

1931.

Kenya.

1

No. 17007.

SUBJECT

CO 533/405

Thika - Dongo Sabuku Branch Railway.

Previous

See 16100/30 (Colonial Bank)

Subsequent

1 of the Moore Conf. 195 _____ 3rd December 2
Enclosure report on survey of Yatta plateau together
with maps and also estimate of cost of constructing
railway from Thika for 9 miles towards Donyo Sabuk.
is of opinion that extension is justified and
should begin

The proposal in the final form is to construct a line for 9½ miles at a cost of £43,050 (or rather over £4,500 a mile) from Thika towards Donyo Sabuk. The railway will run in an easterly or south-easterly direction towards Yatta Plains, and the idea is that it should eventually be extended as far as Yatta Plains, and possibly even link up with the main line, I suppose somewhere in the neighbourhood of Konza.

The latest estimates as given in the last enclosure ~~are~~ a balance of profit in 1935 of £18,844. Even if with the recent fall in prices some diminution in this profit is to be expected, it nevertheless appears to be more than likely to be a really paying proposition.

For the most part the country, which would be opened up by the short extension appears to be non-native. On the other hand if it was extended it would, in addition to serving the at present undeveloped Crown land on the Yatta Plains, serve also a large part of the Machakos and Kitui Reserves.

The alternative of road construction is ruled out. The Loan Schedule now before the Treasury contains provision of £50,000 for this extension. The Treasury have, however, been told that a further communication will be sent to them in regard to it.

I hardly think it necessary to refer this proposal to the Consulting Engineers. From a technical and engineering point of view it appears to present no difficulties. (The total allowance for

bridge

bridge work is ~~£177~~ £177)

? Now write to the Treasury with reference to the letter as to the Loan Schedule, and the recent correspondence as to the extension from Kedowa to Jamji. * Say that on the information supplied by the Governor it appears evident that the construction of this short extension would be a paying proposition, whether or not it was ~~later~~ extended beyond the first 9 1/2 miles, and ask for their definite approval of the inclusion of £43,050/ ^{in the Loan Schedule (instead of} ~~as opposed to~~ the £50,000 shown in the ^{main} ~~original~~ Loan Schedule.)

* Both these papers are now in circulation but could be obtained for drafting purposes.

(Returned to me 11/2)

[Signature]

20.1.01

This is a small matter (£43050) as compared with the bridge extension (£300,000) which has been referred back to survey report (Engineering) & plans & revised estimates with a view to later reference to C.E. who cannot advise on this matter further furnished. There are more details of cost furnished in the case of economic survey which renders a rear end & accordingly prices have much altered since. The point was taken in the case of the bridge extension.

If there is no request here to ³

refer to the C.E. but it was left with the Treasury but their backing, as the ^{head} other of the man again is that they cannot review without more details.

Would accept that in the first instance we might refer to C.E. & minute asking their opinion whether the C.E. could express a definite opinion on the matter. You may say that, if so, we may propose to send the papers ^{formal} specially for reference to the C.E.

H. Allen
18/2/01

Crown Agents for the Colonies

Will you, please, advise as at X in Mr Allen's minute.

A. C. Parkerson
13.2.01

Colonial Office.

In the absence of plans and sections I do not think the C.E. could express a definite opinion.

[Signature]
17/2 P.D.

to J. Campbell
A. C. Brown

This does not strike me as
so good a proposition
as the Janji extension -
politically, at any rate.
But in view of the
potentialities of further
extension, it wd. seem
right to go on with this
minor proposal.

Note, especially, that
road competition is
in effect ruled out.

? To Treasury, as
proposed by Mr. Eastwood.
but say that before
any work was begun,
plans & sections wd.
be obtained for comment
by the C. E.

W. C. Parkin
23. 2. 31

This is in the
series of

It seems to be of less
importance &
value.

On the data given, there seems no doubt that sanction should be accorded. After allowing for interest, sinking fund, and depreciation of wasting assets at 3%, the estimate shows a return of nearly 44% on the capital cost, in 1935. Some railway!

2. The traffic data seem, so far as one can judge here, reasonably well founded. The 1925 and 1929 figures are based on actuals--though there is of course room for considerable doubt as to the attribution to this particular line. I make out, working on the data given, that the estimate for 1935 should be about 14,000 tons (in place of 16,000). But this does not affect materially the magnificent prospects disclosed.

3. The real snags seem to be:-(i) the strong probability that, on a very short haul of this kind, the traffic will stay in whatever conveyance it may be in, and that the branch will handle nothing but traffic actually originating on it, and may not improbably fail to capture all that. (ii) motor competition, to Thika, or some other suitable point on the main line. I notice that, in 1925, the railway authorities declared " such a branch unworkable"; and they held this opinion strongly, because the branch was so short. They have changed their view now--but the reasons for that change are not clearly apparent.

4. While I think we may reasonably have doubts as to the accuracy of their forecast, the margin is so very large that there seems no ground for refusing sanction. The Ry: is prepared to undertake the risk, and they are much closer to the actualities than we can possibly be. I agree to the action proposed. The line should be exceptionally cheap to build; and the consensus of opinion in

favour of constructing it is impressive.
The 24th: February 1931.

24/2/31

The danger referred to by Sir J. Campbell of A is a real one, but I think that the rivers may give us in this case. Some of them may have to be bridged to give access to the branch, but so long as the main roads are aligned so as to be more favourably to the branch line should not be much risk.

I attach importance to the fact that the Road Engineer was on the Committee.

The branch must of course be regarded as the first stage of a line which will benefit not only and non-actives alike and may well solve the problem of the development of the Middle Road.

I see no reason to question the C.E. in writing to the Treasury. If the General Manager, a Railway Engineer by profession, cannot build a 4 miles 'sidling' line with the having. If the Treasury

themselves, make the suggestion, we can agree.

Feb. 25. 2. 31

Sec of State
(through Mr. Hicks)

Yours
RML

27.2.31.

I agree!
Feb. 4. 3. 31.

P S / 2

2 L.F. on

2. To. Treas. (w/c 1 + encl. Plan in orig. for return) — done — 17/4/1931

3. No. Gov. Conf. (w/c 2 w/pt encls.) - A/1. 26 MAR 1931 (No. 1. Revised)

4 Treasury _____ 25 March
Convey authority for additional loan expenditure not exceeding £43,000, for purpose of constructing the extension.

send copy to Gov. reference ③ with a short despatch. *empt man.*

8th March 1931

(0.00)

As it may be convenient to the Transport Administration to have an early intimation of the decision, I think it would be reasonable to send a short telegram approving the construction, followed up by a confirming despatch; sending a copy of the letter from the Treasury. I submit drafts accordingly.

W. H. Allen

1/4/31

accd

1.4.31

almond

~~INTRODUCED UNDER STATUTE~~

Tel No 112 Conf. to Government Kenya 1/4/31

No. Gov. Conf. (1/4)

8 APR 1931

5 to be copied

lux

17007/31 Kenya

6
6/1

C. O.

Mr. Allen

Mr. Tolson

Mr.

Mr. Tomlinson

Sir C. Bottomley

Sir J. Shackburgh

Sir G. Grindle

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State

100 TING STREET,

8 April, 1931.

Sir,

2 DRAFT *cases:*
v. minutes

(3)

KENYA

CONFIDENTIAL

Gov. Byrne.

✓

In continuation of my confidential despatch of the 26th March regarding the proposed construction of a branch railway from Thika for 9½ miles ^{towards} ~~from~~ Donyo Sabuk, I have etc., to transmit to you a copy of a letter from the Treasury in which the Lords Commissioner have agreed to the addition to the loan programme for this purpose of a sum not exceeding £43,050, which includes £1,050 for interest charges during construction

2. I accordingly conveyed to you in my telegram No. 112 ^{Confidential} of the 12th of April my approval for the construction of this branch.

I have, etc.,

Signed PASSFIELD

Fr. Treasury March 25th

No. 4

(Comp: 8/1)

Telephone No. : VICTORIA 1234.

A⁷

Any reply to this letter should be addressed to—
THE SECRETARY,
TREASURY,
WHITEHALL, LONDON, S.W.1,
and the following number quoted :



TREASURY CHAMBERS.

RECEIVED
26 MAR 1931 2 5

March, 1931.

S.32902/03/4.

30

Sir,

No. 2

8 APR 1931

Copy - Gov. Genl.

I have laid before the Lords Commissioners of His Majesty's Treasury Mr. Allen's letter of the 17th March, 1931, (17007/31) and the accompanying copy of a despatch from the Acting Governor of Kenya, regarding the proposal to construct a branch line from Thika for 9½ miles towards Donyo Sabuk at a cost of £43,050, which includes £1,050 for interest charges during construction.

In reply My Lords direct me to request you to convey to the Secretary of State for the Colonies Their authority for additional loan expenditure not exceeding £43,050 for this purpose.

The plan which accompanied the letter under reply is returned herewith.

I am,

Sir,

Your obedient Servant,

A. V. Nand H. J. P. R. S.

Handwritten notes and initials

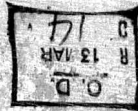
The Under Secretary of State,
Colonial Office.

Aut

17007/31. Kenya

82

C. O.



Mr. Allen. 1713

Mr. Lamunat

Mr.

Mr. Tomlinson.

Sir C. Bottomley.

Sir J. Shuckburgh.

Sir G. Grindle.

Permt. U.S. of S.

Parly. U.S. of S.

Secretary of State.

DOWNING STREET,

17 March, 1931.

Handwritten: ~~Hand to H~~

Sir,

DRAFT.

THE SECRETARY,

TREASURY.

Handwritten: 7/27/30

(76 on 16100/30)

Vertical handwritten: Copy also - Cav. Comd - 26 MAR 1931 A/P.

(No.1.)

With reference to paragraph 6 of the letter from this Department of the 2nd January (16278/30) and to paragraph 10 of your letter S.32902/03/4 of the 24th February, I am etc., to transmit to you the accompanying copy of a despatch from the Acting Governor of Kenya, Confidential No.175 of the 3rd December ¹⁹³⁰ regarding the proposal to construct a branch line from Thika for 9½ miles towards Donyo Sabuk at a cost of £43,050 which includes £1,050 ^{for} _{to} interest charges during construction.

2. A report (with plan) of an economic survey accompanies the Acting Governor's despatch; and, although no railway reconnaissance report has been forwarded, it ^{will} be observed that

Handwritten: Copy to 175: 3 Dec 30
(Plan in my file return on Mr. Allen's instructions)

Handwritten: Copy to Cav Comd
14/3/31

the General Manager, who is a Railway Engineer by profession, advises that no engineering difficulties exist and that this branch line is more in the nature of a siding than a new

line. In this point reference is also invited to the first para on page 3 of the report on the Economic survey.

4. On the data given there
nevertheless

Para 3
from next
page

seems no doubt that sanction for the construction of this branch can safely be accorded. After allowing for interest, sinking fund and renewals the estimate shows a return of nearly 44 per cent on the capital cost in 1935; ^{and} the traffic data, so far as can be judged here, seem reasonably well

~~founded. The tonnage figures given for 1925 and 1929 are actual figures, although there is of course room for considerable doubt whether the full amount of this tonnage will actually be~~

but even if

handled

insert above each



(3)

~~handled by the proposed branch also~~
 of the proposed branch
 In considering the prospects it is necessary to take into account the probability that on a very short haul of this kind the traffic will stay in whatever conveyance it may be ~~on~~ ⁱⁿ and ^{that} the branch will handle nothing but traffic actually originating on it and may ^{in fact} ~~not improbably~~ fail to capture the whole of that traffic. ~~In addition~~ ^{also the} there is risk of motor competition to Thika or some other suitable point on the main line. Further it will be noticed that in 1925 the Railway Authorities declared "such a branch unworkable" and held this opinion strongly because the branch was so short. That view has now ^{but} been changed, the reasons for the ^{rated} change are not clearly apparent.

~~5. While Lord Passfield thinks it is necessary to draw attention to the foregoing aspects of the matter and~~

P. 70 recognises

recognises that there are reasonable
~~grounds for doubting the~~
doubts as to the accuracy of the
~~local forecasts~~ *as somewhat optimistic, Lord Passfield*
local forecasts/~~he~~ considers that, as

the margin is so very large, that
there ~~seems to be~~ no ground for
withholding approval for the
construction of the branch. It
~~will, it seems,~~
~~should, apparently,~~ be exceptionally
cheap to build and the concensus
of opinion in favour of it is
impressive. Further the Railway
Administration is prepared to
accept responsibility for it with-
out any guarantee from the
Government of Kenya.

5. In all the circumstances
Lord Passfield has no hesitation
in recommending that the construc-
tion of the branch should be approved
and in inviting the Lords Commissioners
to agree to the addition to the loan
programme for this purpose of a sum

76
16180/100
w/c

10
not exceeding £43,050. Their
Lordships have already agreed in
paragraph 9 of their letter of the
24th February that the item of
£400,000, in which provision for this
extension was ~~included~~ ^{made}, may be excluded
from the proviso that the programme
of capital expenditure on Transport
services recently approved should be
regarded as final until 1932, except
in abnormal circumstances.

I am, etc.,

Signature

KENYA.

No. 175
CONFIDENTIAL.



GOVERNMENT HOUSE,
NAIROBI,
KENYA.

RECEIVED
5 JAN 1931
COL. OFFICE

3rd Dec 1930

My Lord,

With reference to the remarks under Item A.5. of Appendix II to Sir Edward Grigg's Confidential despatch No. 91 of the 17th June, relative to a proposal to construct a Branch Railway from Thika for 9 miles towards Donyo Sabuk at an estimated cost of £50,000, I have the honour to state that this project was first examined in 1925 and further consideration was deferred as the prospects of the branch at the time were not considered encouraging by the then General Manager and because it was thought desirable by the Standing Committee on Railway Branch Lines that the possibilities of a Motor Road Service should be examined.

2. No Railway reconnaissance report is enclosed. The General Manager advises that no engineering difficulties exist and that this branch line is more in the nature of a siding than a new line. It will be observed that the Transport Administration have asked for no guarantee.

An economic survey of that portion of the Yatta Plateau which is open to settlement was made early in 1930 by a Committee under the Chairmanship of the then Deputy Director of Agriculture and of this I enclose a Report with a plan. Reference was made to the Railway Branch Lines Committee which advised:-

"(a)/

THE RIGHT HONOURABLE LORD PASSFIELD, P.C.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET,
LONDON, W.1.

no 6 on 16/10/30
(Internal Sec.)
in sec.

6 MAR 1931 A/

1/4/31

Copy (Confidential) Treasury 1930
(Plan on orig. for retention)

Report.

Plan.

- "(a). That the Railway Administration be asked to state on what terms in regard to guarantees covering interest and sinking fund charges on the capital outlay involved and of working costs that Administration would be prepared to construct and operate each of the undernoted Branch Railways; and when such charges, if any, would have to be met;
- (b). That on receipt of the information referred to above, the Railway Branch Lines Committee should reassemble for the purpose of framing recommendations in regard to each of the undernoted branch Railways.

	<u>Approximate mileage.</u>	<u>Estimated cost of construction.</u> £
Thika-Yatta Branch railway.	12	36,000

....."

The above quoted expression of opinion was referred by the Railway Administration to the Inter-Colonial Railway Council which decided:-

"To recommend the following proposals subject to a proviso made by the Uganda members that the recommendations made by the Government of Uganda (with regard to Branch Line Guarantees) were in no way prejudiced and that the proposed lines when constructed should be governed by whatever guarantee proposals now before the Secretary of State were approved:

.....

- (c). Thika-Donyo Sabuk-Yatta Branch.

That this branch line, estimated to cost £36,900 which appears to be a paying proposition and will eventually form part of a longer extension to the Yatta Plateau, be constructed without any guarantee, provided funds can be made available."

The final advice tendered by the Standing Committee on Branch lines in Resolution No. 3 of 1930 was:-

.....

- 1. (c). That the proposed Branch Railway from Thika towards Donyo Sabuk (12 miles) should be constructed on the understanding that the Kenya Government is not required to give any guarantee;

....."

3. The estimate of 250,000 for a 9 mile extension to which reference has been made in the opening paragraph of this despatch has now been more closely examined by the General Manager who advises that it should be altered to £43,050, which figure includes £1,050 to cover interest charges during the period the line is under construction, and that the actual mileage of the branch would be 9½ miles. I enclose details of this revised estimated cost together with a memorandum prepared by the Chief Engineer and the Superintendent of the Line explaining the principles upon which the enclosed revised statement shewing the estimated revenue and expenditure for the year 1935 is based.

The explanation of the varying estimates for this branch line is that at one time it was thought possible to obtain second-hand material and to construct a surface line, also that there has been some divergence of opinion as to the length of the branch. Second-hand material is not now available, the experience of the Thomson's Falls Branch Line does not favour a surface construction and the length is now definitely fixed at 9½ miles.

In this connection I may observe that the possibilities of a road to serve the area has been considered in the last paragraph of the enclosed Economic Report where it is stated that the construction and maintenance of a road to carry heavy ox-cart traffic is "practically an impossibility."

4. It will be seen from the revised statement shewing the estimated financial results of working the line by 1935 that the General Manager considers those results justify the extension irrespective altogether

of whether at some future date it is carried into the Yatta Plateau. The Yatta Plateau, upon the future of which neither the Chief Native Commissioner nor the Commissioner for Local Government, Lands and Settlement are yet in a position to report, approximates some 696,000 acres and the area allotted to non-natives is 25,000 acres. Of this acreage 21,000 acres are under lease to a syndicate composed of Messrs. Swift, Rutherford, Lawford, Jordan and Mann, the remaining 4,000 acres are under lease to Mr. Jordan. There are claims by natives to a portion of the Plateau.

In the neighbouring Iveti location of the Nachakos District there are some 51,237 natives with some 174,000 head of stock who cultivate approximately 16,600 acres. The present native export of grain, potatoes and beans is estimated by the District Commissioner at 4,000 tons.

5. I am, however, of opinion that this extension is justified and should begin. Further extension of the line can easily be made in the future to develop the Native Reserves and eventually could form a loop joining up with the main line.

I have the honour to be,

My Lord,

Your Lordship's most obedient, humble servant,

John A. Moore

ACTING GOVERNOR.

The Committee appointed to consider the traffic returns and the potentialities of the District which would be served by the Thika - Yatta Railway would first draw attention to the Economic Report dated August 2nd, 1925.

Accepting this report, it would amend or bring up to date the schedule there given to reflect traffic within sight and prospective. It would further record that there are now no obstacles to the development in due course of the region known as the Yatta Plateau. The development of a small portion of this area has commenced, and the rest of the area is attracting attention and should within a reasonable period be developed.

Area	Population		Area Cultivated Ac.	Crops Grown	Live-Stock	Forest	Immediate Export Tonnage	Anticipated Export tonnage 1925.
	European	Native						
Denye Sabuk Ithanga	403	10,000	24,000	Sisal Coffee Maize others	Mainly work oxen & squat- ter stock.	Nil	9,000 Mainly Sisal Coffee i.e. high class export traffic.	16,000
Yatta Plateau	2	70	280	Sisal & Coffee	-do-	Nil		
Machakos Mwali Matengulu Kaugunde		45,000	Unknown	Maize Matare Simsim	85,000	Nil	4,000 tons Maize Horns Skins &Chee.	7,000
Kitui North & Central Locations.		70,000	Small	Feed- stuffs.	170,000	Nil	400 - Hides, shee or 10,500 cattle 34,800 small stock	
							13,400	24,000

The actual figures, of total tonnage given in August 1925 was for European and Native areas, some 8,000 tons. The

traffic attributed to this area and collected at Thika Station in 1929 is over 13,000 tons; much of this be it noted is made up of high class export traffic - coffee, sisal, hides, &c. The increase in production and population in 4½ years is noteworthy.

Owing to the re-alignment of the Thika line the length of Branch needed has been reduced by 1½ miles. For the service of the presently alienated area a station some 9 miles from the existing Thika station is considered sufficient. The railway could terminate at a site in the vicinity of the junction of the roads to the Athi and Thika River bridges.

This short Branch will assist the development of the settled area, but in order that development and trade may be engendered further afield, i.e. Yatta, Kitui and Mashaka Reserve, an extended line is necessary. Two Members of the Committee consider that for the present 9 miles of line only be built. The Deputy Director of Agriculture would urge the construction of a line up to 30 miles in length, from bringing the centre of the Kitui Reserve some 65 miles from Railhead and the produce of the three locations in Mashakas much nearer to permanent transport.

Further, the unalienated Crown land in the area would be better served and rendered more attractive for development were the line carried a distance of approximately 30 miles from Thika. In addition sub-division and development of many of the extensive properties in the district would be accelerated.

The District Commissioner, Kitui, states that "the presence of a branch railway on the Yatta would undoubtedly stimulate the export of native produce. The situation at present is that such trade is comparatively brisk only in locations close to Kibwezi"....

Apart from the utility of the line in accelerating and extending production in the two reserves of Mashakas and Kitui the long branch would undoubtedly increase settlement and sub-division along the Thika River, create a second dry Yatta land

traffic attributed to this area and collected at Thika station in 1929 is over 15,000 tons; much of this to it noted is made up of high class export traffic - coffee, sisal, hides, etc. The increase in production and population in 4 1/2 years is noteworthy.

Owing to the re-alignment of the Thika line the length of Branch needed has been reduced by 1 1/2 miles. For the service of the presently alienated area a station some 9 miles from the existing Thika station is considered sufficient. The railway could terminate at a site in the vicinity of the junction of the roads to the Athi and Thika River bridges.

This short Branch will assist the development of the settled area, but in order that development and trade may be engendered further afield, i. e. Yatta, Kitui and Machakos Reserve, an extended line is necessary. Two Members of the Committee consider that for the present 9 miles of line only be built. The Deputy Director of Agriculture would urge the construction of a line up to 30 miles in length, thus bringing the centre of the Kitui Reserve some 65 miles from Railhead and the produce of the three locations in Machakos much nearer to permanent transport.

Further, the unalienated Crown land in the area would be better served and rendered more attractive for development were the line carried a distance of approximately 30 miles from Thika. In addition sub-division and development of many of the extensive properties in the district would be accelerated.

The District Commissioner, Kitui, states that "the presence of a branch railway on the Yatta would undoubtedly stimulate the export of native produce. The situation at present is that such trade is comparatively brisk only in locations close to Kiboni"....

Apart from the utility of the line in accelerating and extending production in the two reserves of Machakos and Kitui the long branch would undoubtedly increase settlement and sub-division along the Thika River, create a demand for Yatta land and would therefore increase the amount of land made available

would be paid, and increase rental on account of new alienation. Further, increased development and activity would be a boon to the neighbourhood ^{and} native areas in promoting their prosperity.

The cost of construction of the line is estimated to be very low and up to the junction of the roads referred to on page 2 the physical difficulties are inconsiderable, beyond that point, from the appearance of the terrain, it is probable that the cost of construction per mile would be heavier for the next few miles. There are no bridges to be built on the route of the line.

The Yatta Plateau is bounded on the North by the Tana River, with its potentialities for power; by the Thika River on the West; the Athi River on the South; and the Kitui Reserve on the East. It is approximately half a million acres in extent of which it is safe to say some 125,000 acres is cultivable. The balance affords excellent grazing except along the Athi River where much of the grazing has been destroyed by the Wakamba stocking too heavily as is their wont. It is hoped that no further destruction of the public domain by these people will be permitted, as in a few years the entire Yatta Plateau would be stamped bare by their live stock.

It is further to be considered that the Thika River irrigation scheme on the 4350 ft. contour is a feasible development and should put 7000 acres or more under permanent water. In addition, the Tana River can be diverted on the 5,300 ft. contour and stretches of land near Seven Forks and the Kitui Reserve boundary could be served. No estimate of the acreage is possible as a detailed examination of the land cannot be made until the levels have been taken and marked on the ground.

On the Yatta Plateau it should be possible to produce:

- (a) Sugar
- (b) Wheat
-
- Sugar Cane
- Fruit, and possibly coffee.
- Maize and Kikar crops.

cleared of Game. It should, when developed, produce an annual freight exceeding 25,000 tons.

The Yatta Plateau requires large sums of money for its development and these monies would be the more readily available were permanent transport within economic reach of at least a portion of the Plateau. It should be noted that the length of rail advocated, namely 30 miles, will permit of the rail reaching but to the edge of the Plateau.

In the Economic Report of August 1925, the construction of the 13 mile branch was advocated and the survey of the line on to the Yatta was suggested. Objections on the part of Railway officers to such a very short branch were strong as such a branch was declared to be unworkable. If this is not so, the short branch advocated should be constructed now and the survey of the line to the Yatta undertaken. The construction of the line to the Yatta is not a matter of great urgency, bearing in mind the volume of immediate traffic, but as a venturing and developing line, especially improving the prospects of disposing of Crown land at present practically unutilised and perhaps in some danger of destruction, the construction of the longer line in the near future is advocated by the Deputy Director of Agriculture.

Consideration was given to the alternative of road construction. It is stated definitely that the cost of construction and maintenance of a road to carry heavy ox-cart traffic is practically an impossibility. The concentration of such form of traffic on a main route tends to make roads (as broad as fields and to destroy all forms of surfacing. As ox transport is cheap it should not be eliminated but should rather function as feeder transport to main haulage routes and not along them. Further, experience of road formation in this area has demonstrated that the heavy haulage truck requires a dense, deep and expensive road core, which we are unable to

Recommendation as to traffic could not well be kept off.

Sd/ E.HARRISON
DEPUTY DIRECTOR OF AGRICULTURE.

Sd/ F.BROWNING
SUPERINTENDENT OF THE LINE.

Sd/ R.S.MOORE
ROAD ENGINEER.

Nairobi.

February, 1980.

KENYA & UGANDA RAILWAYS & HARBOURS.

THIKA - YATTA PLAINS EXTENSION

GENERAL ABSTRACT OF COST OF RAILWAY. Metre Gauge Length 9½ miles.

	Estimate of Cost. £	Total Main Head. £	Rate per mile. £	Percentage of Total.
I. <u>PRELIMINARY EXPENSES.</u>				
(a) Survey	Nil.			
(b) Plant.	Nil.			
(c) Establishment.	Nil.	Nil.	Nil.	Nil.
II <u>LAND.</u>				
		540.0.0	56.16.10	1.29
III <u>FORMATION.</u>				
(a) Earthwork.	5,161. 0.0			
(b) Tunnels.	Nil.			
(c) Walling.	Nil.			
(d) Drains.	237.10.0			
(e) Clearing.	250. 0.0			
(f) Road Diversions.	125. 0.0			
(g) Contingencies 5%	288.10.0	6,062.0.0	638. 2. 1	14.44
IV <u>BRIDGE WORK.</u>				
(c) Culverts.	177. 0.0	177.0.0	18.12. 7	0.42
V <u>FENCING LEVEL CROSSINGS AND GRADE POSTS.</u>				
(a) Fencing.	Nil.			
(b) Boundary Posts.	100. 0.0			
(c) Grade Posts.	15. 0.0			
(d) Mile Posts.	4.10.0			
(e) Level Crossings.	35.10.0	155.0.0	16. 6. 4.	0.37
VI <u>TELEGRAPH.</u>				
(a) Poles and Lines.	665. 0.0			
(b) Tyers Tablet and Instruments.	860. 0.0	1,025.0.0	107.17.11	2.44
Carried forward.		7,959.0.0	837.15. 9	18.96

GENERAL ABSTRACT OF COST OF RAILWAY (Cont'd)

	Estimate of Cost. £	Total Main Head. £	Rate per Mile £	Percentage of Total.
Brought Forward.	...	7,959. 0.0	837.15. 9	18.96
VII. <u>PERMANENT WAY.</u>				
(a) <u>Main Line.</u>				
1. Permanent Way.	20,092.10.0			
2. Ballast	2,075. 0.0			
(b) <u>Sidings.</u>	2,115. 0.0			
(c) <u>Points and Crossings.</u>	700. 0.0	24,982.10.0	2629.14. 9	59.45
VIII. <u>STATION BUILDINGS.</u>				
(a) Stations and Offices.	1,815. 0.0			
(b) Workshops	Nil.			
(c) Staff Quarters.	1,500. 0.0			
(d) Station Machinery.	75. 0.0	3,390. 0.0	356.16.10	8.07
IX. <u>PLANT.</u>				
(a) Engineering	50. 0.0			
(b) Construction	2,500. 0.0			
(c) Locomotive	Nil.			
(d) Carriage & Wagon.	Nil.			
(e) Station Fur- niture.	300.0. 0	2,850. 0.0	300. 0. 0	6.79
X. <u>FERRIES.</u>	Nil.			
XI. <u>ROLLING STOCK.</u>	Nil.			
XII. <u>GENERAL CHARGES.</u>				
(a) Direction	275. 0.0			
(b) Engineering	1,351. 6.0			
(c) Accounts	139. 2.0			
(d) Stores.	267. 2.0			
(e) Medical.	611. 0.0			
(f) Native Admin- istration	175. 0.0	2,818.10.0	296.13. 6	6.72
GRAND TOTAL.	...	£.42,000.0.0	£.4421. 1. 0	100%

GENERAL ABSTRACT OF COST OF RAILWAY (Cont'd)

	Estimate of Cost. £	Total Main Head. £	Rate per Mile £	Percentage of Total.
Brought Forward.	...	7,959. 0.0	837.15. 9	18.96
VII. <u>PERMANENT WAY.</u>				
(a) <u>Main Line.</u>				
1. Permanent Way.	20,092.10.0			
2. Ballast	2,075. 0.0			
(b) <u>Sidings.</u>	2,115. 0.0			
(c) <u>Points and Crossings.</u>	700. 0.0	24,982.10.0	2629.14. 9	59.45
VIII. <u>STATION BUILDINGS.</u>				
(a) Stations and Offices.	1,815. 0.0			
(b) Workshops	Nil.			
(c) Staff Quarters.	1,500. 0.0			
(d) Station Machinery.	75. 0.0	3,390. 0.0	356.16.10	8.07
IX. <u>PLANT.</u>				
(a) Engineering	50. 0.0			
(b) Construction	2,500. 0.0			
(c) Locomotive	Nil.			
(d) Carriage & Wagon.	Nil.			
(e) Station Fur- niture.	300.0. 0	2,850. 0.0	300. 0. 0	6.79
X. <u>FERRIES.</u>	Nil.			
XI. <u>ROLLING STOCK.</u>	Nil.			
XII. <u>GENERAL CHARGES.</u>				
(a) Direction	275. 0.0			
(b) Engineering	1,351. 6.0			
(c) Accounts	139. 2.0			
(d) Stores.	267. 2.0			
(e) Medical.	611. 0.0			
(f) Native Admin- istration	175. 0.0	2,816.10.0	296.13. 8	6.72
GRAND TOTAL.	...	2,42,000.0.0	2,4421. 1. 0	100%

COPY.

KENYA AND UGANDA RAILWAYS AND HARBOURS,

Office of the Superintendent of the Lines,
Nairobi. 19th May, 1939.

S.W. 35/1/G.

The Hon. the General Manager,
Nairobi.

Thru: The Chief Accountant.

PROPOSED THIKA-YATA BRANCH RAILWAY.

Your letter No. E.F. 5835 of April 15th 1939.

With further reference to this matter and the statement which was handed to you on the 26th ultimo. An estimate of the revenue by 1938 and 1940 respectively that may be anticipated from a Branch Line 9 1/2 miles in length from Thika station has now been prepared and is enclosed herewith. Although the bulk of this traffic will be new traffic in the sense that it will be additional to traffic at present handled, it is to be assumed that even if the Branch Railway is not built quite a fair proportion of this increased traffic would accrue. On the other hand it is also safe to assume that if the Railway is built production will be stimulated and increased tonnages may be expected to arise in a much shorter period than if the Railway is not built.

An estimate has also been prepared of the expenditure and is included in the accompanying statements. The Chief Accountant will no doubt add to this estimated expenditure the amount debitable to the Branch Line in respect of Depreciation and Loan Charges. Even with the addition of these charges it would still appear that the line would show a good profit.

In making these calculations the following premises have been adopted :-

A. Estimated Revenue and Expenditure.

1. That the estimates of crops available for export given in the Committee's Economic Survey Report are realised.
2. That Branch Line Rates are imposed.
3. That the estimated quantity of 15,000 tons of traffic for export in 1938 will consist of the following :-

Sisal	15,000
Coffee	1,500
Maize	1,500

4. That the relation between the revenue from traffic despatched from the Branch and the revenue derived from traffic passing to the Branch will be in the ratio of 100/110. In order to allow a margin for error and for the possible incidence of Road Motor Competition in the district concerned the revenue of traffic passing to the Branch has been calculated at 10% in excess of the estimated revenue from outwards tonnage. On the Kivale Branch the proportion is calculated at 80%, and in connection with the estimates prepared for the proposed Kericho Branch Railway 40% was adopted as a basis in assessing inwards tonnage and receipts.

5. That rates and working expenditure generally will be at about the same level as they are at present.

*U 4000
9 1/2 miles
long*

6. That the average haul on the Branch of traffic passing to the Branch will be 10 miles.

7. That in respect of traffic passing to the Branch the revenue will be derived in the following proportions :-

35% of total traffic will pass from the Coast at class 3 rates.

35% of total traffic will pass from the Coast at class 4 rates.

30% of total traffic will pass from Nairobi at class 4 rates.

The working costs of Branch Lines as set out in paragraph 2 of your communication of April 15th have been adopted, and the length of the proposed Branch has been taken at 9 1/2 miles in accordance with the Chief Engineer's letter ref. 14/27a/29 of the 26th ultimo.

Sd/- V.B. Atkinson.
ACTING CHIEF ENGINEER.

Sd/- F. Browning.
SUPERINTENDENT OF THE LINE.

/WW

Length 9.5 miles.

REVENUE

24
11 5 1/2

Treatment

A
Maintenance of Bay & Trestle
9.5 miles @ \$100,000/- per mile
\$950,000

1,000

Passenger

Goods

2,326

Exports

Tons

6

B
Maintenance of Lanes & Mooring Stock.
\$100,000

Steel

12,000

Copper

10,000

Wires

1,000

Others

25,240

201,917

Imports 1.16%

50,000

Total Revenue
\$1,151,917

2,555

Net Revenue
\$1,149,362

904

Reserve - Trusts

10,000

55,000

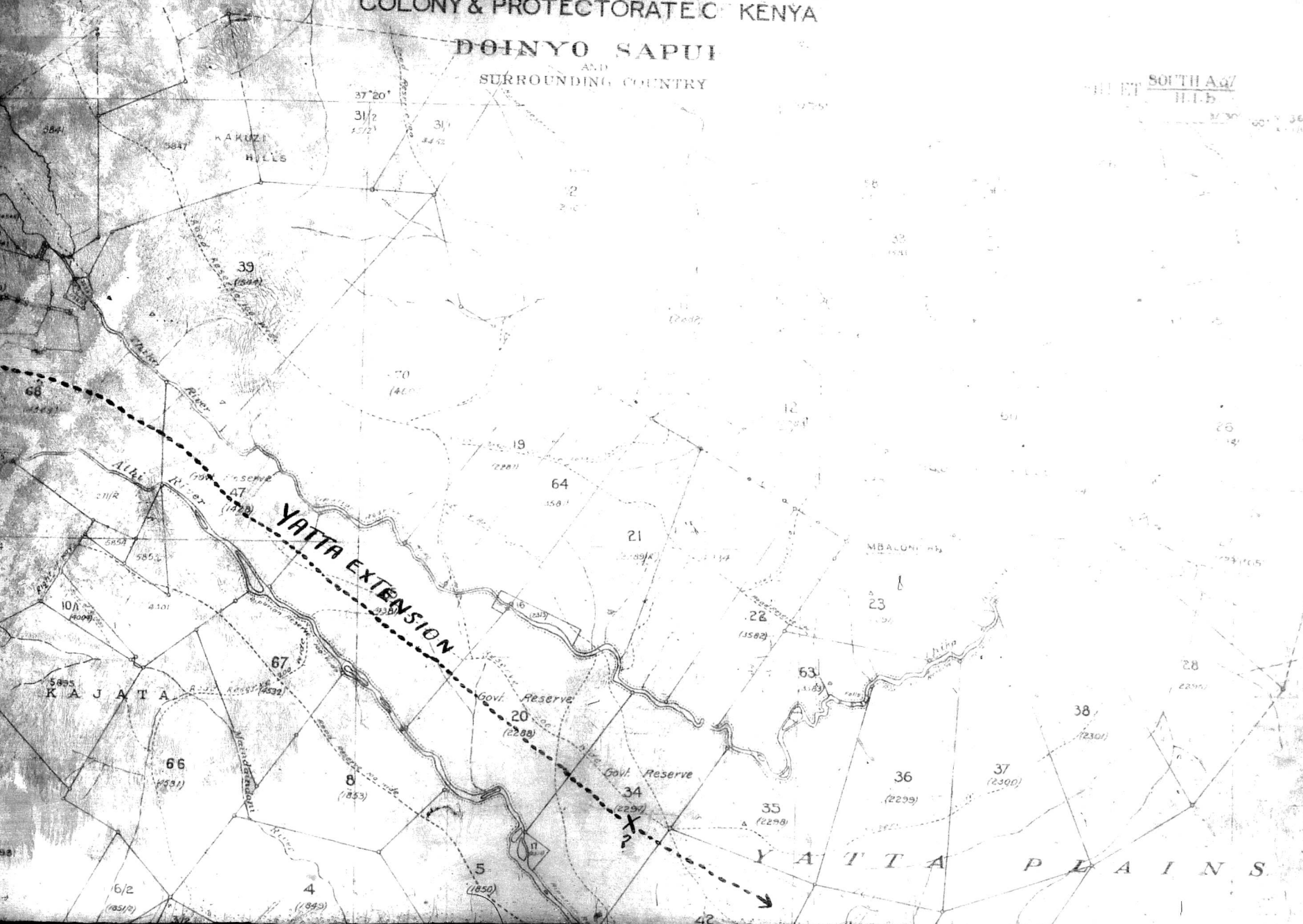
1,214

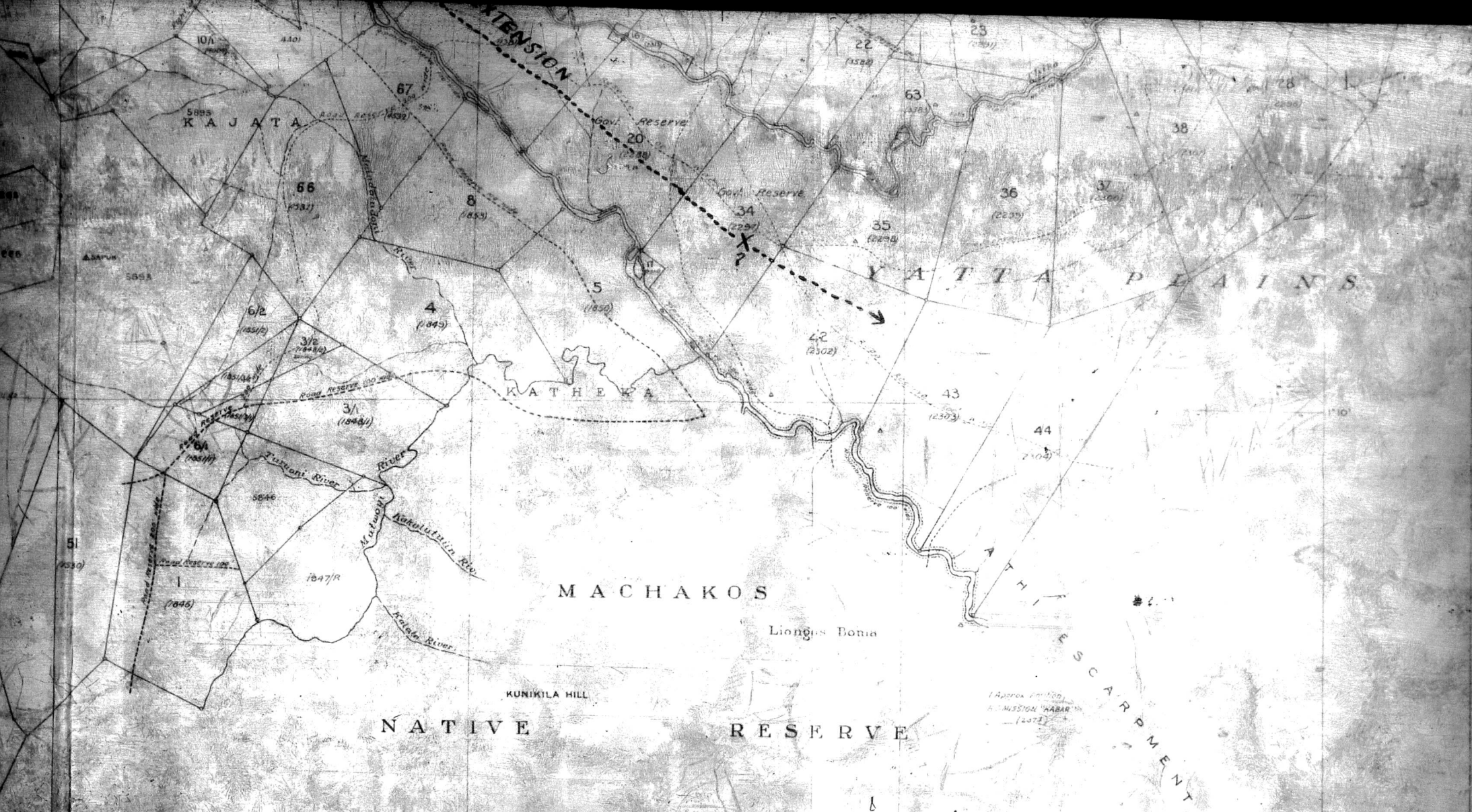
COLONY & PROTECTORATE OF KENYA

DOINYO SAPUL
AND
SURROUNDING COUNTRY

SOUTH A 67
H.T.B.

362/65 6
1102505 2





MACHAKOS

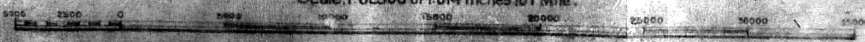
Liongis Boma

NATIVE RESERVE

KUNIKILA HILL

L. Apereh Mission
R. MISION "HABAR"
(2071)

Scale: 1:62500 or 1:1014 inches to 1 Mile.



37° 20' 37° 25' 37° 30' 1° 15' Y-453462.4 X-182575.6

5877 5878 5879
5880 5881 5882
5883 5884 5885
5886 5887 5888
5889 5890 5891
5892 5893 5894
5895 5896 5897
5898 5899 5900

PUBLIC RECORD OFFICE

Reference

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