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MAR 16 1912

EAST AFR. PROT.
8014

RAILWAY WORKS

Form 110

Guard

Date

1912

February

Previous Paper

The letter from the Railway Manager setting out works urgently required and for which no funds are available and proposing to utilise the £23,000 set aside for ballasting. Has authorised the construction of barracks for clerks at Kilindini being proceeded with. Trusts that this will be approved. Asks for authority to utilise the whole of the £23,000 for the execution of the other services

Mr. G. Fisher

Mr P. P. ... has spoken to us about his ... and has presented his report ... of the works proposed to be put in hand at Kilindini. He desires (1) to be allowed to deploy the cost (£11,650) of the works urgently required out of the unexpended balance (£23,000) of the Capital Grants provided for the ballasting of the line. As to how a provision should be made for the remainder of the £23,000 on such other works as

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245 - Copy above sent - 30/9/12
1912

Subsequent Paper

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may be found to be necessary in the
near future. I think

I think that he may put this present
to the Treasury in his understanding that
the funds required for ballasting ~~will be~~
~~out of~~ ~~some~~ ~~source~~ ~~on~~ ~~balance~~ ~~of~~
in future years will

It provides in the ordinary Annual
Estimate under the Railway Act,

and in his understanding also that
the Govt will not sanction the expenditure
of any part of the balance of the £23,000
on works other than those now specified
without obtaining the authority of the Sigs.

The £23,000 forms part of the Capital
Funds provided for the equipment of the
Railway, and so long as it is spent on
such purposes I do not think that
the Treasury should mind whether it is
spent in one way or another

Done W. 3

1878 2/4 H. J. 3/1

* See
balance
over at
£14,650
now held
for the

may be found to be necessary in the
near future. I think

I think that he may put his proposal
to the Treasury in his understanding that
the funds required for ballasting ~~will be~~

~~part of the ordinary revenue~~ ~~on the ordinary~~
in future years will

be provided in the ordinary Annual
Estimate under the Railway Vote.

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the proposal has sanctioned the expenditure
of any part of the balance of the £23,000

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Done Dec. 3

1878 2/4

H. J. 3/1

* I have
balance
over of
£14,650
has been
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MAR 12

GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA.

February 19th 1912.

EAST AFRICA PROTECTORATE.

No.110

Sir,

I have the honour to submit for your favourable consideration copies of letters received from the Manager of the Uganda Railway requesting funds for certain works required in connection with the expansion of trade at the Port of Kilindini.

Manager, U.R.
Jan. 27th

do. do.
Jan. 31st

do. do.
Feb. 8th

2. The matter was discussed in Executive Council and in view of the imperative necessity for putting in hand at once a portion of the works in question it was recommended that a start should be made immediately with the construction of the barracks at Kilindini, estimated to cost £4,800. I have authorized this accordingly and trust that my action will meet with your approval.

3. The rest of the works are almost equally important and it would seem in the face of Mr. Currie's arguments that it is quite impossible to postpone them without involving ourselves in very grave difficulties owing to the inevitable congestion of traffic which must take place at Kilindini unless the necessary facilities are immediately provided. As an illustration

THE RIGHT HONOURABLE

LEWIS HARCOURT, P.C., M.P.;

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.

of

of the urgency of the situation I attach a table drawn up by the Manager showing the increase of staff between 1909 and 1912.

4. The ballasting of the line from the funds provided for which it is proposed to meet the necessary expenditure, is not a matter of very pressing importance and can very well stand over for the time being whereas the demands now made cannot possibly be postponed without risk of dislocating the whole commerce of the country.

5. The situation is not one with which we have any reason to be dissatisfied provided that the proper measures are taken without delay. The volume of trade passing through the port has increased beyond our anticipations and this may be regarded as a legitimate cause for congratulation. The only danger is that a sudden expansion of business such as this may find us unprepared with the funds immediately necessary to meet the exigencies of the moment and I would therefore ask that I may be authorized to utilize the whole of the £23,000 still remaining on the ballasting vote for the execution of such services, as I may deem desirable, on the same lines as those sanctioned by the Lords Commissioners of His Majesty's Treasury in the case of the £79,000 expended on Capital Account vide your despatch No. 624 of the 26th of October last.

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


GOVERNOR.

to
Lucas
33942

ADMIRALTY
RECORD OFFICE, LONDON

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to
meas
33942
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I have the honour to be,
Sir,
Your humble, obedient servant,

[Signature]
GOVERNOR.

INCLOSURE *no. 1*

In Despatch No. 110 of 19 2 1912

C O 241
18014
REC'D
16 MAR 12

General Manager's Office,
Kairoi 27 January 1912

No. 73
1440

Sir,

There are a few very urgent works which have to be carried out and which I contemplated would be done during 1912-13 out of funds to be provided as usual in the estimates for the Railway under "Extraordinary Expenditure".

When the estimates for 1912-13 were being prepared I was informed that only £15,000 could be provided under this head viz:

Luzira Pier	£ 2,000
Lake Steamers	13,000
Total	15,000

so no funds are available for these works.

2. The following is a list of them:-

- (1) Unclaimed funds round Kilindini £ 1400.

I have already on several occasions reported that the Africans and Indians living near

Kilindini

The Honourable,
The Chief Secretary
to the Government,
East Africa Protectorate,
Kairoi.

Kilindini make the whole yard a thoroughfare. This makes it very difficult to prevent pilferage from our stores and Loco yards and to regulate our passenger traffic on the local trains; in addition, and this is far more important, there is always imminent danger of fatal accidents. I considered this work so urgent that I ordered the material from here last year and it is now in the country.

(2) Unobtainable fencing at Changanwe £500

The same remarks I have made above for (1) apply to this also. We had a corrugated iron fence round Changanwe but it is old and rotten and falling down. This work is very urgent.

(3) House at Mombasa £500

Vide Secretariat Minute Paper No. 200/11 dated 27.4.11
I have no funds available from which this sum can be taken.

(4) Doubling line Mombasa station to points

leading down to Kilindini beach a distance of
1½ mile £2000

The traffic on the main line between Mombasa and Kilindini station is so constant that we are unable to develop a local traffic between Mombasa and Kilindini pier. It must be remembered that the Loco and carriage sheds are at Kilindini so that in addition to goods, passenger and local trains, train engines, shunting engines, empty vehicles etc. have constantly to be running between Mombasa and Kilindini

To double the line between the points as shown on the plan would greatly facilitate work between Mombasa and Kilindini pier and would enable us to earn a reasonable revenue on local passengers especially when steamers are in port.

(5) Further house accommodation at Port Florence £2000

We are already very much overcrowded at this place and we have another steamer and tug on order which means more Officers, Engineers and staff. Also the ever increasing traffic necessitates accommodation for more clerical and mechanical employees; it is absolutely essential that this shall be provided.

(6) These several items total as follows:-

(1)	£1400
(2)	800
(3)	850
(4)	2000
(5)	2000
	<hr/>
	£8050

(7) The Superintendent of Way & Works and I have been carefully through the proposed distribution of monies voted for Nagadi vide my letter No. 227/M.S dated 4. 12. 11 and the distribution of the £20000 of Capital money vide my letter No. 213/140 dated 9. 11. 11 and we are unable to alter these to enable funds to be allotted for these works. I am therefore obliged to make the following recommendation.

Out of the £22,700 sanctioned in Treasury despatch No. 2951/05 dated 2.3.05 for ballasting the line (Capital Estimate No. 25) will on 1st February 1912 have approximately £22,000 still unexpended. This money is required for this purpose as we have still a great deal to do but on account of the stress in traffic in connection with the Nagadi material and probable scarcity of labour on account of the construction of that line the Superintendent of

My Works does not anticipate that he will be able to do much work against this estimate during the next 12 months. I propose therefore carrying out the 6 works enumerated in para 6 and changing them to Capital against this estimate and later on i.e. 2 or 3 years hence after we have expended the balance of the estimate on ballasting providing for the money now diverted in the ordinary annual estimates under "Extraordinary Works".

(8) If His Excellency approves I do not consider that the prior sanction of the Colonial Office is necessary. In para 2 of the Treasury Letter No. 17830/1911 dated 20.10.11 (46) of Secretariat Minute Paper No. 1808/1908 in connection with the £75,000 of Capital money the Lords Commissioners of the Treasury agreed to leave the details of the expenditure of that sum to His Excellency's discretion subject to his reporting each ^{work} as sanctioned. I consider therefore that it will be sufficient if His Excellency accords his sanction to my proposal and reports it to the Colonial Office.

I have the honour to be,

SIR,

Your obedient servant,

54/- H.A.S. Currie.

Manager,
Ghana Railway.

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INCLOSURE 20.2
 In Despatch No. 110 of 19.2.1912

C. O
8014
REC'D MAR 12

General Manager's Office,
 Nairobi 31 January 1912

No. 251
 140

Sir,

Since writing my letter No. 23/140 of the 27th. instant I have been to Mombasa and have been thoroughly into the working of the Kilindini pier with the Honourable the Chief of Customs.

2. To enable us to carry out the working efficiently it is absolutely essential that I increase my staff considerably and to enable me to do this I must have quarters for them at Kilindini.

3. I propose therefore to take another \$4000 from Capital Estimate No. 50 making with the items referred to in my previous letter a total of \$11,000 and erecting at once a couple of clerks barracks at Kilindini.

The Honourable,

The Chief Secretary

to the Government,

East Africa Protectorate,

Nairobi.

4. I regret having to do this because this money will be required for ballasting but I can run the risk of failure at Kilindini which if it occurs will block our whole system and give a set back to the whole country.

I hope therefore that His Excellency will approve my proposal and thus enable me to let contracts at once for these buildings.

I have the honour to be,

Sir,

Your obedient servant,

Sd/- H.A.F. Currie.

Manager,
Uganda Railway.

In Despatch No. 110 of 19. 2. 1912

C.O.
8014MEMORANDUM

247

When it was decided that the Railway Department should be responsible for the working of the wharftand sheds at Kilindini, I anticipated that at first only a small proportion of the general trade of the country would be dealt with at Kilindini and that the bulk would still go to Mombasa. I therefore anticipated that any rate for the first year we should be able to deal with the general trade of the port and the Magadi material by working during daylight only.

In this I find I have been mistaken. A larger proportion of the general trade than I anticipated is coming to Kilindini and both imports and exports are increasing more rapidly than could have been foreseen. Moreover the fact that the bulk of our imports now arrive in large quantities once or twice a month in British boats instead of as formerly distributed over British and German vessels renders it more difficult to give quick despatch and the result is that I am obliged to increase my staff so as to be able to work double shifts.

As already stated I had hoped to be able to cope with the work by single shifts for the present year the double shifts ^{not} becoming necessary until 1913 and had intended including provision for the extra quarters required in the estimates for 1912-13 so that they could be built and be ready by say the end of 1912. Unfortunately no funds could be entered in my estimates for 1912-13 for this work and, as explained above, the urgent necessity for them has arisen sooner than I anticipated. I can find no quarters for the men elsewhere and it is now a question of providing them at once or endangering the working of the port. In my opinion

opinion it is a matter of the greatest urgency.

I must explain that I have been for several years short of quarters for the ordinary staff at Kilinidini and have each year been pressing for funds to provide more but have been unable to secure sufficient.

A certain amount has been allocated out of Magadi money for staff required for this particular traffic but not nearly enough to meet all requirements.

The numbers of engine drivers, stokers, mechanics, guards, clerks, &c have of necessity very greatly increased with the increase in the number of trains run and traffic dealt with and instead of always having quarters available for new hands, I have been obliged to keep my staff below what is efficiently required because of my inability to house them.

I am now paying the penalty and the trade of the whole country is in danger on account of false economy in this respect.

I may here remark that this applies not only to Kilinidini but to Mairoci, Port Florence, Makindu, Nakuro and Voi and although I am doing my best with such funds as I have at my disposal I foresee that I shall have to make further demands in the near future.

As regards the £2,000 for doubling the short length of the line at Mombasa I can only add to what I have already said that we have at present to use three shunting engines daily: one at Mombasa, one at Kilinidini station and one on the pier. When the line is doubled two engines will be able to do the shunting thereby releasing one for the main line work; a very important matter when we are using every engine available. A saving in about £800 a year will also be effected in reduction of shunting charges.

The £2,000 for quarters at Port Florence is also

absolutely necessary. To erect the new steamers I shall require a large number of mechanics and after their work is done I want increased staff to work the boats. I have no quarters available, in fact we are already overcrowded at this port. Proper houses ~~for~~ are essential; as we provide suitable stone houses for our men their health improves and this is a very important matter.

Two of the other items are matters of public safety and the house at Mombasa is to meet current requirements and provide accommodation for staff for deep water pier.

I would like to emphasize the fact that the Railway is greatly understaffed in all departments, considerably below the margin of efficiency and safety and I am unable to rectify this until I get houses into which I can put new men.

Nairobi,
February 8th 1912.

Sd/- H.A.F. Currie
Manager,
Uganda Railway

Staff on the Uganda Railway excluding
other Departments subordinates only.

Africans- Loco and Marine Departments include

200

Engineering Dept.			Marine Department.			GRAND TOTAL	TRAIN MILEAGE	
Mechanics & artisans & all other staff	Clerks & Draftsmen	P.W.I's Overseers Surveyors and other subordinates	Officers & Engineers	Foremen & Clerks	Mechanics & all other Indians			
445	17	30	27	9	95	963	702,856	1908-1910
560	16	33	28	12	112	1162	747,776	1910-1911
784	24	35	29	13	115	1414	1,200,000	1911-1912
900	23	44	30	38	140	1726	1,500,000	1912-13

W.H.
111 19 2 14

Approximate Return of Staff of the Uganda Railway excluding all Indians: other Departments subordinates only.

Africans. Loco and Marine Departments include

Dept.	Accounts Dept.	Loco Dept.	Engineering Dept.				Marine Department.			GRAND TOTAL	TRAIN MILEAGE	
			Clerks & Foremen	Drivers and 1st. Class Firemen	Mechanics & artizans & all other staff	Clerks & Draftsmen	P.W.I's Overseers Surveyors and other subordinates	Officers & Engineers	Foremen & Clerks		Mechanics & all other Indians	
179	54	46	53	446	17	30	27	9	95	283	702,856	1908-1910
216	68	46	62	560	18	33	28	12	112	1182	747,770	1910-1911
234	67	53	69	784	24	26	29	13	115	1414	1,200,000	1911-1912
288	94	60	91	900	26	44	30	28	140	1726	1,500,000	1912-13

For
Sole
EAP
J.S.

251
Pressing

15 April 1972

J. Li
J. Li

I am due to transmit

DRAFT.

Account to the
Pressing

Amo 11812

to you, to be laid before
the Lt. of the Pressing,
the accompanying copy of

a drop. From the part of
(between the dockments.)
the EAP, in relation to the

provision of funds for
certain works required in
connection with the expansion
of Park at the Port of
Kibundini.

2. The Governor desires
(1) to be authorized to deploy
the cost, amounting to £1,650,
of the works immediately

HS 12/4
Head 12

to be no 19 Feb. D

Copy for 245. 30 April 1972

agreed out of the
inclosed balance of £23,000
remaining out of the
Capital made provision
for ballasting the line
to be permitted to utilize
the remainder of the
balance in the execution
of such other services
as he may deem desirable
3. The said person
has appointed to his
Deputy the person
whom we most highly
repute, and his business
desires to recommend
these proposals to the

of the Railway on
the understanding that
the funds reserved for
ballasting the line in
future years will be
provided in the ordinary
Annual Estimates under
the Railway Vote, and
on the parties understanding
that the former will
not sanction the expenditure
of any part of the balance
remaining of the balance
of £23,000 (remaining over
above the amount of £11,650
expended for the works last
mentioned) without obtaining