	..	
(f) Piers and Docks	1,215	849	366	..	
(g) Sewerage Works	80	30	50	..	
Total IV	7,830	5,862	1,968	..	
V—Telegraphs, Telephones .. .. .	..	..	..	..
VI—Miscellaneous Services—					
(a) Bush Clearing	355	357	..	2	
(b) Tools and Plant	400	457	..	57	
(c) Fire Fighting Appliances	122	58	64	..	
(d) Conservancy	1,073	910	163	..	
(e) Water Supply	1,824	1,713	111	..	
(f) Insurance of Motor Vehicles	4	..	4	..	
Total VI	3,778	3,495	283	..	
VII—New Minor Works	1,200	1,433	..	233	
VIII—Contingencies for Floods and Accidents .. .. .	..	..	..	..
Total carried forward	19,918	17,730	2,188	..	

APPENDIX B.—(Continued.)

HARBOURS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936.—(Continued.)

Particulars	Estimate	Expenditure	Saving	Excess	Remarks
<i>Total brought forward</i> ..	£ 19,918	£ 17,730	£ 2,188	£ ..	
IX—Passages ..	256	97	159	..	
X—Stationery ..	45	30	15	..	
TOTAL ABSTRACT (A)	20,219	17,857	2,362	..	
ABSTRACT (B) MARINE WORKING.					
I—Salaries and Wages—					
(a) Pilots and Shore Boatwain, etc., including Overtime ..					
(b) Dhow Inspection and Registration, Mooring Foreman and Gangs, Signal Staff, Clerks, Messengers, including Overtime ..	3,283	2,994	289	..	
Total I ..	4,925	4,711	214	..	
II—(a) Harbour Lighting and Buoying and Coast Lighting ..					
(b) Engine Room Assistant ..	768	465	303	..	
Total II ..	915	576	339	..	
III—Ships' Surveying Fees, Signal Equipment, Mooring Buoys, Signal Flags and Charts ..					
	485	443	42	..	
IV—Water Supplies to Ships ..					
	6,000	6,879	..	879	
V—Steam Tugs—					
Salaries of Tug Masters and Tug Engineers, Mates, etc., including Running Stores, Overtime and Miscellaneous Expenses ..					
	5,746	5,414	332	..	
VI—Launches and Boats, Mombasa—					
Salaries of Nahotha, Engineer and Crews, Motor Boat Drivers, Overtime and Running Stores ..					
	2,031	2,181	..	150	
VII—Launches and Boat, Lamu—					
(a) Salaries of Engineer and Crews, including Running Stores and Miscellaneous Expenses ..					
(b) Cattle Slaughtering Facilities at Lamu ..	320	313	7	..	
Total VII ..	386	348	38	..	
VIII—Passages ..					
	487	475	12	..	
TOTAL ABSTRACT (B)	20,975	21,027	..	52	

* Excess sanctioned pending submission of Second supplementary Estimates under High Commissioner for Transport reference No. T/EST/A11 dated 28th December, 1936.

APPENDIX B.—(Continued.)

HARBOURS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1936.—(Continued.)

Particulars	Estimate	Expenditure	Saving	Excess	Remarks
	£	£	£	£	
ABSTRACT "C" MAINTENANCE OF MECHANICAL PLANT					
I—Supervision and Maintenance—					
Salaries of District Loco Superintendent, Mechanics, Clerks and Miscellaneous Expenses ..					
	1,263	1,500	..	237	
II—Maintenance of Equipment Ashore—					
Electrical Maintenance, Other Maintenance, Weighing Machine Maintenance, Labour and Materials ..					
	3,378	3,682	..	304	
III—Maintenance of Equipment Afloat—					
Labour, and Materials ..					
	1,538	1,940	..	402	
IV—Workshop and Slipway Machinery—					
Tools and Plant, Running Stores, Power and New Minor Works ..					
	174	178	..	4	
V—Maintenance of Locomotives and Port Trucks—					
(a) Locomotives ..					
	750	512	238	..	
(b) Port Trucks ..					
	500	426	74	..	
Total V ..	1,250	938	312	..	
VI—Passages ..					
	268	136	132	..	
TOTAL ABSTRACT (C) ..	7,981	8,374	..	393*	
ABSTRACT "D" SHORE WORKING AND LIGHTERAGE					
I—Yard Working—					
Salaries of Yard Master, Foremen, Clerks, Primaries, Paintmen, Flagmen, Overtime and Miscellaneous Expenses ..					
	3,498	3,250	45	..	
II—Landing and Shipping Cargo—					
Salaries of Cargo Inspector, Clerks, Messengers, Porters, Overtime, Clothing and Miscellaneous Expenses ..					
	2,122	2,347	..	225	
III—Crane Working—					
Salaries of Crane Drivers, Firemen, Cable Boys, Overtime, Running Stores and Electrical Power ..					
	5,790	6,590	..	800	
IV—Miscellaneous Charges—					
Locomotive Power, Fuel, Wagon Hire, Claims, Lighting, Tarpaulins, Telephone to Ships, Running Stores and Passages ..					
	8,385	10,024	..	1,639	
TOTAL ABSTRACT (D) ..	19,572	22,211	..	2,619*	

* Excess under Abstract "C" sanctioned pending submission of second supplementary Estimates under High Commissioner for Transport reference No. T/EST/A11 dated 28th December, 1936. Excess under Abstract "D" covered by first supplementary Estimates for 1936.

HARBOURS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE 1936.—(Continued).

Particulars	Estimate	Expenditure	Saving	Excess	Remarks
ABSTRACT "E" GENERAL CHARGES.	£	£	£	£	
I—Expenses of Administration and Management ..	2,439	2,439	..	..
II—Expenses of Harbour Advisory Board	390	462	..	72	
—III—Superintendence—					
(a) Salaries of Port Manager and District Traffic Superintendent, Port Captain and Miscellaneous Expenses	1,824	2,128	..	304	
(b) Office—Salaries of Office Superintendent, Clerks, Messengers, etc. and Miscellaneous Expenses	5,761	5,554	..	793	
Total III	7,585	8,682	..	1,097	
IV—Accounts and Audit—					
(a) Accounts	1,000	1,000	..	..
(b) Audit	150	180	..	30	
Total IV	1,150	1,180	..	30	
V—Stores Expenses	1,350	1,350	..	..
VI—Telephones and Telegrams	355	339	16	..	
VII—Watch and Ward					
(a) Port Police	2,048	2,060	..	12	
(b) Port Watchmen	33	31	2	..	
Total VII	2,081	2,091	..	10	
VIII—Furniture and Equipment for Staff Quarters ..	50	77	..	27	
IX—Passages	409	644	..	235	
Total Abstract (E)	15,809	17,234	..	1,425*	
ABSTRACT "F" MISCELLANEOUS EXPENDITURE.					
I—Provident Fund and Gratuities	1,400	2,166	..	766	
II—Medical Services	400	471	..	71	
III—Pensions and Gratuities	570	280	290	..	
IV—Legal Expenses	25	..	25	..	
V—Municipal Rates	4,025	4,092	..	67	
VI—Management Expenses of Loans	503	500	3	..	
TOTAL ABSTRACT (F)	6,923	7,509	..	586*	

* Excess of £1,231 under Abstract "E" and total excess under Abstract "F" covered by first supplementary Estimates for 1936—and balance of excess under Abstract "E" sanctioned pending submission of second supplementary Estimates reference High Commissioner for Transport No. T/EST/A 11 dated 20th December, 1936.

HARBOURS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE 1936.—(Concluded)

Particulars	Estimate	Expenditure	Saving	Excess	Remarks	
ABSTRACT "G" PAYMENTS TO SHORE HANDLING AND LIGHTERAGE CONTRACTORS.	£	£	£	£		
I—IMPORTS—					Tonnes—1936 Estimated Actual	
(a) Direct	23,009	33,936	..	10,927	184,075	276,702
(b) Lightered	301	293	8	..	925	949
Total I	23,310	34,229	..	10,919	185,000	277,651
II—EXPORTS—						
(a) Direct	21,820	35,187	..	13,367	349,125	839,510
(b) Lightered	197	731	..	534	875	4,434
Total II	22,017	35,918	..	13,901	350,000	542,944
III—Overtime	6,000	11,217	..	5,217		
IV—Payments for Clerical Work	500	500	..	..
V—Miscellaneous Services	2,000	3,311	..	1,311		
TOTAL ABSTRACT (G)	53,827	85,175	..	31,348*		

* Excess of £26,144 covered by first supplementary Estimates for 1936 and balance sanctioned pending submission of second supplementary Estimates reference High Commissioner for Transport No. T/EST/A 11 dated 20th December, 1936.

APPENDIX C.
EXPENDITURE AGAINST FUNDS PROVIDED UNDER UGANDA RAILWAY ACTS,
1896 AND 1902

Heads of Account	Total Expenditure		
	£	s.	d.
Administration and General Charges	423,816	10	11
Surveys	80,469	12	1
Land	22,173	10	9
Formation	1,261,776	0	0
Bridgework	771,722	17	5
Fencing	16,998	0	10
Telegraph	61,196	19	5
Ballast and Permanent Way	1,585,933	6	2
Stations and Buildings	784,604	11	11
Equipment	523,199	13	5
Plant	107,751	17	8
Ferries and Jetties	42,034	19	10
Loss and Depreciation	4,758	14	9
Total £	5,686,436	15	2

APPENDIX D.
TOTAL EXPENDITURE ON RAILWAY WORKS EXTRAORDINARY
(KENYA COLONY)

Particulars	Total Expenditure
	£
Lake Steamers	185,732
Surveys	21,302
Piers and Wharves	80,368
Stations	8,898
Goods Sheds and Other Buildings	21,320
Station Yards and Sidings	21,159
Staff Quarters	35,024
Examining Pits	2,465
Equipment	21,581
Miscellaneous	22,037
Total £	419,883*

*Expenditure Capitalized £386,552

APPENDIX E.
EXPENDITURE AGAINST MAGADI WORKS EXTRAORDINARY
(KENYA COLONY)

Particulars	Total Expenditure
	£
Regrading	30,995
Locomotives	44,528
Bogies	22,017
New Station, Mbululu	1,342
Extension to Loco Sheds	3,820
New Plant	3,500
Houses at Kilindini	5,764
Tip at Mbululu	4,630
Rail from Voi	1,755
Water supply, Samburu	26,882
Braking Stock	3,392
Brake Vans	5,423
Iyer's Tablets	4,004
Steel Ballast Trucks	2,256
Staff Quarters	990
Total £	161,798*

*Expenditure Capitalized £126,849

APPENDIX F.
EXPENDITURE AGAINST HARBOURS WORKS EXTRAORDINARY
(KENYA COLONY)

Particulars	Total Expenditure
	£
Port Offices	3,703
Staff Quarters	5,875
Transit Sheds and other Buildings	8,489
Wharves and Jetties	13,300
Lights, Buoys and Beacons	10,701
Tugs, Launches and Pontoons	8,224
Equipment	600
Total £	50,892

APPENDIX G.
EXPENDITURE ON GODOWN AREAS TAKEN OVER FROM KENYA COLONY

Particulars	Total Expenditure
	£
Sidings, Roads, Drains, etc., at Railway Stations and Halts	19,080
Sidings, Roads, Drains, etc., in Harbour Area	5,907
Total £	24,987*

*Expenditure Capitalized £23,071

APPENDIX H.
EXPENDITURE AGAINST BUSOGA RAILWAY WORKS EXTRAORDINARY
(UGANDA PROTECTORATE)

Particulars	Total Expenditure
	£
One Weighing Machine, Lalli Port	37
Enlargement of Superintendent's office, Jinja	417
Siding for Messrs. Mathuradas Nanji and Co., Jinja	526
Godown Sidings at Jinja	1,630
Part-cost of Circular Saw for Namasagali	375
Total £	2,985

APPENDIX I.

EXPENDITURE AGAINST BUSOGA RAILWAY MARINE WORKS EXTRAORDINARY
(UGANDA PROTECTORATE)

Particulars	Total Expenditure
	£
S. W. Speke—	
Lighter No. 2	7,400
" 1	400
S. W. Stanley	12,700
S. W. Grant	6,200
Four 100 ton Lighters	10,700
One 50 ton Lighter	2,150
Three Dredger Punt	600
<i>Total</i> £	40,150

APPENDIX J.

EXPENDITURE AGAINST LAKE ALBERT MARINE WORKS EXTRAORDINARY
(UGANDA PROTECTORATE)

Particulars	Total Expenditure
	£
F. S. Samuel Baker	11,000
Lighters and Sailing Vessels	475
Tools and Plant Stores, Butiaba	700
Staff Quarters	2,900
Offices and Pier	110
Slipway	600
Buildings at Mutir and Rhino Camp	55
<i>Total</i> £	15,840

APPENDIX K.

EXPENDITURE AGAINST MOTOR TRANSPORT SERVICE EXTRAORDINARY
(UGANDA PROTECTORATE)

Particulars	Total Expenditure
	£
Paraffin Oil Storage	104
Godowns and Offices at Masindi	1,200
Quarters at Masindi	300
<i>Total</i> £	1,604

APPENDIX L.

EXPENDITURE AGAINST LOAN OF £250,000 OF 1912 (KENYA COLONY)
(Repaid by Loan of £5,000,000 (1921)—Appendix O.)

Particulars	Amount Advanced	Total Expenditure	Over Expended
	£	£	£
Kilindini Deep Water Pier	42,000	10,459	30,521
Thika Railway (Kenya Colony Accounts)				62,062
<i>Total</i> £	42,000	72,521	30,521

NOTE.—Excess of £30,521 met from Loan of £375,000 (Reference Appendix M.)

APPENDIX M.

EXPENDITURE AGAINST LOAN OF £375,000 OF 1914—(KENYA COLONY)
(Repaid by Loan of £5,000,000 (1921)—Appendix O.)

Particulars	Appropriation	Total Expenditure
	£	£
Rolling Stock	174,403	174,403
Staff Quarters	22,860	22,860
Traffic Improvements	21,276	21,276
Loco Improvements	9,872	9,872
Improvements to General Stores	1,562	1,562
Improvements to Lake Ports	34,519	34,519
New Cargo Steamer	44,076	44,076
Improvements to Kilindini Pier	33,906	33,906
<i>Total</i> £	344,479	344,479
Excess on Loan of £250,000 (Appendix L.)	30,521	30,521
<i>Total</i> £	375,000	375,000

APPENDIX N.

EXPENDITURE AGAINST LOAN OF £1,868,000 OF 1915—(KENYA COLONY)
(Repaid by Loan of £5,000,000 (1921)—Appendix O.)

Particulars	Total Expenditure	Total
(A).—ADVANCE OF £62,840	£	£
Rolling Stock	62,854	
Macupa Brickfields	7,481	
Payment of Interest out of Capital	7,541	77,876
(B).—ADVANCE OF £652,049		
Rolling Stock	513,477	
Staff Quarters	21,234	
Engine Sheds	10,681	
New Stations	21,927	
Waiting Rooms and Lavatories	789	
Tyer's Tablet Instruments	1,343	
Telegraph Line, Voi-Kahe Railway	1,193	
Payment of Interest out of Capital	66,369	637,013
		714,889

APPENDIX O

EXPENDITURE AGAINST LOAN OF £5,000,000 (1927)—(KENYA COLONY)
(REDEEMABLE 1946—1956 6% floated at £95)

Particulars	Appropriation	Total Expenditure
	£	£
1. Kilindi Harbour Works (Berths 1 and 2)	1,094,594	
Interest paid out of Capital	165,792	1,260,386
Expenses of Issue and Deduction for Discount	110,649	
2. Uasin Gishu Railway	1,394,597	
Interest paid out of Capital	211,314	1,754,560
Expenses of Issue and Deduction for Discount	148,619	
3. Repayment to H. M. Treasury of old Loans, £250,000, £375,000 and £1,868,000	1,019,443	
Expenses of Issue and Deduction for Discount	94,348	1,113,791
<i>Total</i> £	4,245,386	4,245,386

APPENDIX P.

EXPENDITURE AGAINST LOAN OF £3,500,000 (1924)
(Repaid* by Loans of £5,000,000 (1927) and £3,500,000 (1928)—Appendices Q and R)

Particulars	Appropriation	Expenditure to 31-12-36	Un-expended Balance
	£	£	£
1. Extension of the Kenya and Uganda Railway into Uganda and Construction of Branches in Kavirondo and Uganda	1,982,706	1,981,532	1,174
2. Additional Rolling Stock	590,000	990,000	
3. Capital Improvements to the existing line and Lake Service and Additional Equipment	527,294	509,584	17,710
	3,500,000	3,481,116	18,884
4. Rolling Stock	421,662	421,662	
<i>Total</i> £	3,921,662	3,902,778	18,884

* Accrued Interest as at 31st December, 1933

APPENDIX Q.

EXPENDITURE AGAINST LOAN OF £5,000,000 (1927)—(KENYA COLONY)
(REDEEMABLE 1946—1956 6% floated at £94)

Particulars	Appropriation	Total Expenditure
	£	£
1. Completion of Uasin Gishu Railway	600,000	600,000
2. General Improvements on Main Line and Additional Equipment	125,000	125,000
3. Purchase and Reconditioning of Voi-Kahe Branch Railway	100,000	100,000
4. Additional Locomotives and Rolling Stock	200,000	200,000
5. General Port Development at Mombasa	580,000	580,000
6. Repayment of Loan £3,500,000 raised under the Authority of the Imperial Loan Ordinance 29 of 1924	3,260,048	3,260,048
7. Expenses of Issue and Deduction for Discount	164,952	164,952
<i>Total</i> £	5,000,000	5,000,000

APPENDIX R.

EXPENDITURE AGAINST LOAN OF £3,500,000 (1928)—(KENYA COLONY)
(REDEEMABLE 1950—44% floated at £95)

Particulars	Appropriation	Expenditure to 31-12-36	Un-expended Balance
	£	£	£
1. Construction of Nyeri, Kitale and Solai Branch Railways	801,623	801,623	
2. General Improvements on Main Line and Additional Equipment	333,914	244,090	89,824
3. Purchase of Site for New Railway Station, Mombasa	54,999	54,999	
4. Additional Locomotives and Rolling Stock	718,607	718,607	
5. General Port Development at Mombasa	650,000	650,000	
6. Interest out of Capital during Construction Period of Works	51,857	51,857	
7. Balance of Repayment of Loan of £3,500,000 raised under the Authority of the Imperial Loan Ordinance 29 of 1924	20,419	20,419	
10 (a) Expenses of Issue and Deduction for Discount	206,912	208,912	
<i>Total</i> £	2,840,331	2,750,507	89,824

APPENDIX S.

EXPENDITURE AGAINST LOAN OF £3,400,000 (1930)—(KENYA COLONY)
(REDEEMABLE 1961/1971.—4½% floated at £96½)

Particulars	Appropriation	Expenditure to 31-12-36	Un-expended Balance
	£	£	£
6 (a) Branch Lines	287,000	260,082	26,918
6 (b) Rolling Stock	25,000	63	24,937
7 (a) Construction of Quays and Oil Jetty	626,018	626,018	..
7 (b) Port Improvements	194,863	130,077	64,786
8 Expenses of Issue and Deduction for Discount	33,210	33,210	..
Total £	1,166,091	1,049,450	116,641

APPENDIX T.

EXPENDITURE AGAINST LOAN OF £170,000 OF 1910-11 (UGANDA PROTECTORATE)
(Repaid by Loan of £2,000,000 (1932)—Appendix W)

Heads of Account	Total Expenditure		
	£	s.	d.
Administration	6,459	19	11
Surveys	2,371	18	8
Land	86	17	7
Formation	15,855	7	8
Bridgework	4,223	12	3
Fencing	285	7	4
Telegraphs	3,157	9	9
Balustr and Permanent Way	91,744	3	8
Stations and Buildings	33,563	17	5
Equipment	9,390	13	5
Plant	1,803	17	9
Ferries and Jetties	1,529	6	3
Total £	170,472	11	8*

*Difference of £472 11 8 is due to change in currency from rupees to shillings on unexpended balance at 31-3-20.

APPENDIX U.

EXPENDITURE AGAINST LOAN OF £125,000 OF 1912-13 (UGANDA PROTECTORATE)
(Repaid by Loan of £2,000,000 (1932)—Appendix W)

Particulars	Total Expenditure			Total		
	£	s.	d.	£	s.	d.
IMPROVEMENTS BUSOGA RAILWAY AND MARINE £29,160						
10 Covered Goods Bogie Wagons	3,964	0	00			
Canals through the Sudd	5,993	0	00			
Six 100-ton Lighters	9,000	0	00			
Namasagali Wharf	2,999	0	00			
Piers and Warehouses	7,204	0	00	29,160	0	00
CONSTRUCTION OF PORT BELL-KAMPALA RAILWAY £32,900						
Administration	1,482	13	1			
Surveys	144	8	3			
Earthworks	4,135	8	3			
Land	79	13	5			
Bridgework	764	18	9			
Mile and Gradient Post	9	0	10			
Telegraphs	49	11	0			
Permanent Way	13,474	4	10			
Buildings	6,985	4	2			
Rolling Stock	4,007	17	2			
Plant	1,936	2	8			
Contingencies	122	10	1	33,144	12	6*
				62,304	12	6

*Difference of £244 12 6 is due to change in currency from rupees to shillings on unexpended balance at 31-3-1920.

APPENDIX V.

EXPENDITURE AGAINST LOAN OF £329,000 OF 1918 (UGANDA PROTECTORATE)
(Repaid by Loan of £2,000,000 (1932)—Appendix W)

Particulars	Expenditure to 31-12-36	Total	Un-expended Balance
	£	£	£
IMPROVEMENTS BUSOGA RAILWAY MARINE £66,004.			
Rolling Stock	13,477		
Station Machinery	1,840		
Quarters and Offices	10,514		
Piers	15,471		178
Warehouses	720		
Lighters	9,563		
Cranes for Namasagali	2,446		
Sudd Cutting	687		
Survey of Lake	554		
Interest paid out of Capital	10,554	65,326	
IMPROVEMENTS PORT BELL-KAMPALA RAILWAY £21,617.			
Goods Shed Extension	600		
Crate for Kampala	644		
Piers	16,906		
Interest paid out of Capital	3,467	21,617	
IMPROVEMENTS LAKE ALBERT MARINE £49,170.			
S. L. "Livingstone"	9,324		
Quarters	7,279		
Piers and Wharf	4,350		
New Steamer	21,147		
Interest paid out of Capital	7,170	49,170	
Total £		136,613	178

APPENDIX W.

EXPENDITURE AGAINST LOAN OF £2,000,000 (1932)—(UGANDA PROTECTORATE)
(Redeemable 1961/1971.—5% floated at £96)

Particulars	Appropriation	Expenditure to 31-12-36	Un-expended Balance
	£	£	£
Repayment of Old Uganda Loans	311,741	311,741	
Jinja-Kampala Railway	523,000	514,342	8,658
Expenses of Issue and Deduction for Discount	52,259	52,680	
Total £	887,421	878,763	8,658

APPENDIX X.

EXPENDITURE AGAINST UASIN GISHU RAILWAY, NAKURU TO TURBO

Heads of Account	Total Expenditure		
	£	s.	d.
*Administration	517,580	7	9
Surveys	41,943	0	9
Land	9,801	12	10
Formation	424,056	12	3
Bridgework	158,474	4	4
Fencing	6,712	18	3
Telegraphs	9,853	11	5
Ballast and Permanent Way	499,980	16	0
Stations and Buildings	190,757	5	11
Equipment	100,875	9	8
Plant	34,561	0	10
Interest paid-out of Capital	231,173	10	4
Expenses-of Issue and Deduction for Discount	170,663	0	0
<i>Total cost</i> £	2,396,433	10	4

* This includes Contractors' Head Office Charges and Profits.

£ 1,754,560 0 0	Expenditure from Loan of £5,000,000 (1921)	Appendix O.
£ 630,470 0 0	" " " £5,000,000 (1927)	" Q.
£ 21,403 10 4	" " " £3,800,000 (1928)	" R.

Total as above £ 2,396,433 10 4

APPENDIX Y

PROVIDENT FUND INVESTMENTS AS AT 31ST DECEMBER, 1936

Nature of Stock	Amount of Stock purchased			Quotation (Middle Market Price) at 31st Dec. 1936	Market Value at 31st Dec. 1936		
	£	s.	cts.		£	s.	cts.
British Guiana (1959-69) 3 per cent	30,000	0	00	100	30,000	0	00
British Guiana (1949-69) 5	14,440	4	42	116	17,039	9	25
Canada (1950-55) 3½	10,000	0	00	103	10,300	0	00
Canada (1930-50) 3½	2,417	11	42	101	2,441	14	92
Canada (1940-60) 4	1,054	14	17	105	1,107	8	83
Ceylon (1940) 3	1,216	6	83	102	1,240	8	33
Ceylon (1959-64) 3	3,700	0	00	100	3,700	0	00
Ceylon (1960-70) 5	7,592	7	67	124	9,414	11	08
Commonwealth of Australia (1941-43) 2½	608	0	08	100	608	0	08
Commonwealth of Australia (1945-75) 5½	3,837	13	17	110	4,221	8	50
Federated Malay States (1960-70) 3%	15,116	17	83	100	15,116	17	83
Fiji (1960-70) 3 per cent	953	16	00	100	953	16	00
Fiji (1946-53) 5	7,144	3	50	115	8,215	16	00
Gold Coast (1939-59) 4	4,519	19	58	103	4,655	11	58
Gold Coast (1956) 4½	43,380	5	78	116	50,321	2	67
Gold Coast (1945-70) 6	14,066	16	17	121	17,020	16	75
India (1949-52) 3	1,000	0	00	101½	1,018	0	00
India (1948-53) 4	5,112	10	00	109½	5,598	3	78
India (1950-55) 4½	16,829	4	67	115	19,353	12	33
India (1958-68) 4½	1,735	17	83	119	2,058	14	78
India (1942-47) 5	6,667	9	42	113	7,534	8	83
Jamaica (1956-61) 3	1,195	13	83	100	1,195	13	83
Jamaica (1941-71) 4½	6,047	19	50	108	6,531	16	25
Kenya (1950) 4½	20,399	4	92	113	23,051	2	92
Kenya (1961-71) 4½	17,409	15	50	117	20,369	8	67
Kenya (1948-58) 5	6,409	19	50	115	7,371	9	42
Kenya (1946-56) 6	36,168	5	33	123	44,486	19	33
New Zealand (1944) 4½	2,396	18	08	107	2,664	13	75
New Zealand (1945) 4½	10,935	3	43	107	11,700	12	67
New Zealand (1947) 4½	6,993	4	33	108	7,652	13	50
New Zealand (1948-58) 4½	17,797	8	33	109	19,221	4	17
New Zealand (1946) 5	8,843	15	83	109	9,639	14	67
New Zealand (1949) 5	1,389	1	33	114	1,583	10	78
Nigeria (1955) 3	12,418	8	17	102	12,666	15	50
Nigeria (1963) 4	46,980	11	50	115	54,027	13	25
Nigeria (1947-57) 5	25,986	6	33	117	30,403	19	84
Nigeria (1950-60) 5	18,527	16	83	119	22,048	2	67
Nigeria (1949-79) 5	22,076	18	67	128	28,258	9	50
New South Wales (1945-65) 5	3,863	5	58	110	4,249	12	17
New South Wales (1947-57) 5½	2,979	11	06	114	3,396	13	83
Northern Rhodesia (1960-70) 5 per cent	6,083	6	92	118	7,178	7	00
Queensland (1940-60) 5	3,375	3	17	107	3,611	8	42
Sierra Leone (1938-63) 4	2,053	6	08	102	2,194	7	42
Sierra Leone (1955) 4½	7,578	11	17	116	8,787	12	92
Straits Settlements (1927-67) 3½	10,755	14	33	101	10,863	5	50
Trinidad (1965-70) 3	3,000	0	00	101	3,030	0	00
Uganda (1951-71) 5	28,628	14	67	133	34,350	17	58
Union of S. Africa (1945-75) 5 per cent	10,756	11	08	114	12,262	9	42
Union of S. Africa (1950-70) 5	2,416	4	00	119	2,875	5	58
Victoria (1945-75) 5	22,150	14	83	110	24,365	16	33
<i>Total</i> £	556,305	12	83		630,963	18	84

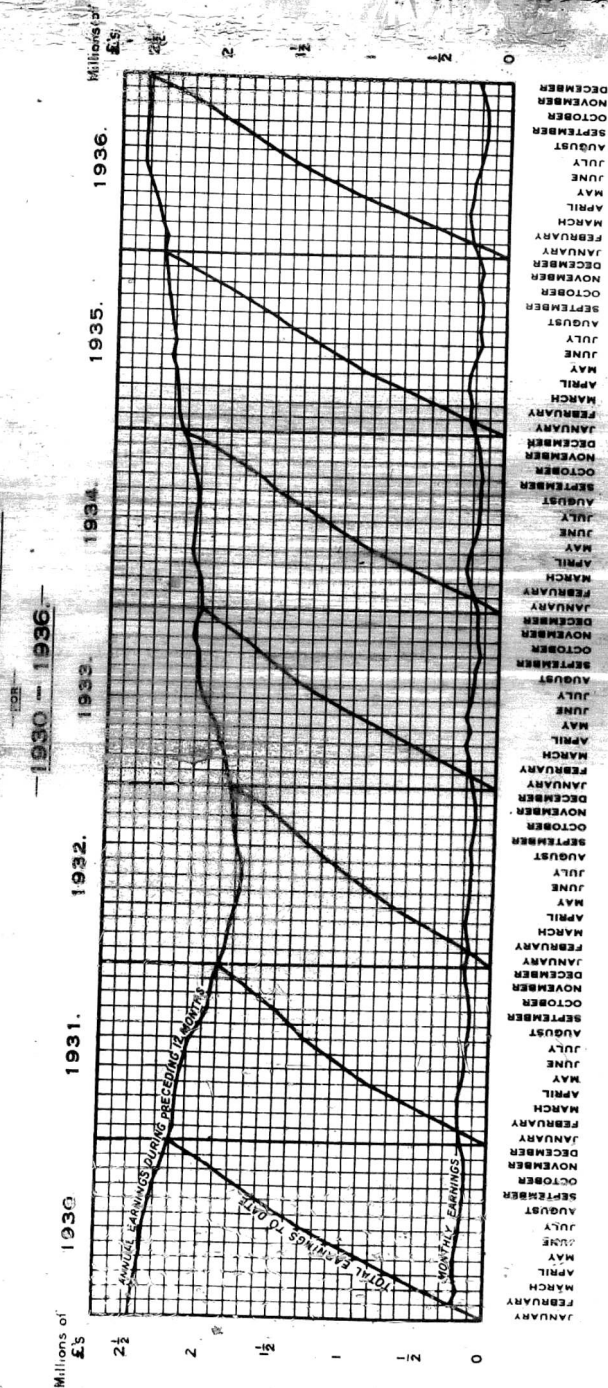
* No Quotation.

APPENDIX Z

GENERAL ACCOUNT INVESTMENTS AS AT 31ST DECEMBER, 1936

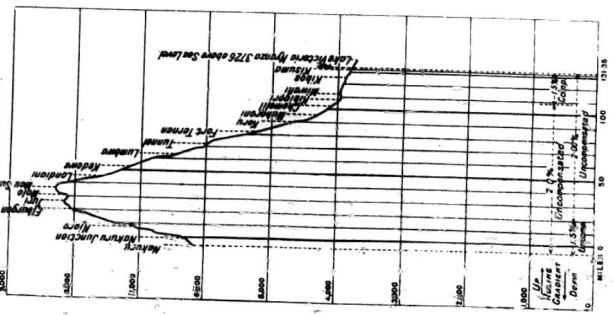
Nature of Stock	Amount of Stock Purchased			Quotation (Middle Market Price) at 31st Dec. 1936	Market Value at 31st Dec. 1936				
	£	s.	cts.	%	£	s.	cts.		
British Guiana (1949-69)	5	per cent	400	0	00	118	472	0	00
Canada (1940-60)	4	"	25,266	1	34	105	26,550	7	42
Ceylon (1939-59)	4	"	9,481	13	08	103	9,766	2	08
Ceylon (1959-64)	3	"	1,522	9	66	Book Value*	1,598	12	16
Ceylon (1959)	3½	"	10,509	0	25	104	10,929	7	43
Ceylon (1960-70)	5	"	52,700	0	00	124	65,348	0	00
Ceylon (1965)	4½	"	53,162	17	34	120	63,795	8	83
Commonwealth of Australia (1948-53)	3½	"	5,134	18	34	104	5,340	6	25
Commonwealth of Australia (1946-49)	3½	"	5,000	0	00	104	5,200	0	00
Commonwealth of Australia (1955-58)	3	"	30,000	0	00	97	29,100	0	00
Commonwealth of Australia (1964-74)	3½	"	1,371	16	66	100	1,371	16	66
Federated Malay States (1960-70)	3	"	10,000	0	00	100	10,000	0	00
Fiji (1960-70)	3	"	3,861	4	42	100	3,861	4	42
Gold Coast (1945-70)	6	"	970	8	42	121	1,174	4	17
Gold Coast (1956)	4½	"	45,000	0	00	116	52,200	0	00
Grimsby (1962-72)	5	"	596	0	00	126	749	14	00
India (1968-68)	4½	"	59,849	1	66	119	71,220	8	17
Kenya (1946-56)	5	"	3,586	14	66	123	4,411	13	66
Kenya (1948-58)	5	"	29,032	8	58	115	33,387	0	00
Kenya (1950)	4½	"	13,310	14	42	113	15,041	0	00
Kenya (1956-61)	3	"	48,000	0	00	Book Value*	48,000	0	00
Kenya (1961-71)	4½	"	31,295	19	83	117	36,616	6	25
Natal (1937)	4	"	7,336	8	42	101½	7,446	9	34
New South Wales (1942-62)	4	"	3,000	0	00	102	3,060	0	00
New South Wales (1945-65)	5	"	2,098	3	50	110	2,307	19	83
New South Wales (1947-57)	5½	"	36,000	0	00	114	39,900	0	00
New Zealand (1943-63)	4	"	2,318	14	50	104	2,411	9	50
New Zealand (1944)	4½	"	16,251	17	25	107	19,529	9	83
New Zealand (1945)	4½	"	16,000	0	00	109	16,050	0	00
New Zealand (1946)	5	"	20,456	17	90	109	22,297	19	33
New Zealand (1948-58)	4½	"	26,137	4	75	106	28,228	4	34
New Zealand (1952-55)	3	"	20,000	0	00	97	19,400	0	00
New Zealand (1956-71)	5	"	5,000	0	00	118	5,900	0	00
Nigeria (1949-79)	7	"	5,700	12	58	128	7,296	17	42
Nigeria (1950-60)	5	"	3,000	0	00	119	3,560	0	00
Nigeria (1955)	3	"	10,000	0	00	102	10,200	0	00
Nigeria (1963)	4	"	71,854	11	92	115	84,938	18	76
Queensland (1940-50)	4	"	8,976	12	08	103	9,247	19	25
Straits Settlements (1937-67)	3½	"	8,676	9	42	101	8,763	4	75
Tanganika (1952-72)	4	"	500	0	00	105	565	0	00
Tasmania (1920-40)	3	"	460	7	84	100	450	7	84
Tasmania (1940-50)	4	"	495	8	34	101	500	7	42
Trinidad (1965-70)	3	"	6,000	0	00	101	6,060	0	00
Uganda (1951-71)	5	"	10,854	4	16	120	13,025	1	00
Victoria (1945-75)	5	"	12,111	9	51	110	13,322	12	83
Total £	737,291	11	26			822,979	18	09	

* No Quotation.

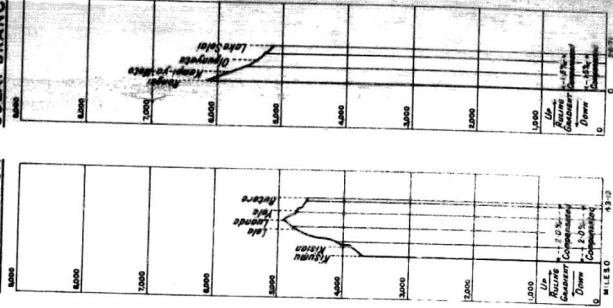
RAILWAYS EARNINGS.
— COMBINED "Z" DIAGRAMS —

KENYA AND UGANDA RAILWAYS AND HARBOURS — BRANCH LINES — LONGITUDINAL SECTION —

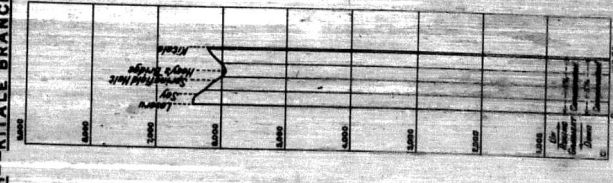
KISUMU BRANCH



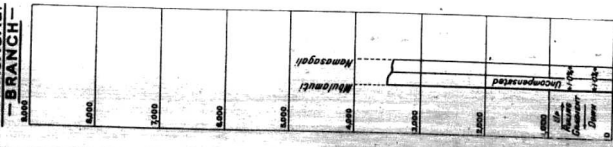
YALA BRANCH



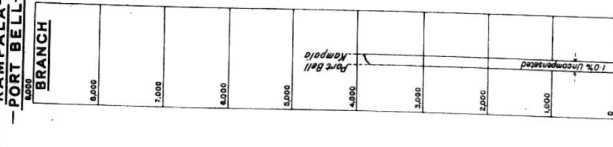
SOLAI BRANCH



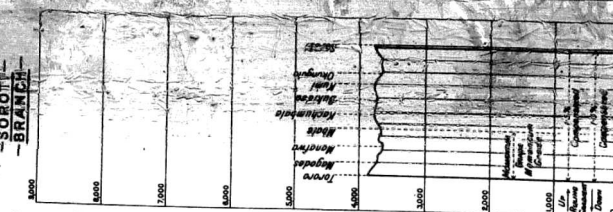
KITALALE BRANCH



NAMASAGALI BRANCH



KAMPALA PORT BELL BRANCH



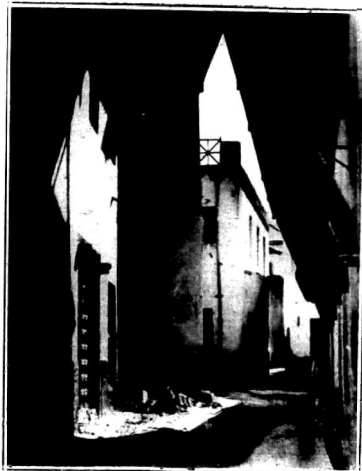
SOROTI BRANCH



TOURIST TRAVEL SECTION, EMPIRE EXHIBITION, JOHANNESBURG

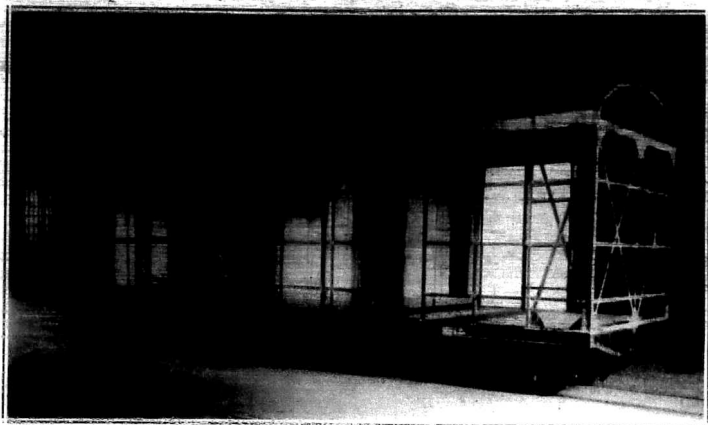
September, 1936—January, 1937

Showing the Inquiry Bureau and Display Hall (including Café beyond) and Relief Map and Cinema Hall

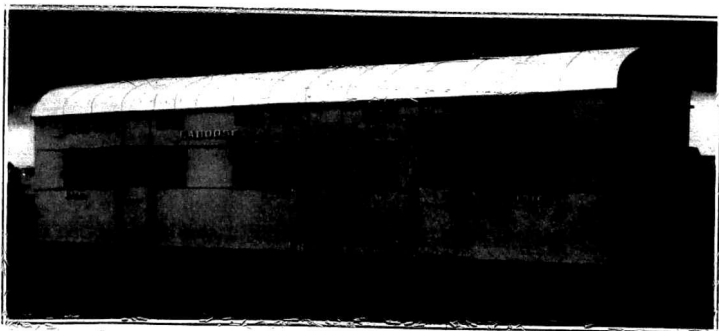




Underframe of Welded Steel Caboose Coach in course of Welding, -in inverted position



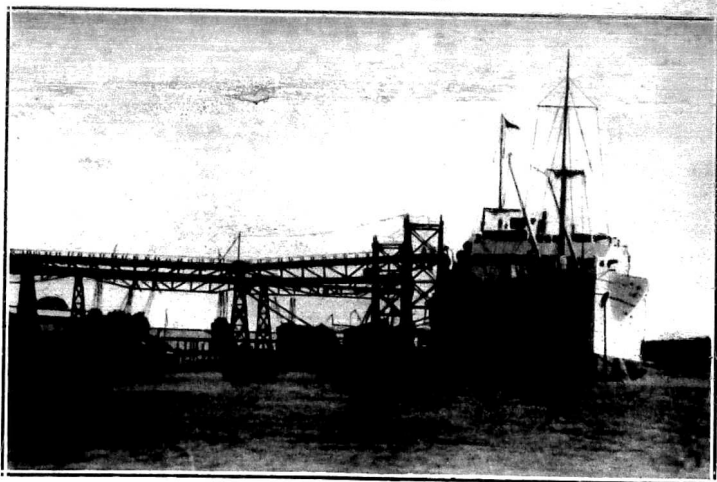
Welded Steel Caboose Coach ready for painting, which is secured to its framework by rivets



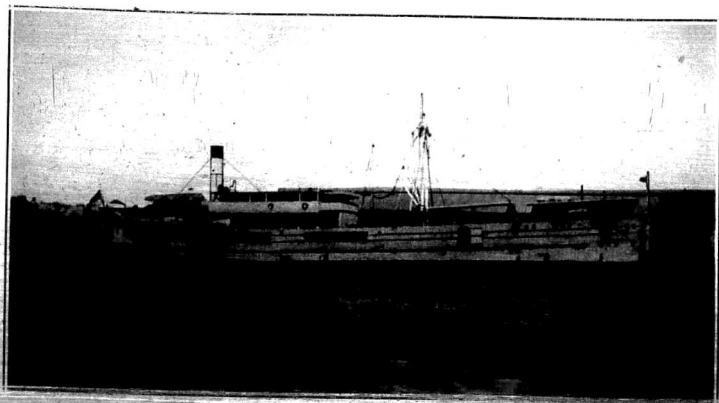
Exterior of Welded Steel Caboose Coach



New Building for the Railway Club, Nairobi



The Magadi Jetty at Shimanzi, recently purchased by the Administration from the Magadi Soda Company



S.S. "Isoga"—Lake Victoria



S.S. "Usoga. Seating Accommodation on After Deck

PUBLIC RECORD OFFICE

END

TOTAL EXPOSURES →

PUBLIC RECORD OFFICE

C0533/483

ORDER NO. ⇨ FN/E475

CAMERA NO. ⇨ 19

OPERATOR. ⇨ EM

REDUCTION. ⇨ 12

EMULSION NO. ⇨ 341081

DATE. ⇨ 4/8/72

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