

## Appendix D.

**UGANDA RAILWAY.**

No. 462/20/VIII.

LOCO. SUPERINTENDENT'S OFFICE.

Nairobi, 17th January, 1913.

THE HON'BLE THE MANAGER,  
UGANDA RAILWAY,  
NAIROBI.

SIR,

**PROPOSED EXTENSION OF SHOPS.**

(EXTRACT FROM LETTER No. 462/20/VIII.)

My letter No. 7 dated 2nd January 1913 relating to Engine Power to meet Traffic Requirements present and future.

With the additional Engines now actually on order and in view also of these it is proposed to order extra accommodation in the shops becomes a pressing necessity.

The road way should be closed at the Kisumu side of the shops and a new one opened near the river and in course of time the medical store will also have to be removed. The chief reason for the closing of the road at the present time is to admit of the store yard being shifted to the Western or Kisumu side of the works and given an alternative entrance and exit on to the quarry siding.

The land between the stores and the Nursery will be a most valuable site for a carriage and wagon yard.

All further extensions will most certainly develop to the Westwards and the closing of the road follows in natural sequence of the extension. It would appear then sound to close it now rather than let the matter stand over until the closing becomes imperative as by that time the road traffic may have increased.

Unless the stores are placed on the site proposed no convenient accommodation can be found for their extension as the present store yard and the ground occupied by the 1st Maintenance will be required by traffic and it would be as well to definitely reserve this ground for that Department.

If the stores be shifted to the proposed site the road must go, as, if left, it would mean all articles for or from the shops would have to be taken out on to the public road way and so afford constant opportunity for men to get away from duty even if the invitation to theft were left unnoticed and unavailed.

The scheme may at first sight be thought an ambitious one and one which looks too far ahead but that it is good policy to look ahead as much as twice to four times our present actual necessities has been proved over and over again and must be sound in a new country like this.

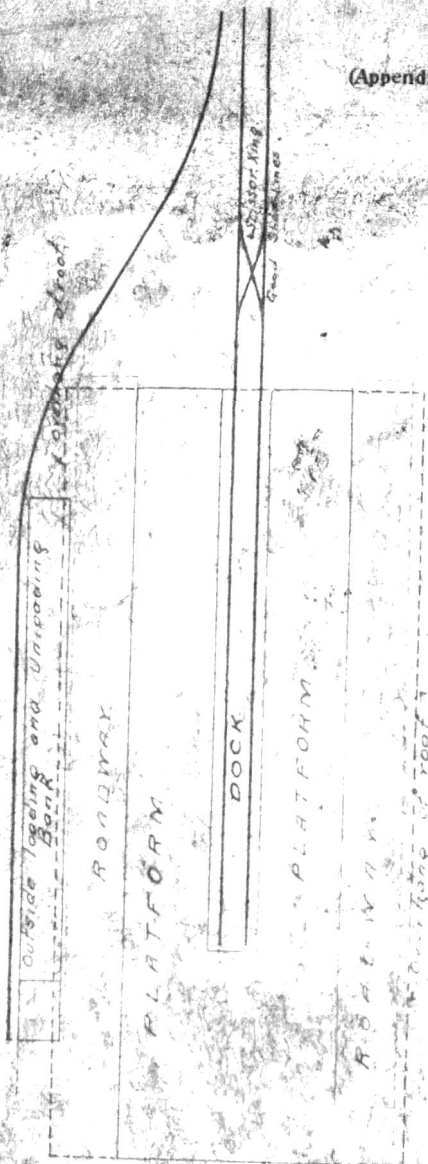
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have the honor to be,  
Sir,  
Your most obedient servant,

W. E. NEVILL,  
*Locomotive Superintendent,  
Uganda Railway.*

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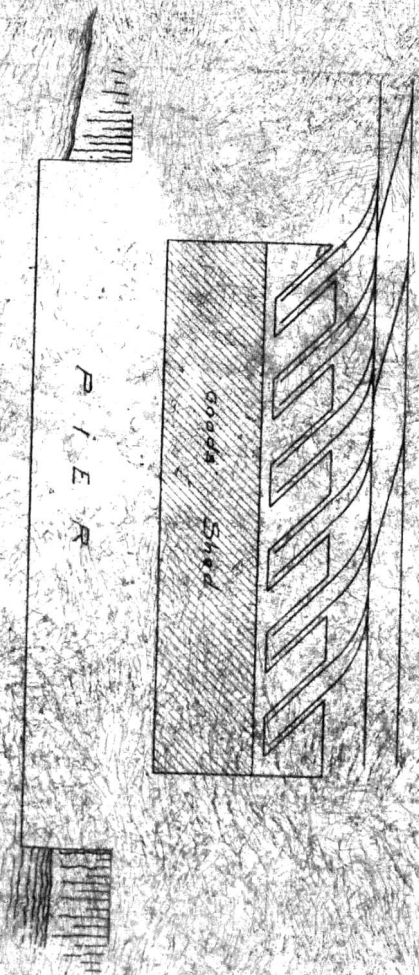
(Appendix E.)



- PLAN OF SUGGESTED GOODS SHED -

ROADWAY

(Appendix F.)



PLAN OF PROPOSED  
GOODS SHED

## (Appendix G.)

## COST OF PROPOSED IMPROVEMENTS.

	Amount.	TOTAL.
	£	£
Mombasa Station ...	20,000	
Kilindini Station ...	3,000	
Kilindini Pier ...	13,200	
Mazeras Station ...	750	
Coast Marshalling yard ...	35,000	
Voi Station ...	500	
Makindu Station ...	700	
Nairobi Station ...	40,000	
Limuru Station ...	200	
Nakuru Station ...	15,000	
Njoro Station ...	50	
Londiani Station ...	50	
Lumbwa Station ...	1,000	
Muhoroni Station ...	6,000	
Kibos Station ...	250	
Kisumu Station ...	3,000	
New Stations on the line ...	8,400	
Kisumu Pier ...	8,000	
Entebbe Pier ...	1,000	
Kampala Pier ...	2,500	
Jinja Station ...	500	
		159,100
Total £		159,100