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Contents

Editorial Notes .................................................. 3
The Mombasa Disaster ........................................... 6
Review—1954 ....................................................... 8
New Lighterage Wharf—Tanga ................................. 10
Behind the Xylophone .......................................... 12
A Year’s Progress—The Western Uganda Extension .... 15
News in Pictures ............................................... 18
Miscellanea ....................................................... 20
Commendations ................................................ 21
“57” Class Locomotives ........................................ 22
Results of Working ............................................. 23
District Notes .................................................... 24
Staff Notes ........................................................ 27
Promotions ....................................................... 30
Sporting News .................................................... 33
Pensioners’ Corner .............................................. 35
Places and Faces ................................................ 36

The cover picture shows to advantage the size of the new Tanga transit shed that services the lighterage wharf opened by His Excellency the Governor of Tanganyika on 18th December, 1954. (See article on Page 12.)
Editorial Notes...

GET IT FROM THE STORES

All of us, no matter what our jobs, will often have heard the expression “Get it from the Stores”. It may only have referred to a bar of soap or a piece of string and it may only have meant that the “Stores” was a cupboard in the Station Master’s or the Foreman’s office. It may have referred to anything from a pin to a connecting rod on a locomotive; or, in fact, any one of some 28,000 items which are stocked and supplied, in the first place, by the Stores Department. Purchase, storage and distribution are the main functions of the Stores Department and may sound a relatively straightforward task. In 1954, however, the Department had to deal with over 740,000 transactions and had a turnover of £29,000,000, so that the task of seeing that what is wanted is available at the time required and at the most economical price, is by no means straightforward.

Last year’s turnover showed an increase of nearly 49 per cent over the previous year and was greatly in excess of any turnover previously attained. Of this increase, £9½ million was made up of capital stores.

The main stores depôts are at Nairobi and Dar es Salaam. There are also smaller stores depôts at Mombasa, Tanga, Mwara, Kisumu and Namasagali, and at various other points on the system there are what are known as Suspense Stores for the use of Civil and Mechanical Engineering Departments. Several railway depôts have their own allocated stores in which are held relatively small quantities of varied types of stores and materials ready for immediate issue to the actual user.

The purpose of this article is not so much to discuss the procurement and handling of the enormous quantities of capital and renewals equipment which have been ordered during the last few years as to show something of the organization required for the supply of the more everyday mundane things which—though not spectacular or necessarily costly in themselves—are still essential to the smooth working of every department of the Railways and Harbours. These are known as recurrent stores items and are all shown in the stores catalogue, each being entered under its main group to ensure that similar types of articles are all stocked in the same sections and under the same broad classification of materials. Such a standard list or catalogue is essential not only for accounting purposes but also for using departments in preparing requisitions and determining whether or not particular requirements can be met by using standard items. Every item has its own class and item number for ready identification, not only by the users, but also by the staff in the stores who have to handle the materials and arrange for their receipt, checking, pricing, issue and recoupmement.

The stores catalogue can never be a static document because, although many thousands of items have, of course, grown up as stock items from the earliest days of the Railways and Harbours, and will always remain, it is constantly necessary to add new items and delete those which become out of date, so that advantage can be taken of the best in modern engineering or other developments.

In such cases the using departments approach the Stores Department with the request that a certain item should be stocked and from their experience they advise the Stores Department what they anticipate the annual requirement of the article will be. A check is then made to ascertain whether the item is completely different from anything already in stock or whether there is in the stores any item which can be used in its place. In the latter case, the using department is asked to make use of the stock item but if there is nothing suitable in stock, arrangements are made to purchase from outside. A decision must then be made on the most advantageous method, from the point of view not only of price but of quality, delivery and source of supply, for example, locally in East Africa or from overseas. To enable this to be done, the requirement is recorded on a “Daily Wants” sheet which is passed to the Local Purchase Section who, in turn, make out a quotation sheet that is despatched to possible local suppliers for quotations. These are considered on
their merits and, if favourable after a comparison has been made with overseas quotations, an order is finally placed with the selected local firm. Large requirements of all materials which are produced in East Africa such as timber, timber sleepers, sand, stone, ballast, beer, mineral waters, coffee, tea, sugar, etc., are usually dealt with by advertisements in the local Press inviting tenders. In these cases, selection of supplier is decided upon by the Tender Board, under the Chairmanship of the Chief Accountant.

Local purchases during 1954 amounted to £3,532,698, of which £1,829,081 was spent on fuel and diesel oil. Annual contracts in respect of catering stores, kerosene, petrol, rations, clothing and cloth, timber, tiles, lubricating oils, etc., account for well over £2 million. Other large items bought locally included hardware (£129,500), motor vehicles and spares (£146,500), cement (£31,000) and explosives (£8,500). Of the total expenditure on local purchases, over £2 million represents locally manufactured articles or produce.

If supply from overseas is considered preferable, the Indent Section prepares and forwards to the Crown Agents for Overseas Governments and Administrations an indent showing the quantity required, the full description and the anticipated cost. The Crown Agents circulate details of our requirements widely to different firms in the United Kingdom and, in some cases, on the Continent or in South Africa and India. On receipt of the firms' replies and where the matter is straightforward, the Crown Agents choose the best offer as regards both price and delivery, but if they are in any doubt they refer the matter back to us for decision. They act as our agents in making the purchase, duly advising us of the price and the delivery promised by the firm. They also arrange shipping and advise when the materials are on the way by means of "progress reports".

When the materials arrive in East Africa, they are cleared through the ports and the Customs department by the stores staff at Mombasa, Tanga or Dar es Salaam, and despatched to the depot concerned. After checking by the Receiving Section, they are then handed over to the individual stores sections for stacking and, where necessary, the using departments are advised that supplies are to hand. Requisitions are then received and issues made in the usual way.

Once an article has become a standard stock item it is not, of course, allowed just to remain at that. Stock records are carefully perused once every two months to ensure that stocks are sufficient not only to meet the needs of departments and to cover any likely additional requirements but also to ensure, as far as possible, that we are not out of stock at any time.

In order to do this we have to fix maximum and minimum stocks and also what is known as an "expedite" figure. Maximum stocks must be sufficient to meet anticipated requirements but not to give us excesses or enhanced stock values. At the same time we have to make sure that we order at the right time so that stocks are not allowed to run out or to fall below the level required to meet departments' needs. This fine balance is essential in order to keep the amount of stocks on hand to the absolute minimum. This work is done by the department's stock control staff, who examine all stock cards in turn to ensure that stocks are sufficient to meet needs. Stock control for most stores items is done on a roster system, but storekeepers have the power to ask for special needs at any time due to a run on the material concerned.

It is sometimes forgotten that any material lying in stores, whether it is a bar of iron or only a pencil or whether that item is in one of the main stores depots, or the suspense stores—or even the Station Master's cupboard —represents money which has been spent and which must not be wasted. For this reason, everyone must take care of the materials which they have to use, whether they be pens, pencils, paper, typewriters, shovels, forks, flags, polish, waste, dusters, even the proverbial pin! So far as any stores are concerned "economy" should be the watchword. If you can make do with anything you have on hand take care that you do not "Get it from the Stores".

[Signature]

Stores Superintendent,
Washington Mission

During the first week of February, the Commissioner for Transport, Major-General W. D. A. Williams, the General Manager of the East African Railways and Harbours, Mr. A. F. Kirby, and the Senior Assistant Legal Secretary to the East Africa High Commission, Mr. J. C. Hooton, left for London where they had preparatory talks with officials of the Colonial Office and H.M. Treasury, prior to proceeding to Washington to take part in the final negotiations for a loan to the East African Railways and Harbours Administration from the International Bank for Reconstruction and Development.

This mission is the culmination of discussions between the International Bank and the East African Railways and Harbours Administration which began in 1952, when an International Bank mission visited East Africa for talks with the Acting Commissioner for Transport, Mr. A. F. Kirby. This was followed by another visit from representatives of the Bank in August, 1953, and finally by a further visit in September, 1954, as a result of which an invitation was received from the Bank for a mission from East Africa to visit Washington. It is hoped that the outcome will be a substantial loan by the Bank to the East African Railways and Harbours Administration to cover part of the £15 million capital funds which are needed during the current year to enable the Administration to fulfil its contracts for the purchase of new locomotives and rolling stock and for large constructional works at the ports and throughout the system.

During his stay in America, the General Manager, Mr. Kirby, is having discussions with the higher executives of some of the American and Canadian Railroads. He has planned to return by air to East Africa via West Africa, where he will have talks with the General Managers of the Nigerian and Gold Coast Railways.

Misuse of Travel Facilities

It is regrettable to have to report abuse of the greatly improved facilities, which the new first class coaches provide, by an unfortunate minority of passengers, even during the short period of time they have been in service on the Kenya/Uganda Line. The number of cases of fittings pilfered or damaged, food stains and cigarette and other burns on the upholstery and carpeting, has been far greater than could reasonably be said to be due to the normal hazards of railway working. In January a Press statement was issued in the hope that by publicizing the details of the more common methods of damage and pilferage occurring the situation would improve. The Press—European, Asian and African alike—responded spontaneously in condemning this inexcusable ill-treatment of coaches, which cost £22,000 each and took seven years to reach East Africa from the day the order was placed. The public joined in this attack on the minority of travellers concerned by contributing “Letters to the Editor” and one editor at least has been so overwhelmed with correspondence on the subject that he has had to publish those fateful words, “This correspondence must now cease”. But has the trouble ceased? No, though there are indications that cases of damage through carelessness and casualness, as against accidental damage, are growing fewer.

Places and Faces

Kahawa Station has been selected as the first subject of the new feature appearing on the back cover. The purpose of this series is to focus attention on places, whether they be sections, offices, stations, ports or depots—and the staff working at those places—that are not heard of very often. It is hoped by this means to increase the knowledge of all employees of how the “other half” of the Administration works and to give those concerned a greater feeling of belonging to the “family”.

1,850 Patrols

It is just over a year since the operation of locally constructed armed rail cars to prevent sabotage of the railway line in the danger zones in Kenya was inaugurated. Since that date no interference to the main line of the Kenya/Uganda section has occurred.

During the first year of operation, 1,850 patrols, manned by railway volunteers, have been run, covering almost 100,000 track miles. Some 200 railway volunteers manned the rail cars and over 120 of them were trained in and passed .303 rifle and automatic weapon tests. Regiments providing armed escorts included the Devons, the Buffs, the Royal Northumberland, the Royal Irish, and the Royal Inniskilling Fusiliers.
The

MOMBASA DISASTER

READERS will be aware that the greater part of the piling under construction for the new deep-water Berth 9 (one of the two under construction which were originally numbered 9 and 10, but renumbered some time ago as 8 and 9) at Mombasa collapsed and fell into the sea on the afternoon of 15th December, 1954. This has resulted in complete stoppage of the work on Berth 9 and in some delay to the work on the adjoining Berth 8. The immediate cause of the disaster was a flow of mud and silt which occurred about the centre of Berth 9 and carried away with it some 140 piles, varying in length from 75 feet to 120 feet, out of a total of 370 piles required for the whole of the berth. It had no apparent effect on the piling or the structure of the adjoining Berth 8.

Immediately following the disaster, steps were taken to attempt to ascertain the cause and to find out if any movement had occurred, or was likely to occur, in the adjoining Berth 8. From soundings and borings taken over the whole site, it is apparent that at Berth 9 there has been considerable movement of the mud, which has moved seaward over the greater part of the area in such a way as to cause a drop in the sea bed level of from 30 to 40 feet. The movement of the mud at No. 8 has been slight. Soil investigations are being made on the site of No. 8 by the Materials Branch of the Kenya Public Works Department, and the results obtained to date show that it is unlikely that a similar mud flow will occur on this site. In view of this, and the fact that measurements taken daily since the occurrence have disclosed no movements on this quay structure, work is now proceeding with the completion of Berth 8 as planned, and it is hoped that this will be brought into use by about the end of May, that is some two months behind the programmed time of completion.

Berth 9 presents a very much greater problem and, at present, it is impossible to say with any exactitude the reason for the disaster, nor can it be decided whether the site is suitable to continue the construction of the quay. The Chief Engineer, Mr. C. T. Henfrey, is at present in London discussing the problem with the consulting engineers and the contractors, and he is also endeavouring to obtain the services of a firm of consulting engineers specializing in soil analysis, who would examine the site and advise upon its suitability for further use. It is unlikely that any report on this can be obtained before July and, even assuming this to be satisfactory, it will take several months to amend the design for the quay to fit in with the new conditions. The best, therefore, that can be expected is the completion of this quay by mid-1956, instead of towards the end of 1955.

In order to assist the East African Railways and Harbours in ascertaining the cause of the disaster and the advisability in continuing to use both sites, a small committee of inquiry was appointed. This committee consisted of Sir Godfrey Rhodes, as Chairman, assisted by Mr. H. R. Bridger, the Nairobi City Engineer, and Mr. F. S. Strongman, the Chief Materials Engineer of the Kenya Public Works Department. The committee took evidence and studied information available in Nairobi, and also spent some days at Mombasa inspecting the site and obtaining evidence from the contractor's and the Resident Engineer's staffs.

The site has been inspected by the Administration's consulting engineers and by members of the contractor's staff from London. None of them was able to suggest a cause of the movement of the silt which fitted in with all the circumstances of the disaster.

The value of the work lost is estimated, very approximately, at £250,000. It has not yet been possible to calculate the cost of completing a quay of alternative design suitable for the new conditions now obtaining at this site.

As soon as the extent of the delay to the new berths became apparent, the Administration made an immediate study of the possible methods of increasing port capacity which might, in the short term, provide alternative facilities to those that should have materialized this year had the subsidence not occurred.

It was considered that additional deep-water berths on the mainland could not be in
operation much before 1958 and the only action promising effective results within a measurable time was the further development of the lighterage capacity of the port. To this end the following steps have been taken: (a) provision of additional shed accommodation at the new lighterage wharf; (b) purchase of additional mobile cranes for fuller exploitation of the new lighterage wharf facilities; and (c) provision of additional lighters and towing craft.

Agreement has already been reached on the purchase and erection of a prefabricated type of shed for the new lighterage wharf stacking ground at a total cost of £50,000, including lighting and other ancillary services. The materials for this shed, which are available in the country, have been acquired, and since the site needs little preparation it is expected that the new shed can be brought into use within six months.

Orders have been placed for six additional mobile cranes—four 6-ton and two 5-ton, at a cost of approximately £31,000. Additional lighters and towing craft are being obtained by transferring lighters and tugs from other ports, accelerating delivery of replacement lighters under construction or programmed for this year, and purchasing second-hand lighters and tugs. Steps have already been taken to transfer two lighters from Lindi and one from Dar es Salaam. Six lighters and two pontoons are expected to become available in the first half of 1955 from new construction already authorized and in hand at Dar es Salaam. Two small lighters of 270 tons capacity in total have been purchased at a cost of £1,000. The replacement of seven 200-ton lighters programmed for this year, has been brought forward and orders placed for them. Extensive inquiries have been made for suitable second-hand lighters and as a result two 400-ton lighters are being purchased from Aden at a total cost of £24,000. These lighters are larger than those normally used for general purposes, but there is no difficulty about their loaded draught and they would be valuable for straight-run cargoes. It is planned to tow them down from Aden to Mombasa before the next monsoon.

Steps have been taken to move one lighter-towing tug from Lindi to Mombasa, and to purchase two small tugs at Dar es Salaam and Zanzibar at a cost of £4,350. These will bring the strength of lighter-towing tugs at Mombasa to the level immediately required to match the increase in the lighter fleet.

Inquiries are still proceeding into the possibility of further development of lighterage capacity by the acquisition of suitable craft.
Annual Review, 1954

This review of the past year is extracted from the General Manager’s foreword to a “popular edition” of the Annual Report for 1954 that is shortly to be published, price one shilling.

The year 1954 had a somewhat unpromising start for the Railways and Harbours, largely due to the after-effects of drought and and famine in Tanganyika, the Emergency conditions in Kenya where terrorists made several attempts to sabotage the railway, and the political uncertainties in Uganda. However, by the middle of the year traffic results showed a brighter trend and the year’s final results were very little short of expectations. The rains were favourable to most crops and, despite the continuing Emergency in Kenya, industrial and agricultural expansion continued unabated—indeed, at the close of the year there still remained a large unsatisfied demand for shipping space from Great Britain and elsewhere for capital and consumer goods for East Africa. The prices for such staple exports as cotton, coffee, wattle bark, tea and other products, although they eased in some degree, remained favourably high and encouraged brisk trading conditions. Exports of sisal were maintained despite a fall in prices.

Costs continued to increase. There was an overall rise in material prices and the turnover of stores rose from £19.5 million to £29 million, the highest figure ever attained. The major increase in costs, however, was in wages and salaries which, as a result of the acceptance of the Lidbury Salaries Commission’s proposals, will increase the Administration’s wage bill by approximately £1.1 million a year. Other increases in costs arose from the Kenya Emergency conditions and the greater train mileage worked. Expenditure (after accounting for current renewal contributions and the higher interest payments and redemption charges directly arising from the Capital Development Programme) rose to £16.85 million, some £2 million higher than in 1953, but only £1.34 million was available to meet the essential requirements for Betterment and other reserve funds. The Ports showed no margin above costs and nothing was available to overtake the shortfall in the Renewals Fund, nor was it possible to allocate any revenue towards the much-needed improvements in port facilities.

Railway Services

The deadweight tonnage of goods moved over the railway, inland marine and road services in 1954 was 3,530,000—an increase of 136,000 tons over 1953—with an average haul of just over 300 miles.

In Kenya rail clearances of imports from Mombasa showed a slight decline, due partly to a decrease in cement imports, but export traffic for Mombasa increased by some 13 per cent to 686,000 tons.

In Tanganvika, traffic on the Central Line increased slightly and there was heavy movement of imports and exports through Dar es Salaam during the last part of the year. A noteworthy feature was an increase of 33 per cent in traffic moving over the Central Line for the Belgian Congo. On the Tanga Line traffic was maintained generally at the 1953 level, but there was an increase in the tonnage of export sisal.

Train mileage on movement of public traffic rose from just under 8 million in 1953 to 8.21 million in 1954, reflecting the greater
volume of work and the increase in the number of locomotives in service. On the railway, inland water and road services as a whole, ten million miles for public traffic increased by 41 million to 1.270 million—a record figure for the system.

Five million one hundred thousand passengers were carried, 700,000 less than in 1953. This deterioration was almost entirely due to the Kenya Emergency conditions, which necessitated the cancellation of night trains through danger zones for several months and restricted the movement of the peoples of the disaffected tribes. Fortunately, a recovery had started towards the end of the year and if this continues, 1955 should show better results, particularly as additional coaching stock, including the new lightweight first class coaches, is now available. The fall in upper class travel was reflected in a decline in receipts from the Hotels and Catering Services, although Hotels proper showed improved results in 1954.

**Harbour Services**

Total Imports and Exports through all East African ports amounted to four million tons in 1954—very slightly more than in 1953—but within these figures there were considerable variations between ports. At Mombasa it was necessary to continue the restrictions on the quantity of imports which could be handled, with the result that import tonnages did not increase, although there was a slight rise in export tonnages. At Tanga the total tonnage handled decreased slightly. The total tonnage passing through Dar-es-Salaam was almost 800,000—a record for the port. In the Tanganika Southern Province the opening of Mtwaru reduced the traffic passing through Lindi, but taking both ports together the total tonnage handled increased by about 6 per cent.

**Road Motor Services**

Traffic also improved on the road services, where 75,000 tons of goods and 345,000 passengers were carried. These were carried by the Administration's own fleet and without recourse, as in previous years, to hiring of vehicles.

All-in-all 1954 was a difficult year, not only because continued delays in the delivery of equipment slowed down the planned increase in transport capacity, but also because of an inevitable deterioration in operating efficiency resulting from the Emergency conditions in Kenya whereby many key European personnel were called up for service with the Security Forces and upwards of 2,500 African staff were lost because of their suspected connexion with subversive movements. Many of the latter were skilled footplate and operating personnel.

Despite these difficulties, most traffic demands were met, including a considerable movement of military traffic and special trains for the Security authorities; towards the end of the year there were few outstanding demands anywhere on the system, with the exception of Mombasa, where it was still necessary to regulate the arrival of imports. At the close of the year the high hopes of lifting these restrictions by the middle of 1955 were dashed by the disaster at the site of one of the new deep-water berths. (Described on the previous pages.)

The difficult conditions in Kenya were also reflected in the slowing down of development works because of labour shortages and the lack of experienced technical, professional and supervisory staff, of whom a number were serving with the Security Forces. The recruitment of such staff continued to be a serious problem, as was also the dilution of operating staff by inexperienced short-service employees who had to be engaged not only to replace experienced men lost to the Security authorities, but also to cope with the expansion in traffic. It is hoped that the introduction of the improved salary scales recommended by the Lidbury Commission will improve the prospects of recruitment of trained personnel from overseas and, at the same time, an intensive drive is being made to add to the capacity of the various training schools, with a view to increasing local recruitment for technical posts.

The majority of the delays in development works were, therefore, due to physical rather

[Continued on page 32]
The New Lighterage Wharf—Tanga

On 18th December, 1954—at the breaking of the East African Railways and Harbours' flag—His Excellency the Governor of Tanganyika, Sir Edward Twining, K.C.M.G., M.B.E., officially opened the new lighterage wharf at Tanga—the second of the opening ceremonies at Tanganyika ports at which His Excellency had been called upon to officiate within six months.

ON his arrival in the port area, His Excellency inspected a Guard of Honour formed by a Tanganyika Police detachment, after which port staff and some of the people who were engaged on the construction of the new wharf were presented to him. Among those present were Mr. A. H. Earley, O.B.E., the Chief Ports Manager of the East African Railways and Harbours, and Mr. H. T. V. Church, Harbour Master, Tanga, and on the construction side, Mr. M. T. Mackie, Resident Engineer; Mr. J. A. S. Shiels, Assistant Engineer; Mr. C. L. Staggs, General Foreman of Works; Mr. D. E. G. Collins, Inspector of Works; Mr. K. Nielson, Workshops Foreman; Mr. M. A. Wells, Permanent Way Inspector; Mr. R. F. Horsfall, Office Superintendent; Mr. Waryam Singh, Surveyor; Mr. Gurdial Singh, Senior Overseer; Mr. Tulissidas Vadgama, Senior Artisan; Mr. Daudi Abdullah, Piling Chargehand, and Mr. Mwina Juma, Senior African Headman.

The official party then proceeded to the specially constructed dais from which Major-General Williams, C.B., C.B.E., Commissioner for Transport, welcomed the Governor and the large gathering of people of all races who had been invited to witness the event. Recalling the Governor's speech at Mtwara when he referred to the port as being “a splendid new palace from which the young Princess Cinderella could step out and welcome a brave new world”, Major-General Williams said: “Here, rather, we are providing an elegant and commodious residence for a prosperous and distinguished lady of society”.

“The old port of Tanga has been well established and self-supporting for over half a century, but it was getting ancient and decrepit and its present condition could not have lasted very much longer. Fortunately, we have forestalled that danger and this new facility, which will be opened to-day and which provides a working length of 700 feet as against the 550 feet of the old quay, with its new shed, its modern gear and its spacious yard and marshalling facilities, should provide a capacity half as large again as the original installation and just in time.”

“The old quay apron has indeed reached the state of not being able to withstand the installation of modern port equipment, but to rebuild it as a continuous quay would be an extremely costly project and one that really could not be justified. On the other hand, the sheds and the rail facilities are still perfectly sound and it would be a tragic waste to fail to make use of them. We have given a great deal of thought to this problem and have decided that the answer is not to reconstruct the quay, but to provide a number of stub-head jetties, on which will be installed a long jib crane which can plumb between the lighter and the shed door and so permit working through the shed in either direction. This can be done at a very reasonable cost and will enable the old installation to be worked, at something not far short of its original capacity, for many years to come, and we hope to proceed with this scheme in the not far distant future.”

Major-General Williams also spoke of the plan to add a sisal warehouse to the overall
layout—"sisal being the key commodity and the life-blood of this port".

In his reply, the Governor expressed his regret at the absence of Mr. E. F. Hitchcock (now Sir Eldred Hitchcock), saying that it was to him that much of the credit for these new port facilities was due "because he has persistently, forcibly and sometimes loudly in public and in the Transport Advisory Council, criticised the inadequacy of the port and railway facilities at Tanga and its hinterland".

"What you are seeing to-day", said Sir Edward, "is only part of the whole scheme which the East African Railways and Harbours are undertaking, because this great organization, of which everyone in East Africa should be proud, is also engaged on major works on the Tanga line, including regrading and realignment. This in itself will greatly increase the capacity of the line and should quicken the movement of traffic, but, in addition to this, the braking system has now been converted to that used on the main line in Kenya and Uganda which will permit the interchange of rolling stock and thus will enable reinforcements to be sent to the Tanga line when required."

Sir Edward urged exporters, importers and all other users of the railway in Tanga and the Northern Province to give careful study to the advantages of using the port of Tanga instead of Mombasa and pointed out that he thought it would be a great help if the railway could quote the same freight rates for traffic from Arusha and Moshi to Tanga as to Mombasa. He also referred to the various projects in hand in the Province, mentioning ranching and coco-nuts, and the considerable interest that is being taken in the cultivation of tea in the Usambaras, also the important new Dutch enterprise which hoped to establish cocoa as an export crop.

"Let them turn their eyes to Tanga and regard it as their port and make use of the efficient service which the East African Railways and Harbours are providing", continued Sir Edward. "We do not want a situation in which the Railway authorities can turn the tables on the critics of the past and be able to say 'We are now providing the services but you are not providing the traffic.'"

When His Excellency broke the East African Railways and Harbours' flag over the dais signifying the opening of the lighterage wharf
a locomotive, pulling flat wagons loaded with sisal, travelled slowly along the new wharf wall towards a lighter, into which these, the first bales of sisal to leave the new wharf, were loaded.

In an address during the official luncheon, Mr. A. F. Kirby, General Manager, revealed that the East African Railways and Harbours had received a loan of just over £2,250,000 from the United States Foreign Operations Administration to assist in financing port developments in East Africa. Some of this money had gone into the construction of the new Tanga port.

The Railways, he said, were continuing active development in Tanganyika as transport was considered the most important factor in the Territory’s economy.

Mr. Kirby also strongly supported the view that the new port should in future be used more extensively by the Northern Province for both imports and exports. He said that the difference in railway transport costs between Moshi and Tanga and Moshi and Mombasa was negligible and he doubted very much whether these costs were the governing factor. He therefore recommended that shipping interests in Tanga should give close attention to providing a service which would attract the Northern Province trade through their own port.

After the luncheon, Mr. Kirby presented the Governor with a scale model of a 200-ton fighter as a souvenir of the occasion. The model which was made in the Mechanical Workshops, Nairobi, and which was mainly the work of Swarn Singh and Harnam Singh, is 15 inches long; the hatches are removable so that the model may be used as a rose bowl and, in presenting it to the Governor, Mr. Kirby expressed the wish that Lady Twining might be allowed to use it for this purpose at Government House, Dar es Salaam.

Before leaving the port area His Excellency inspected an exhibit of new and old rolling stock and spoke over the new inter-port radio communication system to Dar es Salaam and Mombasa—thus inaugurating the service.

So concluded yet another port development undertaken by the East African Railways and Harbours to provide increased facilities for East Africa’s growing economy.
Lumbwa; refreshment rooms at Kilindini, Mombasa, Maktau, Mziba and Nairobi. To do this they employ 600 staff of all races. In 1954, they supplied, amongst other things, 1,033,698 meals, including 624,436 à la carte items, providing a service that is essential to the comfort and wellbeing of the traveller and therefore to the Administration's good name.

Meals are planned to set standards adapted according to the supplies that are expected to be available. Prices are kept as low as possible to help the lower-income group travellers.

Food supplies are distributed from all the principal centres. Other items, with the bar and dry provisions, go from central or branch stores. In a central factory, mineral waters and ice are made.

Although the store spaces on trains and ships are small, every item has to be carefully checked and safely stacked away before the journey starts, knowing that once on their way there is small hope of picking up satisfactory supplies elsewhere because most of the long-journey routes traverse undeveloped country. Items for sale are limited to those in brisk demand. Supplies vary with the seasons, and tinned provisions are used only when fresh commodities are unobtainable.

Nearly 90,000 sets of bedding were issued on trains during 1954. Each clean set of bedding is sealed and a history kept of its travels until it returns after use for the sheets and pillow-cases to be washed and ironed and

It was announced this month that a curry dish is to be added to all main meals served on trains and steamers and in hotels, dak bungalows and refreshment rooms belonging to the Administration. This announcement is a reminder of the work done by a branch of the East African Railways and Harbours that is usually very much taken for granted—the Hotel and Catering Services.

Lunch is served in a dining car on the Central Line, Tanganyika

A view of the cold buffet and some of the catering staff who were responsible for preparing and serving it, taken on the occasion of the ceremonial opening of the new lighterage wharf at Tanga last December
the blankets, pillows and mattresses fumigated before again being issued.

Over 19,700 people were accommodated at the three hotels and dak bungalows during 1954 and this year has seen no lessening in the usual large numbers of letters of appreciation received from guests. Considering that the maximum accommodation available is for 147 persons, it will be seen that few slack periods are experienced through the year.

Amongst other less known services obtainable on trains and ships and at hotels are the supply upon payment of playing cards, post cards—and this magazine.

There are interesting varieties in the work and the Catering Services have had the honour of planning and arranging food supplies for the hunting safari of H.R.H. the Duke of Windsor (then Prince of Wales), the train journey for Their Royal Highnesses the Duke and Duchess of Gloucester and, at the Royal Lodge, Sagana, for Her Majesty the Queen when she came to Kenya as Princess Elizabeth with His Royal Highness the Duke of Edinburgh. Most of the distinguished persons who travel are catered for in special saloon coaches to which private kitchens are attached. There have been sad occasions, as for example during the war, when large numbers of destitute refugees had to be fed while they were being transported through the Territories. Vast numbers of troops have been fed, special celebrations have been arranged for large numbers of people in out-of-the-way places and, most of the time, the Hotel and Catering Services are stretched to the limit of the organization to meet the varied demands in all parts of Kenya, Uganda and Tanganyika.

What of the future? At the present time work has started for a plan for the extension of the Masindi Hotel, another for demolishing the outside rooms of the Tabora Hotel and building a new wing, and yet another for the building of a new wing at the Dodoma Hotel. The possibility of taking over an existing building elsewhere for rebuilding as a Railway Hotel on an important bus link is being investigated. A new twin-unit restaurant car will soon be on its way from England, buffet cars combining service for upper and third class passengers are being designed for construction in the Railway Workshops and an experimental third class buffet car will soon be brought into service. Emphasis is increasingly being placed on the provision of catering services for third class passengers, who form 95 per cent of the passengers using the East African Railways and Harbours system.

On the equipment side also, new plans are afoot. Soon designed crockery in maroon and cream—the livery of the East African Railways and Harbours—incorporating the symbol of the xylophone, will be coming into use. Cutlery and glassware and napery are also being redesigned and consideration is being given to dressing the stewards and waiters in smarter uniforms. The xylophone—at the call of which travellers are summoned to meals throughout the system—is being adopted as the sign of the East African Railways and Harbours Hotel and Catering Services. Wherever this sign is to be seen, the traveller—by rail, road or lake steamer—will be sure to find good service at moderate cost.

An artist's impression

of Masindi Hotel

in Uganda
A Year's Progress—
The Western Uganda Extension

This article reports the progress which has been achieved since our last article appeared in 1954 and the work which remains to be carried out during 1955.

At the beginning of 1954, the first 45 miles from Kampala to Mityana were operating under open line conditions, and departmental and contract staff were actively engaged on all phases of construction between Mile 45 and Mile 196 at the western end of the Lake George Swamp. Their progress during 1954 can conveniently be reviewed in eight separate sections.

Mile 45-90 (Mityana to Musozi)

All earthworks, pipe culverts, and bridges on this section were undertaken by departmental means and the work was completed in the first half of the year, thus releasing earth-moving equipment for work on sections further along the extension. The erection of Myanzi and Wamala stations, and intermediate maintenance gang landies was completed up to Musozi, where the building of the station and staff quarters was undertaken by Messrs. Stirling Astaldi, Ltd. All of these works were completed by the third quarter of the year, only three wayside maintenance landies remaining to be erected by the end of 1954.

Mile 90-155 (Musozi to Bihanga)

Messrs. Stirling Astaldi, Ltd., who were given the contract for the building of the formation and bridges between Mile 90 and 150, made such good progress that their work was further extended during the year to Mile 155 at Bihanga Station. All formation and bridging was completed early in July. They also undertook the construction of station buildings and staff quarters at Nkonge and Kasambia Stations, and completed this work early in September. Departmental work on this section is confined to the erection of wayside maintenance landies and crossing stations. By the end of the year, all permanent buildings up to Nkonge had been completed and work was proceeding west of that station in accordance with the revised programme of works for building construction. The section from Mityana to Nkonge was opened on 1st February, 1955.

It was considered advisable during the year to reconsider the plan for the erection of permanent buildings at station and maintenance gang sites ahead of platelaying. This involved the transport of building materials of all descriptions by road vehicles over different roads and posed the problem of constructing and maintaining access roads through...
the bush to widely scattered sites. After full consideration it was decided to postpone all building work west of Nkonge until such time as rail access to each site was available. The main factor which led to this decision was one of economy. Building work west of Nkonge will, therefore, be so phased as to proceed behind rail head with construction trains delivering to each site their requirements of building materials, water and rations.

Mile 155-163 (Bihanga to Mpanga River)

When work was sufficiently advanced, a departmental earthmoving unit was transferred in February from the Section Mile 45–90 to Bihanga for work on this section. This unit, consisting of six tractors and scrapers and auxiliary equipment, made such good progress that the assistance of convict labour gangs established on the section was required for a shorter period than anticipated. Their services were therefore dispensed with and the camp, which had been erected for their accommodation, was sold to the Tsetse Control Department as a base camp for their staff engaged upon the eradication of tsetse fly along the Katonga Valley. The building of the formation and the installation of culverts began in February and was completed in July.

Thus by July a continuous formation was achieved from Mityana at Mile 45 to the Mpanga River at Mile 163. The remaining impediment to platelaying on this section is the erection of bridge girders. This is in hand. All the necessary steelwork has been fabricated and the completed girders are in stock in the Stores Depot at Kampala, whence they are transported by construction train as and when required.

Mile 163-189 (Mpanga River to Dura River)

The formation, culverts and bridges on this section are being constructed by the contractors, Messrs. George Gascoine, Ltd., who have been heavily engaged on this section throughout the year. Completion is at present scheduled for May, 1955. The first work to be done on the section was the construction of abutments for a 60 ft. girder bridge to span the Mpanga River, from where the line climbs through moderately light to heavy country around the southern shoulder of Kabuga Mountain to Kamwenge Station at Mile 170. From Kamwenge Station the descent of the escarpment begins and the alignment runs through very heavy earthworks to the arch culvert which takes the line across the Dura River at Mile 189.

The excavation of cuttings on the escarpment has entailed very heavy work in rock sections and as the work proceeded during the year, it became apparent that the amount of rock being encountered would exceed the expected quantities. A further impediment to progress has been the condition of the rock found in some of the deeper cuttings. Here, the alignment is crossing the main fault lines of the Rift Valley formation and the rock has been found to be heavily faulted and cracked by earth tremors. In certain cuttings heavy rock falls have necessitated reduction of the slopes of the cuttings and the benching back of those more heavily faulted. All these extra works have put back the anticipated completion date, and investigations are proceeding into the possibilities of a temporary construction "cut-off" diversion which would by-pass certain sections of the work and so enable railhead to proceed to Kasese.

Section Mile 189-192 (Dura River to Lake George Swamp)

On completion of the formation on section 45–90, the remaining departmental earthmoving unit was transferred to this section in March. Good progress can again be recorded and the formation, culverts and bridging were completed by the end of January, 1955. The completion of this section marked the ending of the work of departmental earthmoving units on the Western Uganda Extension. They are in the course of returning to Nairobi for overhaul before proceeding to work on other parts of the system.

Mile 192-199 (Lake George Swamp to Mobuko River)

This section covers the swamp bank construction and three miles of light embankment to the Mobuko River bridge at Mile 199.

Construction of the swamp bank has proceeded steadily throughout the year and the bank-heads advancing from the east and west banks will meet and be joined during May, 1955. After this the remaining formation to link up the swamp bank to the section beginning at Mile 199 will be undertaken. The construction of the swamp bank bridges has suffered from several unforeseen delays. Difficulties have been experienced in obtaining experienced staff to undertake the work and the task of sinking foundation cylinders into the swamp bed has taken longer than expected. The bridges will, however, be finished in time to permit the uninterrupted progress of railhead across the swamp.
It is proposed to mark the occasion of the junction of the swamp bank construction work by a ceremony to which the local Administration and Chiefs will be invited, together with the staff engaged on the construction work. It has been suggested that the ceremony might take the form of a formal closing of the bank by the tipping of earth from the last light-gauge train. The occasion will, in any event, mark the successful conclusion of a work of pioneering of which the Railway staff concerned may well be proud.

**Mile 199-209 (Mobuko River to Kasese)**

The earthworks and bridges on this section were originally planned to be carried out departmentally but have now been let to contract. This decision had to be taken because of the great difficulties encountered in obtaining suitable staff for the construction of bridges and the need to return department earth-moving equipment to works awaiting them on other parts of the system. Completion of the section is anticipated by May, 1955.

The construction of Kasese Station buildings and staff quarters is also being done by contract. Work is well in hand and should be completed by May, 1955.

**Platelaying**

Railhead reached Nkonge Station by the end of 1954 and the section from Mityana to Nkonge inclusive was handed over for open line operating on 1st February.

Platelaying was delayed on several occasions during 1954 because of the difficulties experienced with water supplies along the valleys of the Nabakazi and Katonga rivers. It was originally expected that adequate water supplies could be obtained from these two rivers, but it became apparent at the end of 1953 that this was not so, and alternative plans for supply by boreholes had rapidly to be instituted. Delays ensued in completing these boreholes and in the receipt of the necessary pumping equipment. The continued rains experienced during the months of September to November also seriously curtailed the daily working hours.

With the passing of the rainy season and the completion of borehole supplies, a steady monthly progress rate of 11 miles is expected to be obtained in the advance of railhead towards Kasese. Telegraph installations have kept pace with the advance of railhead and all phases of the work are now progressing towards a final completion date in the second half of 1955.
Top left] A party of African chiefs and tribal elders who were shown over railway and marine installations at Kisumu on 7th December, 1954, are seen here watching an artisan in the marine workshops building up a shaft by metal spraying. Included in the group are Mr. Douglas Arap Mutai, Chief Arap Baliach, Mr. Pancras Mhaka, Ol. Likhang, Mr. Sken Alusila, Chief Henry Wanyoni, and Mr. J. M. Caird, Assistant Traffic Superintendent, Kisumu

Left] The barge Sybil in dry dock at Kisumu where she is being converted into a passenger and cargo self-propelled vessel with a capacity of 150 tons of cargo and accommodation for 150 third and 10 upper class passengers. She will go into service at the south end of Lake Victoria.

Lower left] Decorated trees were erected at Dar es Salaam, Kampala and Nairobi stations, where this picture was taken over Christmas; contributions were accepted for the “Save the Children” fund.

Below] Mrs. Kirby and Christine Kirby with a group of happy children at a variety of popular gifts—dolls, trumpet. Over 160 children in the
Pictures

Top right] Edward Ward and Marjorie Banks, the B.B.C. commentators, interviewing Quartermaster Jaimbo on the bridge of the s.s. Usoga whilst making a trip round Lake Victoria. Commander A. F. Mellanby is on Miss Banks' left.

Right] The first of the new “59” Class locomotives for the Mombasa/Nakuru line being swung aboard the s.s. Clan Buchanan at Birkenhead during the first week of February.

Lower right] Cheryl Eddleston and Judy O'Shea sing for Father Christmas at the children's party held at the Nairobi Railway Club, when over 400 children were entertained.

wife and daughter of the General Manager,thurwa. They had just been presented with a sweets, skipping-ropes, paper hats and balls, way estates were given presents.
Game—All Along the Line

(Extract from Warden’s Quarterly Report for the period 1st October–31st December, 1954, on the Tsavo Royal National Park (East)):—

“The prolonged drought caused a number of animals to leave the Park in search of food and water. . . . The following telegram from the Station Master, Irima, caused a certain amount of alarm:—

‘You required urgently at Irima Station to watch and kill notorious lion hunting railway staff after 6 p.m. daily.’

However, it turned out that a couple of lion were in the habit of visiting the station each night in search of water. They were chased off without much difficulty.”

The Station Master, Kanga—also on the main Mombasa/Nairobi line—recently reported as follows:—

“At about 19.30 hrs. Pointsman Oloo, whilst walking from the subordinate quarters to the office, noticed in the darkness an animal with starry eyes moving about behind the senior staff quarters. The pointsman tried to locate the animal with his torch and I also shone my torch in the same direction. The animal immediately disappeared in the bush which is very close to the quarters.

More than half an hour later, when the Assistant Station Master, Mr. Festus, went to visit his house, the leopard which by then was waiting in his house, tried to jump on him. Mr. Festus succeeded in keeping off the brute by slamming the door immediately before it could reach him, and ran to the station office shouting for help. I was at the time in the bathroom and could not hear properly what Mr. Festus was saying. I opened the front door of my house and called Mr. Festus; but, excited as he was, he could neither come to me nor tell me what had happened. Later he rushed to the office and told me how the leopard had stealthily crept into his house. Steps were taken to make sure the brute was still in the house; and when we found it was under Mr. Festus’s bed, we had to secure all the doors on the other side of the house as best we could; but we could not secure the windows which close from inside. I then got on to the Control at Mombasa, and the Station Master, Mtito Andei, seeking help.

Unfortunately, as there is no Game Warden in the vicinity and also no police post in the area, help was only to be found by the Station Master, Mtito Andei, from Mac’s Inn Hotel, where, I was led to understand, the Manager was willing to see the Royal National Parks resident officials and ask them to come to our assistance. Shortly after this message had been received, we heard a sudden violent noise. We saw the leopard standing at the verandah, having ultimately forced his way through one of the windows which had not been closed properly. On flashing the torch in his face, the leopard ran off at high speed, falling as he got trapped by the signal wires . . . getting up again and escaping into the bush just in front of the staff quarters on the other side of the line. As 53 Up Goods train was by then approaching, three detonators were placed on the line and were successfully exploded in an effort to scare away the brute. Realizing also that the animal had been annoyed, we were rightly suspicious it would keep in the surroundings; and, under the circumstances, a telegram was issued in connection with the manning of points that night.”

Corsets for Bridges!

“. . . all the necessary steelwork for the bridges beyond Bihinga to Mile 163 has been fabricated.”

(The Uganda Mail of 28th January, 1955, describing the work proceeding on the Western Uganda Extension.)

Better Late Than Never

“Some of our Kikuyu staff have begun to draw the right battle line between right and wrong and have come clear on all their past activities and associations. They are eager to make restitution where they can. One of them, a woman, Gladys Ngorubio, has given me Sh. 2/10 to send to you to repay the Railway for three occasions in 1946 when she travelled by train without a ticket between Naro Moru and Nanyuki.

Gladys asks me to say she is sorry that she did it and that she has been so long in making restitution.”

(Letter received in December, 1954, from the “Sportsman’s Arms” Hotel, Nanyuki.)

Tailpiece—With a Moral

“If you never do more work than you get paid for—then you will never get paid for more work than you do.”
COMMENDATIONS

A recent noteworthy example of initiative and courage was the act of Porter Joseph Odhiambo of Mombasa, in tackling single-handed a number of thieves whom he caught stealing goods from a wagon.

A wagon was loaded with rice at the private siding of Messrs. Shah Devchand Kachra and Bros. in Mombasa on 15th September, 1954. After loading, the wagon was labelled, sealed and secured with heavy wire fasteners. Porter Odhiambo, whilst passing alongside the siding on his way to work after lunch, noticed a partly loaded hamali cart drawn up by the wagon door, which was open, and a number of Africans nearby.

He rightly suspected that the men were thieves and immediately moved towards them to investigate. They broke away. Joseph gave chase, capturing one man whom he handed over to the Police, and recovering eleven bags of rice that had been removed from the wagon.

* * *

"In the course of my investigations of the fish life of the Indian Ocean, I travel widely, and from the nature of my work especially in that it is carried out with assistance from the authorities in the various territories of Africa, come into close contact with officials in many spheres, especially with those of the ports.

It is a pleasure to record that in my experience over a number of visits, Dar es Salaam stands out in the high standard of efficiency we have always found, and in the courtesy and despatch with which all our requests have been met and fulfilled by the officials of the port.

We are not alone in this view. Despite the difficult entrance it has been interesting to hear the high opinions which commanders of liners hold of the control and management of all the affairs of this fine harbour."

[A letter written by Professor J. L. B. Smith, Rhodes University, Grahamstown, which appeared recently in the Tanganyika Standard.]

* * *

A fine sense of civic responsibility was recently shown by three members of the Mechanical Workshops staff in Nairobi. On 9th February an urgent call was received at the workshops from the King George VI Hospital for blood donors for the wife of Clerk Muyayano, who lay very seriously ill. Three men, Watchmen Sgt.-Major Luchoboreri and Sergeant Ndwalu, and Clerk Senge, immediately volunteered and were taken to the hospital where, with the patient's husband, each gave one pint of blood. They later had the satisfaction of knowing that their prompt and praiseworthy action assisted materially in the patient's recovery.

* * *

"The Commander-in-Chief, General Sir George Erskine, K.C.B., K.B.E., D.S.O., has told me how well all the movement arrangements arising out of the arrival of 1st King's Own Yorkshire Light Infantry and 1st Rifle Brigade and the departure of 1st Buffs were planned and executed, and he wishes me to convey his appreciation of their work to all concerned.

I would be most grateful if you would pass this appreciation to those members of your staff who were concerned with these moves.

I would also like to add my appreciation to that of the Commander-in-Chief for the willing and cheerful co-operation of your staff, not only on this particular occasion but with all military moves of personnel and freight which have taken place during 1954."

[Extract from a letter addressed to the General Manager by the A.Q.M.G. (Movements), G.H.Q., East Africa.]

* * *

"On the 26th inst. I had to despatch two dogs to Kampala. When handed to me they were uncrated. On arrival at Nairobi Station, only a short while before the train was due to leave I found that, owing to a recent veterinary order they had to be crated. In my difficulty I solicited the assistance of Mr. Ford, Station Master, who personally found an unwanted crate, suitable for dogs, and supervised the crating.

I have to have considerable dealings with your staff, both at your offices and at stations and this is not by any means the first occasion when I have been indebted to them for assistance and co-operation willingly given. I and the E.A.S.P.C.A. are indeed grateful."

[Extract from a letter received from Captain R. W. Norton, Secretary, East African Society for Prevention of Cruelty to Animals.]
"57" CLASS LOCOMOTIVE

The "57" Class locomotive, manufactured by Messrs. Beyer, Peacock & Co. of Manchester, continues our series of locomotives of East Africa. Six were placed in service in 1939, two in 1940, and four in 1941. Each of these twelve locomotives has now hauled rolling stock over a distance approaching 1,000,000 miles:—

Gauge: Metre.
Cylinders: 4—16 in. diameter by 26 in. stroke.
Boiler Barrel: 12 ft. 5½ in. between tubeplates; 6 ft. 2½ in. internal diameter.
Tubes:—
38 Superheater elements, 1¾ in. outside diameter.
38 flue tubes, 5¼ in. outside diameter.
220 boiler tubes, 1¾ in. outside diameter.

Heating Surface:—
Superheater ... ... 477 sq. ft.
Tubes ... ... 1,981 sq. ft.
Firebox ... ... 169 sq. ft.
Total ... ... 2,627 sq. ft.

Area of Fire grate: 48.5 sq. ft.
Working Pressure: 220 lb. per sq. in.
Adhesion Weight: 94 tons.
Tractive Effort at 85% Boiler Pressure: 46,090 lb.
Ratio: Adhesion Weight = 4.57
Tractive Effort
Water Capacity: 6,000 gallons.

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Diagram of the "57" Class Locomotive

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Page 22
RESULTS OF WORKING

January-December 1954

The tables show the approximate earnings and working results of all the Administration’s services during the year 1954. Corresponding figures for 1953 are shown for purposes of comparison, although consideration must be given to the increase of 20 per cent in railway freight rates that came into operation on 1st January, 1954:

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<th>RAIL, ROAD AND MARINE SERVICES</th>
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<td><strong>TONNAGE</strong></td>
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<th>HARBOURS</th>
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<td><strong>TONNAGE</strong></td>
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<td><strong>Total</strong></td>
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Traffic News

—as it relates to 1954, is included in the “Review—1954” on page 8 of this issue.

Special trains for schoolchildren were run for the first time in January. The new arrangement has obvious advantages and means that normal school moves can now be completed within ten days, compared with a period of three to four weeks under the former arrangements.

It is expected that a daily separate third-class train between Nairobi and Mombasa will be introduced on 1st April and simultaneously an improved service between Nairobi and Kisumu. Other improvements to our passenger services are likely to be introduced on 1st July.

The year 1955 should see greatly improved services to the public, and provided that the traffic is forthcoming, all previous traffic records are expected to be broken.
District Notes

Mombasa

The last two “60” Class locomotives to be put into service were painted at Mombasa. This is the first time, so far as is known, that such work has been done at the Coast.

The floating crane recently purchased from the military authorities—which can lift up to 60 tons—is now in use. The crane was put to the test when a ship of the Holland-Afrika Line arrived with two lighters, each of 90 tons, but fortunately in two halves, to be off-loaded. With the floating crane it was a comparatively easy task to lift the lighters from the deck of the ship and place them on the water. The acquisition of this heavy lift floating crane solves what used to be quite a problem for United Kingdom shippers, who previously had to send out articles weighing more than ten tons on ships with derricks specially rigged to lift such heavy loads.

Imports of general cargo, through Kilindini Harbour, amounted to approximately 103,000 tons, excluding oil and coal, during the month of December. The figure represents an increase of some 10,000 tons on the previous month.

Tabora

The African and Asian students who attended the Assistant Station Masters’ course at Tabora Traffic Training School have now been passed out. The results were generally satisfactory and credit is due to both the instructors and students for the intensive work put into this course. Work on the extension to the school and on the redecoration is now complete—in time for the large clerical class that assembled there this month.

Dar es Salaam

Imports through the port were slightly easier during December but exports remained stable. Cargo for the Belgian Congo amounted to some 80,000 tons last year and it is anticipated that this figure will be exceeded during 1955. Coffee traffic from the Congo increased considerably during November when the Belgian authorities eased export duties, but eased again due to market conditions towards the end of the year.

The new Central Line time table which came into operation on 1st February, 1955, includes the addition of a third mail train each week between Dar es Salaam and Mwanza and Kigoma.

The latest type of modern laundry has recently been installed in the Catering Depot and will soon be in operation.

Kampala

Mr. A. F. Kirby, General Manager, was in Uganda from 7th to 13th January, visiting amongst other places Kampala, Entebbe, Jinja, Namasagali, Tororo and Mbale.

A new Traffic Training School is being opened in Jinja this month, the Principal being Mr. F. A. G. Wakeford. In the first instance the school will train clerks for the Commercial/Operating Departments, but later it is intended to train men for other types of employment.

The East African Railways and Harbours are now operating in conjunction with the Uganda Education Department special trains for the conveyance of schoolchildren to and from their schools. The first of these trains
left Kampala on the evening of 11th January taking children back to school after the Christmas holidays. This innovation will relieve the congestion on ordinary trains which has consistently occurred during periods when schoolchildren are being moved to or from their schools.

**Tanga**

![Image of people](image)

The General Manager, Mr. A. F. Kirby, the Assistant Traffic Superintendent, Tanga, Mr. P. G. Brice, pictured with Mr. J. A. Matola, secretary of the Railway African Club, Tanga, and members on the occasion of the official opening of the club premises on 18th December

**Eldoret**

A start has been made on the construction of six European quarters for drivers. These will be of the European Highland type and will provide an attractive feature in the European Railway Estate. Building in the Eldoret Asian and African Housing Estates proceeds apace, 18 houses for Asian employees and 22 houses for Africans having been completed.

**Kisumu**

Kisumu had a visit from the General Manager last December. During his stay Mr. Kirby met representatives of the Kisumu Chamber of Commerce and gave a cocktail party which was attended by many of Kisumu's leading residents of all communities. The Railway African Institute and the Railway African Club also held functions in his honour.

A number of African chiefs and Government officers were recently conducted on a tour of the railway installations. The working of the railway was explained to them and examples of rolling stock and locomotives were on view, as well as photographs of railway activities in other parts of the system. The visitors were greatly interested in everything they saw and appreciative of the facilities afforded them. (See photograph on page 18.)

**Kibarara**

The construction of the Western Uganda Extension was forgotten for a while when the children's fancy dress Christmas Party was held in the Asian Schoolhouse on 23rd December.

The drab interior of the school had been transformed for the occasion through the united efforts of many willing helpers, and a large, tastefully decorated tree, which was obtained through the generosity of a member of the Tsetse Control Department, was the main attraction.

The costumes, which ranged from redskins, spivs and soldiers to kittens, witches and hula hula girls, added a splash of colour to the scene, and it can only be imagined how the mothers had improvised in making them.

After cakes, sweets, jellies and other seasonal fare had been disposed of, the children waited outside the building for Santa Claus. His arrival in a gaily decorated chariot was greeted by cheers from the children and surprise from the parents—the method of transport had been kept a secret until the last moment.
Nakuru

The first span of the new rail over road bridge at Nakuru being placed in position last December. The span, which was prefabricated, was towed along greased rails to its site by winches and lowered onto the bridge abutments by means of jacks.

Nairobi

The Assistant Station Masters’ course at the Traffic Training School is due to finish at the end of February. The majority of these men will be posted to the Mombasa/Nairobi districts with the main object of implementing, so far as is possible, the treble manning of main line stations in these districts.

Twenty-one Assistant Station Masters who have been attending a Station Masters’ refresher course, have now returned to their home stations.

Dodoma

Traffic handled by the Road Services during November and December continued to be heavy and all staff have worked well to clear the backlog of imported goods awaiting transport from Dar es Salaam without having to resort to the hiring of private transport. Normally the flow of traffic reduces to a minimum about mid-February but this has occurred this year at the beginning of January, which in a way is fortunate because it will enable the Road Service maintenance staff to carry out the much-needed heavy repair work which has been deferred in order to cope with the heavy traffic on offer.

The movement of maize traffic from the Southern Highlands area has been particularly heavy recently, but this has now had to be stopped in view of the very grave threat that the Central Province of Tanganyika is experiencing as a result of the appearance of heavy swarms of locusts.

It is believed that the locust threat is the most serious that has been experienced in this area for the last 20 years. Between Iringa and Dodoma on the main road our vehicles are regularly passing through dense swarms of fully grown desert locusts and in places the road is covered by thousands of tiny black immature “hoppers”. The Desert Locust Control staff are busy exterminating as many of the swarms as possible.

The new Road Service Depot at Mbeya should be finished, probably towards the end of April and the new Road Service Depot at Morogoro is nearly completed, whilst the alterations at the Iringa depot are in their last stages. We hope that very soon Itigi, which is one of our loneliest stations, will have electric light for 24 hours per day instead of just during the working period.

Until there is sufficient housing for all staff in Iringa the Road Transport Superintendent’s office must remain at Dodoma, but it is hoped that the move to Iringa can be made later this year.

This picture was taken outside the Road Motor Workshops at Iringa after a 10-ton Albion lorry had successfully carried, from Dodoma to Iringa, a 10,000-gallon “Shell” petrol tank to be used for bulk storage. To load this tank, which weighed 10 tons, and measured 31 feet by 9 feet, it was necessary to remove the body of the lorry and fit a cradle. Included in the picture are the Deputy General Manager, Mr. W. Urquhart, Mr. Nyanzi Khambi, the lorry driver, and Mr. H. Bleazard, Assistant Road Transport Superintendent (Technical).
STAFF NOTES

It is surely unusual for a father and son to retire within three weeks of each other, but this was what happened with the recent retirements of Mr. A. E. Stobbs, Caretaker, Railway Headquarters, and his son, Mr. E. V. Stobbs, Chief Locomotive Draughtsman, Chief Mechanical Engineer’s Department. Between them, father and son have accumulated over 76 years’ service with the Administration.

Mr. Stobbs, senior, who will be 76 in April, joined the Transportation Department of the Uganda Railways in 1898. He resigned in 1915 but rejoined the Railway in 1922 and served again in the Transportation Department and was for a time Publicity Officer, Direction Department, until he retired in 1931. He was re-engaged as Caretaker, Headquarters, in 1935 and remained in this post up to the time of his retirement, being in addition Secretary of the Nairobi European Housing Committee until 1952. His familiar figure will be missed by all Headquarters staff.

Both before and during World War II, Mr. Stobbs was closely associated with the Railway Company of the Kenya Defence Force and the Auxiliary Police. As Company Commander of the Railway Unit in Nairobi, he was commissioned and held the rank of Captain.

Mr. Stobbs and his family have left for the Union of South Africa, where he intends to spend his retirement.

A younger son, Mr. C. R. Stobbs, who was a Senior Foreman in the Mechanical Department, left the service on retirement leave in May, 1954, after 32 years’ service. The family has, therefore, given a grand total of 108 years’ service to the Administration.

Senior Superintendent K. T. M. Holmes, who was until recently in charge of the Railways and Harbours Police, has been transferred on promotion to Nyanza Province. He has been succeeded by Senior Superintendent J. H. Spencer who, prior to his transfer to Nairobi, was second in command in the Nyeri area.

Mr. E. V. Stobbs, who was born in February, 1906, joined the Uganda Railway as an apprentice in June, 1924. He became a Junior Draughtsman in the Mechanical Drawing Office from 1933 and was promoted to Senior Draughtsman in 1943 and to Chief Locomotive Draughtsman in 1945. For some twenty years he was Technical Instructor to the European apprentices of the Department.

Mr. G. Geddes has returned to Kampala from overseas leave but will not be resuming duty as District Traffic Superintendent immediately, as he is assisting in carrying out an economic survey which is being made in connection with the proposed extension of the Soroti Branch Line to Gulu.
Sergeant Michael Musungu, who is 61, retired from the Police Force at the end of last year. He joined the Kenya Police in 1919 after serving for four years in the artillery in Tanganyika during the 1914–18 war. For the past 10 years he has been attached to the Railways and Harbours Police. At a farewell tea party Sergeant Musungu was presented with a shooting-stick by Mr. D. D. C. Swayne, Assistant Commissioner of Police, Nyanza Province, in recognition of his loyal and faithful service.

* * *

Mr. D. Dyer Bartlett, Chief Operating Superintendent, who left East Africa on 16th December on vacation leave, will assume the position of Deputy General Manager, Malayan Railways in June, 1955.

Mr. Bartlett, who was born in 1912, at Caerleon, Monmouthshire, attended the London School of Economics, where he was awarded the Brunel Medal in 1937. He entered the service of the Great Western Railway in 1933 and, before joining the East African Railways and Harbours in December, 1948, held the position of Assistant Divisional Superintendent, Bristol.

In January, 1949, Mr. Bartlett was appointed to the post of Assistant Superintendent, Dar es Salaam, where he remained for two years; he became Chief Operating Superintendent on 1st January, 1952. He is an Associate Member of the Institute of Transport and an Associate Member of the Institute of Railway Signal Engineers.

Personnel of all races gave Mr. and Mrs. Bartlett a “send off” they will not forget for a long time to come. The African staff presented them with a silver cruet set and cigarette holder and the staff of the Operating and Commercial Departments a magnificent silver tea service. The Railway Goan Institute, of which Mr. Bartlett was president, also contributed to a busy week of farewell “sundowners”.

* * *

Dar es Salaam recently bade farewell at a party attended by members of all races to Mr. E. Shead, Assistant Catering Superintendent, on his retirement after 25 years’ service with the Administration. Mr. Shead joined the Kenya and Uganda Railways in 1927 in the Accounts Department. In 1932, he returned to the United Kingdom on voluntary retrenchment, returning to East Africa in 1937 to join the Catering Department as Catering Inspector. He was promoted to Assistant Catering Superintendent in January, 1951, and finally retired in December, 1954.

* * *

Mr. R. H. Whittington was appointed Assistant Chief Operating Superintendent in October, 1954, and in December he assumed the duties of Acting Chief Operating Superintendent on the departure of Mr. D. D. Bartlett, who has been appointed Deputy General Manager of the Malayan Railways.

Mr. Whittington, who was born in 1910, joined the office of the Superintendent of the Line, Great Western Railway, in 1926. He became Junior Assistant to the Divisional Superintendent, London Division, in 1939, but was seconded to the Admiralty during the war where, as a Lieutenant-Commander, R.N.V.R., he held the post of Senior Naval Transport Officer. He returned to the Great Western Railway in 1944 and served as Assistant to the Divisional Superintendent, Bristol, until 1949.

Mr. Whittington joined the East African Railways and Harbours as a District Traffic Superintendent in 1950 and, up to the time of his recent appointment, he held various posts in Nairobi, including that of District Traffic Superintendent, Works.
Mr. W. C. Beck, Building Superintendent, Nairobi, retired on 31st January, after nearly 29 years' service with the Administration.

At a farewell party held recently at the Nairobi Railway Club, Mr. C. T. Henfrey, Chief Engineer, presented Mr. Beck with a rug and, in a short speech, he mentioned that Mr. Beck “has become something of an institution wherever he has been. Not only has he given loyal and efficient service but his energy and zest have led him into numerous social activities such as the secretaryship of the Eldoret Railway Club and the creation of the Railway Golf Course there”.

Before being posted to Nairobi in 1945, Mr. Beck served at Jinja, Masindi, Nakuru, Mombasa, Eldoret, Kampala and Kahawa. He was awarded the M.B.E. in the 1954 Queen’s Birthday Honours List.

Mr. Beck is rejoining the Administration as a temporary Clerk of Works.

Another well-known railwayman, Mr. P. R. Patel, Station Master, Dodoma, Special Grade “B”, has recently retired after 31 years with the Administration.

* * *


Commander Fordham joined the Lake Marine Service of the K.U.R. & H. in June, 1929, but transferred to the Port Department early in 1932, serving successively as Tugmaster and Pilot until April, 1940, when he rejoined the Royal Navy as a Lieutenant-Commander, R.N.R. He was released from the Navy in 1942 and returned to East Africa to resume duty as a pilot. He was promoted to the post of Harbour Master in 1949 and to that of Senior Harbour Master in April, 1951.

Commander Fordham is a keen golfer and he has long been associated with the Railways and Harbours Golf Club. He was also Chairman of the Asian Housing Committee for six years.

Commander and Mrs. Fordham were presented with a radio set, a gift from their many friends of all races, by Mr. A. H. Earley, Chief Ports Manager, at the Kilindini Railway and Harbour Club on 31st December.

Other retirements in the Mombasa area include Mr. H. G. Pike, Driver Grade I, who joined the Administration in 1922, and Superintendent E. E. Horne, who until recently was in charge of the Railways and Harbours Police in Mombasa.

* * *

Members of the District Traffic Superintendent's Office, Kampala, held a tea party on 30th December, 1954, to bid farewell to Mr. P. V. de Souza on his retirement after 25 years' service.

Mr. W. Bulgen, Foreman, Marine Workshops, Kisumu, pictured beside the s.s. “Usoga” wearing the “frogman’s” suit which he dons when undertaking underwater inspections of the Lake Marine vessels. A second similar suit is on order to enable an African assistant to accompany Mr. Bulgen on his underwater excursions.

* * *

Editor's Note.—It is regretted that an incorrect statement appeared on page 29 of the December issue to the effect that Mr. G. Gibson, Mechanical Department, Dar es Salaam, had retired. The mention of Mr. Gibson should have been made only in respect of his having been awarded the Queen’s Certificate and Badge of Honour.
Harun Majisu, Nakuru, to Signalman, Grade IV “C”.
Jason Olumbatia, Nakuru, to Signalman, Grade IV “C”.
Jacob Katswa, Nakuru, to Signalman, Grade IV “C”.
Phares Owiero, Nakuru, to Signalman, Grade IV “C”.
Firmin Rujumba, Nairobi, to Steward, Grade II “C”.
Remui, Vol, to Cook, Grade I “C”.
Ayubu Mayanja, Masindi Town, to Motor Driver, Grade IV “C”.
John K. Kizire, Masindi Town, to Driver, Junior Grade "C”.
Caster M. F. Madembwa, Iringa, to Storeman, Grade IV “C”.
William Nangira, Kisumu, to Artisan, Grade III “C”.
Omu Ambito, Kisumu, to Artisan, Grade III “C”.
James Olal, Kisumu, to Artisan, Grade III “C”.
Samuel Omolo, Kisumu, to Artisan, Grade III “C”.
Sabani Mukama, Namassagai, to Artisan, Grade III “C”.
Mohamed Yusa, Kisumu, to Artisan, Grade III “C”.
Kibangula M., Kilindini, to Points Headman, Grade IV “C”.

General Manager’s Office
Miss B. T. Robson, Nairobi, to Shorthand Typist “A”.

Engineering Department
Mrs. R. M. Macaulay, Nairobi, to Shorthand Typist, Special Grade “A”.
J. M. K. Mronch, Sultan Hamud, to Assistant Engineer “A”.
J. P. Engelbrecht, Mombasa, to Sub-Permanent Way Inspector “A”.
Bawa Singh, Nairobi, to Chargehand, Grade II “B”.
Daya Makhani, Kampla, to Artisan, Grade I “B”.
Sweta, Nairobi, to Sub-Overseer, Grade I “C”.
Hapi Onyango, Nairobi, to Sub-Overseer, Grade I “C”.
Samuel Senista, Dar es Salaam, to Housing Est. Overseer, Grade IV “C”.
Waith Kieti, Nairobi, to Clerk, Grade IV “C”.
Jacton Anguzuma, Mombasa, to Clerk, Grade IV “C”.
John Oduor, Nakuru, to Clerk, Grade IV “C”.
Reuben Ogweno, Kitara, to Temp. Clerk, Grade IV “C”.
Joseph Hilary Dar es Salaam, to Clerk, Grade IV “C”.
Selwin Chali, Dodoma, to Clerk, Grade IV “C”.
P. H. N. Kassanga, Dodoma, to Clerk, Grade IV “C”.
Martin K. Felix, Dodoma, to Clerk, Grade IV “C”.
Athumani Mponda, Tanga, to Clerk, Grade IV “C”.
Andrew Odoki, Kampala, to Clerk, Junior Grade “C”.
Disoni Nsanja, Kampala, to Clerk, Junior Grade “C”.
Mwami Rehiani, Tabora, to Clerk, Junior Grade “C”.
Francis Ouma, Nairobi, to Motor Driver, Grade III “C”.
Isidore Omwanda, Nairobi, to Motor Driver, Grade III “C”.
Kimbu Mbiti, Nairobi, to Motor Driver, Grade III “C”.
Izumo Njomo, Mombasa, to Motor Driver, Grade III “C”.
Epiphel Anjika, Kisumu, to Motor Driver, Grade III “C”.
Yusuf Mohamed, Nairobi, to Motor Driver, Grade IV “C”.
David Changawakwa, Mombasa, to Motor Driver, Grade IV “C”.
Singi Maundu, Mombasa, to Temp. Motor Driver, Grade IV “C”.
James Ngjel, Mombasa, to Temp. Motor Driver, Grade IV “C”.
Gitau Kamau, Mombasa, to Temp. Motor Driver, Grade IV “C”.
Mutiso Wambua, Nakuru, to Motor Driver, Grade IV “C”.
Ndonga Kieti, Nakuru, to Motor Driver, Grade IV “C”.
Jimmy Kajala, Dar es Salaam, to Motor Driver, Grade IV “C”.
Daudi Magina, Dodoma, to Motor Driver, Grade IV “C”.
Salamit Nguliga, Mwera, to Motor Driver, Grade IV “C”.
Baru Ibuto, Mombasa, to Motor Driver, Junior Grade “C”.
Abdi Abuya, Mombasa, to Motor Driver, Junior Grade “C”.
Odhumbi Ouywa, Nairobi, to Artisan, Grade IV “C”.
Mwal Cherga, Nairobi, to Artisan, Grade IV “C”.
Nyondo Oguda, Nakuru, to Artisan, Grade IV “C”.
Bakhiti Tabani, Kampala, to Artisan, Grade IV “C”.
James Oduor Wamure, Eldoret, to Artisan, Grade IV “C”.
E. G. Makumi, Voi, to Dresser, Grade IV “C”.
Waziri Abdalla, Dodoma, to Passer Ganger “C”.
Ali Mohamed, Dodoma, to Passed Ganger “C”.

Mechanical Department
G. E. Dabre, Nairobi, to Senior Foreman “A”.
P. E. Greenslade, Dar es Salaam, to Foreman, Grade I “A”.
J. Ramug, Nairobi, to Foreman, Grade II “A”.
R. Taylor, Dar es Salaam, to Foreman, Grade II “A”.
M. J. Dalley, Nairobi, to Artisan, Grade II “A”.
T. S. Crawford, Nairobi, to Driver, Grade I “A”.
I. W. Phillips, Nairobi, to Driver, Grade I “A”.
R. J. Fraser, Nairobi, to W.H.B. Inspector, Grade II “A”.
E. A. Burko, Nairobi, to Chargehand “A”.
Mohamed Rafique, Loco. Shed, Nairobi, to Driver, Grade III “B”.
Gadish Rai, Loco. Shed, Nairobi, to Driver, Grade III “B”.
Malkiat Singh, Loco. Shed, Nairobi, to Driver, Grade III “B”.
Saroop Singh, Loco. Shed, Nairobi, to Driver, Grade III “B”.
Jesindri Singh, Loco. Shed, Nairobi, to Driver, Grade III “B”.
R. N. Kapoor, Loco. Shed, Nairobi, to Driver, Grade III “B”.
Nichattar Singh, Loco. Shed, Nairobi, to Driver, Grade III “B”.
Hardev Singh, Loco. Shed, Nairobi, to Driver, Grade III “B”.
K. A. Day, Loco. Shed, Nairobi, to Driver, Grade III “B”.
H. D’Souza, Loco. Shed, Nairobi, to Driver, Grade III “B”.
F. E. Cordo, Loco. Shed, Nairobi, to Driver, Grade III “B”.
Mohamed Shaif, Shop 010, Nairobi, to Leading Artisan “B”.
Bhama Bhai, Shop 002, Nairobi, to Artisan, Grade II “B”.
Dhania Singh, Shop 002, Nairobi, to Artisan, Grade II “B”.
Khaisan Hussein, C.X.R., Nairobi, to Artisan, Grade III “B”.
Amir Sinha, C.X.R., Nairobi, to Artisan, Grade III “B”.
Jasmat Bhai, C.X.R., Nairobi, to Artisan, Grade III “B”.
W. T. Moger, C.X.R., Nairobi, to Artisan, Grade III “B”.
Gurnick Singh, Nakuru, to Artisan, Grade III “B”.
Mohamed Mukhtar, Nakuru, to Artisan, Grade III “B”.
Ravi Dutt, Eldoret, to Artisan, Grade III “B”.
Saroop Singh, Eldoret, to Artisan, Grade III “B”.
Ambalal Patel, Tanga, to Artisan, Grade III “B”.
Sitar Ram Rattan, Itala, to Artisan, Grade III “B”.
Pakhar Singh, Eldoret, to Prob. Fireman “B”.
Wambetha, C.X.R., Nairobi, to Artisan, Grade IV “C”.
Wandega Samu, C.X.R., Nairobi, to Artisan, Grade IV “C”.
Gibango Mukaka, C.X.R., Nairobi, to Artisan, Grade IV “C”.
Kaito, Shop 009, Nairobi, to Artisan, Grade IV “C”.
Dhobi, Shop 041, Nairobi, to Artisan, Grade IV “C”.
Odhiambo, Shop 041, Nairobi, to Artisan, Grade IV “C”.
Danche, Shop 041, Nairobi, to Artisan, Grade IV “C”.
Mukhtar, Shop 041, Nairobi, to Artisan, Grade IV “C”.
Fred Chikwall, Tabora, to Artisan, Grade IV “C”.
Musae Asmani, Dar es Salaam, to Artisan, Grade IV “C”.
Magondo, Kisumu, to Driver, Grade II “C”.
J. Ekambi, Eldoret, to Driver, Grade II “C”.
Saidi Mohamed, Kongwa, to Driver, Grade II “C”.
Tumaini Kamna, Dar es Salaam, to Driver, Grade II “C”.
Omar Rajabu, Moshi, to Clerk, Grade IV “C”.
Samuel Paul, Kisoma, to Clerk, Grade IV “C”.
Rumura, Mombasa, to Shunter “C”.
Mada, Mombasa, to Shunter “C”.
Mwambiri, Mombasa, to Shunter “C”.
P. Ondiek, Kisumu, to Shunter “C”.
G. Maina, Kisumu, to Shunter “C”.
E. Matano, Tabora, to Shunter “C”.
Y. Isiko, Kampala, to Shunter “C”.
Obando, Kampala, to Shunter “C”.
J. A. Mwanjwila, Kilindini, to Crane Driver, Grade II “C”.
K. Emanuel, Kilindini, to Crane Driver, Grade II “C”.
W. Mwabura, Kilindini, to Crane Driver, Grade II “C”.
Chulla Adienya, Kilindini, to Crane Driver, Grade III “C”.
Joseph Raya, Kilindini, to Crane Driver, Grade III “C”.
Mukando, Kilindini, to Crane Driver, Grade IV “C”.
J. Munagua, Kilindini, to Crane Driver, Grade IV “C”.
G. Tumwa, Kilindini, to Crane Driver, Grade IV “C”.
M. Nguli, Kilindini, to Crane Driver, Grade IV “C”.
M. Kiteko, Kilindini, to Crane Driver, Grade IV “C”.
Yusufu Mbiti, Nakuru, to Crane Driver, Grade IV “C”.
Mwanganang, Voi, to Shelmian “C”.
Maulidi Rajabu, Tanga, to Shedmian “C”.

Port Department
G. J. B. M. Mendes, Mwera, to Clerk, Grade III “B”.
James A. Onyango, Mombasa, to Clerk, Grade IV “C”.
Rehmathali Abdul, Dar es Salaam, to Chargehand, Grade II “B”.

Stores Department
J. Majera, Nairobi, to Clerk/Storeman, Grade IV “C”.

Page 31
PROMOTIONS BETWEEN 1st AUGUST and 31st OCTOBER, 1954
(Continued from Vol. I—No. II)

Commercial and Operating Departments

R. H. Whittington, Nairobi, to Assistant Chief Operating Engineer, Grade II "A".
J. C. Ashton, Nairobi, to Clerk, Grade I "A".
F. E. Snook, Nairobi, to Clerk, Grade I "A".
C. W. Rowlett, Nairobi, to Clerk, Grade I "A".
R. N. Kitton, Nairobi, to Clerk, Grade I "A".
M. M. Polthaze, Nairobi, to Clerk, Grade II "A".
R. Rawcliffe, Nairobi, to Clerk, Grade II "A".
M. J. M. Kirk, Nairobi, to Clerk, Grade II "A".
J. C. D'Athbomer, Nairobi, to Clerk, Grade III "A".
R. B. Matum, Nairobi, to Station Master, Grade III "A".
Mrs. P. Barr, Nairobi, to Temporary shorthand typist "A".
R. S. Turner, Mombasa, to Clerk, Grade I "A".
A. Mansfield, Dar es Salaam, to Controller (T. or M.P.), Grade II "A".
J. D. Buchanan, Dar es Salaam, to Clerk, Grade II "A".
R. J. Church, Mbeya, to Road Service Foreman, Grade II "A".
Mts. J. S. Watson, Dodoma, to Temporary Copy Typist "A".
D. L. Frood, Tabora, to Clerk, Grade I "A".
H. A. Hawkins, Tabora, to Station Master, Grade III "A".
C. G. Morris, Kampa, to Clerk, Gradle I "A".
F. J. Sparkes, Namasagali, to Chief Engineer (Marine) "A".
G. Peggie, Kigoma, to Chief Engineer (Marine) "A".
T. C. Martin, on leave, to Motor Transport Officer "A".

Mechanical Department

Bikha Bhai, Shop 041, Nairobi, to Artisan, Grade III "B".
J. P. Bhogilal, Mombasa, to Driver, Grade III "B".
Jagmi Singh, Mombasa, to Driver, Grade III "B".
Amir Singh, Mombasa, to Artisan, Grade III "B".
Naloo Ahmad, Kilindini, to Leading Artisan "B".
Mitha Kanji, Kilindini, to Leading Artisan "B".
Tulah Ram, Kilindini, to Leading Artisan "B".
Jiwan Bhai, Kilindini, to Artisan, Grade III "B".
Durga Dass, Dar es Salaam, to Clerk, Grade I "B".
Mohamed Sigg, Shirad, to Clerk, Grade I "B".
Mustafa Walk, Dar es Salaam, to Clerk, Grade II "B".
Hiralal Panachand, Dar es Salaam, to Artisan, Grade II "B".
Dawood Hussein, Dar es Salaam, to Artisan, Grade II "B".
G. N. Abdal La Tif, Dar es Salaam, to Artisan, Grade III "B".
J. G. Devos, Dar es Salaam, to Driver, Grade III "B".
Omar Khan, Mwara, to Artisan, Grade III "B".
A. J. F. Mendes, Tabora, to Driver, Grade III "B".
C. D. Dharbhandran, Tabora, to Driver, Grade III "B".
M. A. Butt, Tabora, to Driver, Grade III "B".
Mohan Singh, Tabora, to Driver, Grade III "B".
Xavier Silva, Tabora, to Leading Artisan "B".
Purna Singh, Tabora, to Artisan, Grade III "B".
Jafferali J. Kanji, Tabora, to Artisan, Grade III "B".
G. N. Bhandari, Kigoma, to Leading Artisan "B".
Omar Khan, Mkwasa, to Artisan, Grade III "B".
G. F. Fernandez, Nakuru, to Artisan, Grade I "B".
Santokh Singh, Nakuru, to Artisan, Grade II "B".
Ranchod S., Nakuru, to Artisan, Grade II "B".
Narsing Raj, Nakuru, to Driver, Grade III "B".
Faaz Mohamed, Kisumu, to Artisan, Grade III "B".
A. R. S. Joshi, Kisumu, to Artisan, Grade III "B".
Jawaswin Singh, Eldoret, to Driver, Grade III "B".
Mohinder Singh, Eldoret, to Driver, Grade III "B".
Lalulh Bhai, Eldoret, to Artisan, Grade II "B".
A. P. Castellino, Eldoret, to Artisan, Grade II "B".
Taj Din, Tororo, to Artisan, Grade II "B".
Ali Ahmad, Tororo, to Artisan, Grade II "B".
Jose Gonsalves, Kampala, to Artisan, Grade II "B".
Nathuwalla, Kampala, to Artisan, Grade II "B".
Shahin Din, Tanga, to Artisan, Grade III "B".
S. Olenia, H.O., Nairobi, to Clerk, Grade III "C".
R. K. Nimrod, D.M.P.'s Office, Nairobi, to Clerk, Grade IV "C".
Osanya, Loco. Shed, Nairobi, to Shunter "C".
Fundhi, Loco. Shed, Nairobi, to Shunter "C".
Maganga, Loco. Shed, Nairobi, to Shunter "C".
E. Olve, C.X.R., Nairobi, to Clerk, Grade IV "C".
Kimace, C.X.R., Nairobi, to Artisan, Grade III "C".
Orendi, C.X.R., Nairobi, to Artisan, Grade III "C".
H. Olingo, C.X.R., Nairobi, to Artisan, Grade III "C".
Maina, C.X.R., Nairobi, to Artisan, Grade IV "C".
O. Obule, C.X.R., Nairobi, to Artisan, Grade IV "C".
J. Odior, C.X.R., Nairobi, to Artisan, Grade IV "C".
O. Okuku, C.X.R., Nairobi, to Artisan, Grade IV "C".
Gachanga, C.X.R., Nairobi, to Artisan, Grade IV "C".
Mirikau, C.X.R., Nairobi, to Artisan, Grade IV "C".
Hiram Mbwawa, Works Manager's Office, Nairobi, to Clerk, Grade II "C".
Zadok Dixon, Production, Nairobi, to Clerk, Grade II "C".
E. Opondo, Production, Nairobi, to Clerk, Grade III "C".
Onyango, Shop 040, Nairobi, to Clerk, Grade IV "C".
Ambrose, Shop 047, Nairobi, to Clerk, Grade IV "C".
Benjamin, Shop 047, Nairobi, to Clerk, Grade IV "C".
J. Obula, Shop 049, Nairobi, to Clerk, Grade IV "C".
Ogwango, Shop 049, Nairobi, to Clerk, Grade IV "C".
Odawa, Shop 051, Nairobi, to Artisan, Grade IV "C".
A. Ayimwe, Shop 051, Nairobi, to Artisan, Grade IV "C".
Gathuri, Shop 051, Nairobi, to Artisan, Grade IV "C".
Kimwana, Shop 051, Nairobi, to Artisan, Grade IV "C".
Abuje, Shop 051, Nairobi, to Artisan, Grade IV "C".
G. Limera, Mombasa, to Artisan, Grade IV "C".
Kanimu, Kilindini, to Artisan, Grade IV "C".
Stand Tom, Dar es Salaam, to Artisan, Grade IV "C".
Nassoro Juma, Dar es Salaam, to Artisan, Grade IV "C".
Seeta Salum, Dar es Salaam, to Artisan, Grade IV "C".
Ramazani Mumii, Dar es Salaam, to Crane Driver, Grade IV "C".
H. J. Kuchilonga, Tabora, to Clerk, Grade III "C".
Neyoo Vol, to Artisan, Grade IV "C".
S. Mudema, Nakuru, to Clerk, Grade IV "C".
Oriangw, Eldoret, to Driver, Grade II "C".
J. Opol, Eldoret, to Shunter "C".
J. W. Otini, Tororo, to Artisan, Grade IV "C".
Nabawana, Tororo, to Artisan, Grade IV "C".
Mbendi, Tororo, to Artisan, Grade IV "C".
H. Abdalla, Mombi, to Artisan, Grade IV "C".

Annual Review, 1954—(Contd.)

than financial limitations, but the obtaining of adequate capital finance remains a serious problem and discussions with the World Bank for a possible loan to the East African Railways and Harbours were reaching finality towards the end of the year. The continued pressure for transport capacity was a most encouraging feature and it is evident that plans for further increases and improvements of transport facilities during the next decade can be planned with confidence.

Page 32

In concluding this brief review, it would only be right for me to pay tribute to the staff of all races through the system, without whose zeal and hard work—often in very difficult conditions—the results recorded here could not have been achieved. I should particularly like to express appreciation of the courage and steadfastness shown by the station and permanent way staff in the troubled areas of Kenya, many of whom have had to work at isolated places and under the constant threat of terrorist attack.
Sporting News

A record number of 400 entries was received for the twelfth annual athletic meeting of the Nairobi Railway Club which was held at the club ground on 4th and 5th December. For the first time in the history of these meetings, all of the 41 events were open to members of the three races.

A new Kenya record for putting the shot was created by D. E. L. Slater with a throw of 42’ 2¼” which was one inch better than the previous record. Five records for the ground were bettered—throwing the hammer (R. P. McLean, 113’ 8¼” as against 112’ 6½”); the 4 x 110 yards relay race for railway women (1 min. 19 sec., which was 1/10th second faster than the previous record); the 4 x 110 yards relay race for railwaymen (48.7 sec., as against 49.5 sec.); the 4 x 110 yards relay race for boys under 18 which was run in 47.7 sec., by the Prince of Wales School—2.6 sec. faster than previously; throwing the javelin in which Pte. Mzee beat the previous record of 153’ 8½” with a throw of 176’ 5¼’; and the discus which H. L. Williams threw 143’ 5” as against the previous record of 126’ 9”.

The “Rhodes” Departmental Challenge Shield was won by the Operating Department, whilst the “Kirby” District Challenge Shield, which was presented this year for the first time, was won by Dar es Salaam. Teams from all the main railway and harbour depots throughout the system competed for this trophy and it is of interest to note that the base on which the shield is mounted is made from timber grown in Kenya, Uganda and Tanganyika, thus making it an interterritorial shield in every sense of the world.

The “Browning” Challenge Cup for the best time in the 220 yards, the “Mayne” Challenge Cup for the best time in the 100 yards, and the “Hamp” Challenge Cup for the railway competitor obtaining the highest aggregate points at the meeting were all won by M. T. Kirk of the Operating Department.

Speaking at the conclusion of the meeting, Mr. A. F. Kirby, General Manager of the East African Railways and Harbours, paid tribute to all those who had worked so hard to make the meeting a success and said that it was very gratifying to see such a high standard set in this, the first entirely multi-racial athletic meeting ever held on the Nairobi Railway Club ground.

The draw for the winning entrance ticket was made by Mrs. A. F. Kirby, and the winner, Mwangi s/o Mbugo, a driver attached to the Welfare Section, Nairobi, received a brand new Hercules bicycle, which was generously presented by the manufacturers.

The prizes were presented by His Honour the Deputy Governor, Sir Frederick Crawford, and Mrs. A. F. Kirby, after which the band of the 1st Battalion of the Royal Northumberland Fusiliers performed the Retreat.

Results of Open Events

Pole Vault.—H. L. Williams (10’ 6½”), Cheriet Chebole, Avita D’Sousa.

Throwing the Hammer.—R. P. McLean (113’ 8½”), H. L. Williams, Cpl. Ayo.

100 Yards (Men).—Mumtaz Hassan (10.3 secs.), B. R. A. J. Gemmill, S/Sgt. 1di.

One Mile Medley Relay (Men).—K.A.R. Depôt (3 min. 49.7 secs.), Jeanes School, 92 M.T. Coy.

One Mile Cycle (Men).—G. T. Tulloch (2 min. 45.3 secs.), A. R. Dewar, Caston.


Putting the Shot.—D. E. L. Slater (42' 21/2''), H. L. Winans, D. Kingsford.

Throwing the Discus.—H. L. Williams (143' 5''), D. E. Slater, Wilson Juma.


4 × 110 Yards Relay Race (Boys under 18).—Prince of Wales (47.7 secs.), Asian Schools, Jeanes School.

100 Yards (Girls).—Alison Smith (12.3 secs.), Jennifer Trapevi, Diana Caiado.

100 Yards (Boys).—M. Reigels (10.7 secs.), Sajad Sawar, K. Hossein.

One Mile.—Joseph Nguge (4 min. 38.4 secs.), Pte. Paulo, Edward Nganga.

Results of Railway Events

120 Yards Hurdles (Men).—P/C. Chebagei (18.3 secs.), Direction Department.

440 Yards (Men).—Francis Mungai (54.2 secs.), Operating Department.

4 × 110 Yards Relay (Women).—Direction Department (1 min. 1.9 secs.).

4 × 110 Yards (Men).—Operating Department (48.7 secs.).

Throwing the Javelin.—N. Macharia (138’), Accounts Department.

4 × 110 Yards Relay (Railway District—Men).—Dar es Salaam (49.1 secs.).

880 Yards (Men).—Yokano s/o Okello (2 min. 25 secs.), Operating Department.

Veterans Race.—Bakhtawar Singh (11.7 secs.), Stores Department.

100 Yards (Women).—Peggy Northrop (12.6 secs.), Direction Department.

100 Yards (Men).—M. T. Kirk (10.5 secs.), Operating Department.

High Jump.—S. Chege (5' 7''), Commercial Department.

4 × 440 Yards Relay (Men).—Operating Department (3 min. 52.5 secs.).

100 Yards (Railway Apprentices).—J. Lungonzibwa (11.3 secs.), Engineering Department.

4 × 440 Yards Relay (Railway Districts).—Dar es Salaam (3 min. 53.9 secs.).

Hop, Step and Jump.—P. C. Benson (41' 41/2''), Direction Department.

220 Yards (Men).—M. T. Kirk (24.5 secs.), Operating Department.

One Mile Medley Relay (Railway Districts).—Dar es Salaam (4 min. 3.3 secs.).

Throwing the Discus.—M. T. Kirk (93''), Operating Department.

One Mile.—Yokano s/o Okello (4 min. 57.9 secs.), Operating Department.

Long Jump.—Ajmer Singh (20' 41/2''), Commercial Department.

One Mile Medley Relay (Men).—Operating Department (4 min. 4.7 secs.).

Tug-o-War.—Mechanical Department “A”.

Bakhtawar Singh of the Stores Department, Nairobi, being presented by the General Manager with the replica of the cup for the veterans’ race.

The finish of the 880 yards flat race, won by Yokano s/o Okello (160), Operating Department, Nairobi, with P. A. Opondo (34), Mechanical Department, Dar es Salaam, second.

M. T. Kirk receives the Browning Challenge Cup for the best time in the 220 yards flat race from the Deputy Governor, Sir Frederick Crawford.
Pensioners’ Corner

A new feature that we hope will prove interesting—and perhaps amusing. We should welcome contributions from pensioners.

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Travel in East Africa Fifty-three Years Ago

It was in the year 1901 that I became an employee of the Uganda Railway. I sailed from Karachi with other new employees on the s.s. Lawanda in June; it was a very rough passage and very uncomfortable.

The first port of call was Aden, where we put off some British troops who had travelled from Bombay, and we eventually arrived at Mombasa harbour after three weeks at sea. We had a most anxious time loading our kit into the rowing boat because of a "big swell" and any moment I expected to see the kit topple out of the boat into the sea.

The next morning our baggage was loaded on to a hamali cart and we walked to the railway station at Old Mombasa. The train for Nairobi was known as the "Up Mixed"; it consisted of nine four-wheeled carriages and a brake van. The carriages had a seat on each side with a folding bunk over each seat. These were put down at night so that each compartment had sleeping accommodation for four.

The departure time from Mombasa was 15.00 hours. The station master obtained the "line clear" and went to the engine to hand it over to the driver personally; however, the driver could not be found, but someone mentioned having seen him in the Grand Hotel bar. A messenger was hastily despatched.

We eventually got started. . . . What a journey! It was full of interest. At one time the speed was about five miles per hour, then suddenly we would speed up. Judging from the capers of our carriage one would have thought that the devil himself had taken charge of the outfit. It rattled and shook so much that we wondered if it would withstand the journey. We put up with this for a short while, but, not being able to get a clear view of the scenery, we climbed on to the roof of the coach where we were kept lively by sparks from the engine.

It is truly said that the world is a small place! On our journey to Voi, I made myself known to the driver of the train, Sam Pike, and received an invitation to ride on the footplate, which I accepted with pleasure. In conversation, I gave him my name and told him the town of my birth and, to my surprise, Sam said, "Can you be a son of Bill Wakeford from Northam of Southampton?" I said Bill Wakeford was my father and he said that he and my father were firemen on the London and South-Western Railway together and worked two sister engines called "Fireball" and "Firebrand".

We arrived at Voi somewhere about 21.00 hours, and proceeded to the Dak Bungalow for our dinner. Our journey from Voi to Makindu was by night and there were eight of us sleeping in the four-berth compartment. On arrival at Makindu we had early morning tea at the Dak Bungalow—the time, by the way, was about four o'clock. However, after leaving Makindu we managed to get a bit more sleep which was later disturbed by someone knocking on the side of our coach and calling us to see the game on the veldt. We found that the train had stopped in the open and the guard suggested that we should do some shooting. When I remarked that the train might go off and leave us, he said: "Oh, no, I’ll wait for you to come back!" However, we had no firearms with us, which perhaps was a good thing for all concerned. I recall also not being able to understand why there were two trains running in the same section. We would wait while the train ahead got a few miles away and would set off again and catch it up. At the station we learnt that the driver of the first train was having trouble and was losing time for want of steam. Finally, the offending train gave way to us and we arrived in Nairobi at about 20.00 hours—many hours late.

[Mr. F. W. Wakeford, who sent this contribution, retired in 1928 as Locomotive Inspector after 27 years’ service with the Administration.]

Joie de Vivre

Time and date: 13.30 hours, 7th January, 1949.

Station: Kachumbala/Kumi.

Brief particulars of accident: African passenger fallen down from train while dancing on footboard.

[Accident telegram received from Mr. B. H. Ryder, who retired in 1952 as an Inspector, Special Grade, Mechanical Department, after 22 years’ service.]
Places and Faces

KAHAWA STATION

Kahawa (altitude 5,097 feet) is situated some thirteen miles from Nairobi on the Nanyuki line and is probably best known as the location of the largest Military Stores Depot in East Africa. The station building, constructed in 1922, gives little indication of the amount of traffic handled, which in 1954 amounted to 55,929 tons of freight, 802 head of livestock, and 3,417 originating passengers. The station is also the local Post Office and last year the station staff dealt with over 5,000 postal telegrams.

The present station staff portrayed alongside are (1) Station Master Abdul Khaliq, (2) Assistant Station Master John Nakawulira, Pointsman (3) Muhonzi s/o Odhiambo, and (4) Okolo s/o Sewe, Porters (5) Oranje s/o Abuom and (6) Musa Njega s/o Tokaso.

In service the staff are very young. Pointsman Okola having the longest service—sixteen years—with the East African Railways and Harbours.

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