

1927

X. 10408

KENYA

UGANDA

C 0533/370

1927

X. 10408

KENYA AND UGANDA RAILWAY REPORT

PREVIOUS		
Y.L. 5272F 26 (K.L. 16-11)	Liby (copy report pl.)	2/8
	Miss Kennedy	3/8
	Room 1	✓
	2ba	5/8
Subsequent	8aD	6/8
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	M. J. P.	11/7
	W. J. P.	12/7
	Miss Duff	22
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	W. J. P.	26/7
	S. C. Shandling	26/7
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	S. J. Wilson	18-7
	W. J. P.	9-7
X E.A. 24 X	21/7	
Room 1	1/8	

RESTRICTED UNDER STATUTE  
H. C. R. 14th June, 1927

Trd. 12 copies of the Kenya and Uganda  
Railway Report for 1926. Comments will be for-  
warded as soon as possible.

- 1 copy to Mr. Bottomley.
- 1 copy to Mr. Allen.
- 1 copy to Room 29.
- Spare copies to Library.

Outside distribution - on XF 5274  
S.F.F.

Then inserted

13.7.27

- To C.A.
- To H. H. Lawton
- To H. J. G. L. G.
- To Treasury
- To Resident, Port Moresby

15/6/27 16 JUL 1927  
120

Start on for general financial  
in advance of the Governor's comments.

The increase in loan charges (owing  
has that the railway is responsible for  
the loss on post working) has been  
borne in mind in considering the  
arrangements for Kenya's future  
borrowings.

Note (para 67) that where steel  
sleepers are impracticable timber  
sleepers

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shapers have taken a further  
 from the situation. It is very  
 in very little is known to  
 you readers to take on work  
 which is not complete  
 swimming - they can get something  
 as much for unexplained work.

with swimming  
 26/7/27

As usual the Report is a model of brevity  
 We cannot blame them for presenting the figures  
 The most optimistic means is to take a bit  
 as is the average time (1.1) under conditions  
 of the sea & when they have been  
 considered. It is of the opinion that it  
 will be that they are with a long day  
 make a considerable difference in the  
 that was due to the latter.

The other is not related to the latter and there  
 a very big increase in government - a good rate of  
 of labor. There were a good increase in Taxes but  
 greatly speaking the effect here was very quiet  
 of that result. August 26/7

In another place  
 You will be interested to see.

see  
 Sir G. Sturges should  
 be sent a copy of this  
 report at once (100/29/2/27)  
 (Copy to CF)  
 VMS  
 207  
 28.8.27

119  
 W. J. To Schuster (w/ copy report) 3 AUG 1927  
 8 High Commissioner Denham 101 12 July 27  
 Submits observations on Report

L. C. Stuckey  
 It will suffice to ask what  
 note will please the observation of  
 in the last two pages?  
 C. S. 6/8  
 8.8.27

Presented Under Statute  
 15-AUG-1927  
 See note on draft  
 110



104024

HIGH COMMISSIONER  
FOR TRANSPORT.

OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,  
GOVERNMENT HOUSE,

NAIROBI,  
KENYA.

No. 101

RECEIVED  
2 AUG 1927  
COL. OFFICE

12 July 1927.

Sir,

I have the honour to refer to my despatch No. 85 of the 14th of June 1927 forwarding copies of the Report of the General Manager for the year 1926.

2. During the year under review there has been a steady expansion in all branches of Railway Service and, although there has been a considerable increase in the tonnage of goods conveyed, traffic has been carried without congestion or delay over the whole system.

3. Earnings for the year amounted to £2,052,710 as against £1,920,502 for 1925 - an increase of 3.27% which may be considered very satisfactory having regard to the very large increase in 1925 over previous years. The ordinary working expenditure has risen from £1,090,071 in 1925 to £1,216,773; an increase of 11.62%. The percentage of working expenses to gross receipts has thus increased from 54.68% in 1925 to 59.11% in 1926. This increase in percentage working costs is mainly due to the opening of new branch lines during the last few years. (See paragraphs 62 and 69 of the Report). The maintenance charges on these lines are necessarily high until earthworks, etc. have become consolidated and

receipts.....

THE RIGHT HONOURABLE  
LIEUTENANT COLONEL L.C.M.S. AMERY, P.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES,  
DOWNING STREET, S.W.1.

15 AUG 1927  
A. d. 1/8

receipts per train mile are much lower than on the main line where traffic is denser. The effect of these new branch lines on percentage working costs will be felt for some time and, combined with the heavy interest charges which will shortly fall due, will make it increasingly difficult to make contributions from revenue to betterment funds. This fact has, of course been known for some time past and has been kept well in view in considering any proposals affecting the future financial position of the Railway.

Reference to the balance sheet will show the sound state of the Railway finances at present and, with caution, this position should be well maintained, but I consider that every opportunity should be taken to emphasise the fact that during the next few years Railway finances will find it difficult to bear interest charges on further new construction of lines which will not immediately pay for themselves.

4. It is interesting to note the increase in passenger traffic during the year in spite of the growing facilities for motor transport in all parts of the country. The type of third class carriage for native passengers has been greatly improved and additional rolling stock has been provided; no difficulty is anticipated in dealing adequately with a considerable increase in the near future in this class of traffic.

5. The desirability of effecting reductions in rates is kept constantly in view and details of reductions made during the year are given in paragraph 23 of the Report; it is realised that general Railway rates are still.....

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still somewhat high and that further reductions should be made when possible, but in view of the financial position as explained in paragraph 5, it seems doubtful if it will be found possible to effect further reductions in the near future.

6. Details of new construction during the year will be found in paragraphs 82 to 86 of the Report. I am glad to be able to report the satisfactory work which has been accomplished on the Uganda Extension, especially in connection with the Kpologoma bridge and causeway; work on this section of the line has been considerably hampered by sickness of the staff but has been continued uninterruptedly and it is hoped that the line will be open for traffic to Moulamiti within the next two or three months.

The question of Port Control has been dealt with in separate correspondence and arrangements are now in hand for putting into effective operation the terms of the agreement which has recently been approved.

8. The two deepwater piers constructed by Messrs Palling and Company Limited have been completed and handed over to Government. There is every indication that steamship companies are anxious to avail themselves of the facilities offered at the new pier for expeditious handling of cargo, and the demands for accommodation alongside are continually increasing. Details of the working of the piers have been furnished in the monthly reports which have been transmitted to you.

9.....

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7  
END

9. I have pleasure in endorsing the remarks of the Acting General Manager on the valuable services rendered during the year by the Railway Advisory Council, whose advice has been of the greatest assistance to me on all matters which have been placed before the Council.

10. In conclusion I desire to express my appreciation of the able manner in which the Railway Services have been conducted during a somewhat critical period. I think you will agree that the satisfactory results achieved reflect great credit on Mr Felling, the General Manager of the Railway; on Brigadier General Rhodes who acted as General Manager during Mr Felling's absence in England and on the Railway staff generally.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

HIGH COMMISSIONER.

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