East African Railways and Harbours Magazine

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APRIL, 1955
VOL. 2-2
COVER PICTURE

S.S. "USOGA" AT MUSOMA

The cover photograph illustrates S.S. "Usoga" operating on Lake Victoria on a round the lake service. She was launched at Kisumu in September 1913, and is of 1,300 tons displacement having a loaded draft of 8 feet, 6 inches. Her passenger capacity is 28 first class, 22 second class and 250 third class, and her cargo capacity 550 tons.

It is a tribute to those responsible for the maintenance of these vessels that this steamer is still in good condition and giving full service after a busy life of over 40 years.

The "Usoga" is one unit of a flotilla of 118, ranging from ships such as described, to launches, which operate the Administration's inland waterway services over a route mileage of 6,311 stretching from Nimule on the River Nile at the Sudan border to Mpalungu on Lake Tanganyika.

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WHAT is the best form of motive power for use on railways? Many people say that the steam locomotive is the best, others say that diesel-electric traction is the answer to all motive power difficulties, whilst others say that straight-electric traction is the best but its use is out of the question because of the enormous initial cost.

For some years now we have been examining the potentialities of the various forms of motive power for East African conditions. The experience gained in various types of traction used by other railways has not been disregarded, nor, on the other hand, have we allowed what is fashionable elsewhere to influence us merely because it happens to be fashionable. Generally it can be said that each form of motive power has its place, and the best application can only be decided after considering carefully all the many circumstances surrounding each particular set of conditions.

What are the various operating circumstances to be considered in East Africa? Throughout Kenya and Uganda we have heavy gradients, high altitudes, poor quality and quantity water conditions in certain areas, and, on certain sections, increasing traffic density in relation to line capacity. In Tanganyika the gradients are less severe, the altitude problem is less acute and the traffic density less, but, in certain sections, the water question is far more difficult than in Kenya and Uganda.

Let us now consider the three forms of motive power in relation to these circumstances.

Long and Continuous Heavy Gradients

The steam locomotive can cope with heavy loads at relatively slow speeds.

The diesel-electric locomotive can cope with similar loads at rather higher speeds because of its ability to apply the full horse-power of its engine almost immediately.

Both diesel and steam locomotives, however, are prime movers and, therefore, the power available is limited to that which can be produced by the locomotive itself. The straight-electric locomotive is a converter of energy and can draw additional power from the central source of supply. It can, therefore, move the same loads at about two and a half times the speed of the steam locomotive and about twice the speed of the diesel-electric locomotive.

High Altitudes

Neither the steam nor the straight-electric locomotive is affected by high altitudes. The diesel-electric locomotive cannot work without oxygen and because oxygen increases in rarity according to altitude, the greater the altitude the greater is the reduction of horse-power developed.

Water Conditions

The steam locomotive requires large quantities of water en route, which, apart from the cost of providing the water, causes delays at stations. In addition, frequent boiler washing consumes more water and the time taken has an adverse effect upon locomotive availability.

The diesel-electric locomotive requires some water for its cooling system but needs are small by comparison with the steam locomotive. It requires no boiler washing and little attention to the cooling system.

The straight-electric locomotive requires no water.

Conclusions, therefore, based on the foregoing are that the steam locomotive is slow in working over the heavy gradients. It wastes time in taking up water. At high altitudes, however, its power output is considerably reduced and for this reason so must its load.

The straight-electric locomotive is much faster than either the steam engine or the diesel-electric locomotive on the gradients. It requires no water and is not affected by altitude. Thus its higher speed under all conditions is assured.

Thermal Efficiency

In East Africa our policy is to burn oil in our steam locomotives and, because of the cost of fuel in relation to the thermal efficiency of steam locomotives, it must be said that
steam compares unfavourably with the other two forms of power in thermal efficiency. Furnace oil burned in a steam locomotive is much cheaper than diesel oil used for the diesel-electric locomotive, but this reduction in cost does not outweigh the low thermal efficiency always present with the steam locomotive. Power for straight-electric locomotives is generated at a static power station which, for the moment, we will assume burns furnace oil or diesel oil, and must be transmitted for long distances over power lines, with unavoidable transmission losses. In the diesel-electric locomotive there are no long transmission lines, therefore the thermal efficiency at the drawbar of the diesel-electric system must be higher than the straight-electric.

In considering overall thermal efficiency, however, a point in favour of the straight-electric is that the horse-power installed in a static power station supplying power to a number of straight-electric locomotives would be rather less than half of that which it would be necessary to install in an equivalent number of steam or diesel-electric locomotives, whilst the work done by the actual locomotives would be about the same in each case. This comes about because the power station would never be called upon to supply power to all the straight-electric units at any one time whereas, with the prime movers, they must carry with them their own “power stations” in the form of either a boiler or an internal combustion engine which are only used to full capacity on infrequent occasions.

Availability

By this term we mean the proportion of the total stock of locomotives available for service at any one time. It is probably the most important consideration connected with the type of motive power to be used. Here the straight-electric locomotive appears to offer advantages. The principal causes of steam and diesel locomotives being placed out of service, with consequent loss of availability, are defects in their self-contained and self-supporting power plants. For the straight-electric locomotive the power plant is miles away in a static power station where working and maintenance conditions must be better than can ever be expected to exist on moving locomotives, and, therefore, the risk of failure is less. In the United States of America the availability of the diesel-electric locomotive is always shown at a higher figure than the steam locomotives. The diesel engine is a much more complicated piece of mechanism than the steam engine, and the latter will operate at reasonable efficiency with a series of defects, any one of which would put the diesel engine out of action. The diesel engine contains a multiplicity of reciprocating parts far in excess of the steam engine, each one of which must always present the possibility of failure. The same possibility of failure exists also in the same or similar parts of steam locomotives, and may be slightly greater because the parts are not so well protected against damage as they are in the diesel engine, but as there are no many more reciprocating parts in the diesel engine, the overall risk of failure would appear to be higher. A further point which comes to light in the examination of both forms of power is that when both these forms of power are used in static conditions—that is to say when both are used as fixed power units in a power station—the reciprocating steam engine is invariably regarded as more reliable than the reciprocating diesel engine. We are thus faced with data from American railways that the diesel locomotive is more reliable than the steam locomotive and other reliable information in direct contradiction. There are probably many reasons for this, but the most likely explanation is that like is not being compared with like. Let us examine the problem having in mind this probability:

(i) Diesel locomotives in quantity have only been operating for a little over ten years. If diesel locomotives, on an average five years old, are being compared against steam locomotives on an average 15 years old, then we are not comparing like with like, and the only fair comparison would be between the two forms of power each of the same age.

(ii) Is the type of staff employed on the maintenance of diesel locomotives of generally higher quality than is used on steam locomotives? If the answer is “Yes”, then the question arising is, would not the steam locomotive of the same age give equal or better results if attended to by the same quality of staff as that attending the diesel locomotive?

(iii) Is the high availability claimed for diesel locomotives in the United States obtained by a completely different repair technique, i.e. by replacement of complete parts or units rather than the repair of such parts or units as is usual in the steam locomotive? If again the answer is “Yes”, then the question
arising is, would not the steam locomotive given the same repair methods give equally good results as the diesel locomotive?

In East Africa we have succeeded in obtaining availability figures for steam locomotives that are high in relation to those achieved by many other railways. Considering the time taken for boiler washouts, the availability of diesel-electric locomotives should be rather better than that obtained from steam locomotives, but I have considerable doubts whether we should achieve this in practice. There appears, however, no doubt that the use of straight-electric locomotives, which it is repeated are not prime movers but only converters of energy, should give a much higher availability than the use of either steam or diesel locomotives.

Capital Costs of the Three Forms of Power

The capital cost of the steam locomotive is much less than either the diesel-electric or the straight-electric, approximate comparative costs being:

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<th></th>
<th>Steam</th>
<th>Diesel-electric</th>
<th>Straight-electric</th>
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<tr>
<td></td>
<td>3,000 nominal h.p.</td>
<td>3,000 h.p.</td>
<td>2,700 h.p.</td>
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<td></td>
<td>£65,000</td>
<td>£130,000</td>
<td>£75,000</td>
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<tr>
<td>Cost per h.p.—</td>
<td>£22</td>
<td>£43</td>
<td>£28</td>
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This comparison is perhaps not altogether fair to the diesel-electric, but for metre-gauge operation it is not possible to get 3,000 h.p. into one diesel-electric locomotive. If it were possible the cost per horse-power would be rather lower.

Capital costs of the locomotives themselves do not tell the full story in the case of the straight-electric because we must add the cost of the installations for generating and transmitting the power required to drive them. It is very difficult to assess these costs as they are dependent on the size of the generating and transmitting scheme relative to the number of locomotives used. All the indications are that straight-electric has the highest capital cost of the three forms of motive power, but once the fixed installations, which have a longer life than the locomotives, are established, the cost of adding to the locomotive fleet would be less than the cost of diesel-electric power, though still more expensive than steam.

Operating Costs

It is difficult to give an accurate estimate of these costs because, to do so fairly, one must estimate the costs over the full life of each type of power used and the particular item likely to rise steeply with the age of each form of power is "repair costs". On this basis I think that we can reasonably say that if traffic density was light, operating costs would be about the same for diesel-electric and straight-electric and rather less for steam. If traffic density was heavy, however, the steam locomotive would probably be the most costly, the diesel-electric second and the straight-electric, even including the cost of generation and transmission, considerably cheaper than both other forms of power. With cheap electricity from water power, operating costs would come out even more in favour of the straight-electric locomotive.

General Conclusions

The values of each form of motive power for use under the particular conditions of East Africa can perhaps best be summarized in the following way:

<table>
<thead>
<tr>
<th>Capital Cost</th>
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<tbody>
<tr>
<td>Highest</td>
<td>Straight-electric</td>
</tr>
<tr>
<td>Second highest</td>
<td>Diesel-electric</td>
</tr>
<tr>
<td>Lowest</td>
<td>Steam</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Operating Costs</th>
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<tbody>
<tr>
<td>Highest</td>
<td>Straight-electric</td>
</tr>
<tr>
<td>Second highest</td>
<td>Diesel-electric</td>
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<tr>
<td>Lowest</td>
<td>Steam</td>
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<table>
<thead>
<tr>
<th>Availability</th>
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<tbody>
<tr>
<td>1st</td>
<td>Straight-electric</td>
</tr>
<tr>
<td>2nd</td>
<td>Diesel-electric</td>
</tr>
<tr>
<td>3rd</td>
<td>Steam</td>
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| Thermal Efficiency at the Drawbar |

<table>
<thead>
<tr>
<th>Train Hauling Tons Per Horse-power</th>
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<tr>
<td>Low Altitudes</td>
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</tr>
<tr>
<td>1st</td>
<td>Straight-electric</td>
</tr>
<tr>
<td>2nd</td>
<td>Diesel-electric</td>
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<tr>
<td>3rd</td>
<td>Steam</td>
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<tr>
<td>High Altitudes</td>
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</tr>
<tr>
<td>1st</td>
<td>Straight-electric</td>
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<td>2nd</td>
<td>Steam</td>
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<tr>
<td>3rd</td>
<td>Diesel-electric</td>
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</table>

| Overall Train Operating Performance Efficiency |        |
| Low Altitudes                                  |        |
| 1st                                             | Straight-electric |
| 2nd                                             | Diesel-electric |
| 3rd                                             | Steam |
| High Altitudes                                  |        |
| 1st                                             | Straight-electric |
| 2nd                                             | Steam |
| 3rd                                             | Diesel-electric |

[Continued on page 68]
NAKURU

Another phase in the remodelling of Nakuru was completed recently when the Mayor of Nakuru, Councillor W. H. Sayer, opened the new road which passes beneath the new railway bridge. Before cutting the ribbon to mark the official opening of the road, Mr. Sayer described the close co-operation which existed between the Railway Administration and the Municipal Council, and which had been a marked feature of these latest improvements. Mr. C. T. Henfrey, the Administration's Chief Engineer, is seen holding the tape on the left of the Mayor [top left].

A large gathering of all races watched with great interest the Mayor's car moving forward beneath the bridge [below] whilst overhead slowly steamed one of the new “60” Class locomotives with Mrs. Sayer on the footplate.

At the new District Offices, Mr. C. T. Hutson, Chief Commercial Superintendent, in a short address, described the commercial and industrial growth of Nakuru which had necessitated the provision of the new facilities. The Mayor, in replying [centre left] congratulated the Administration on the design of the new offices and then opened the door with a silver key.

The cost of the new district office building, of which the inquiry bureau is pictured [lower left], and the rail-over-road bridge is in the region of £72,000 and represents part of the total of more than half a million pounds which is being spent on the development of railway facilities at Nakuru.
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The cost of the new district office building, of which the inquiry bureau is pictured [lower left], and the rail-over-road bridge is in the region of £72,000 and represents part of the total of more than half a million pounds which is being spent on the development of railway facilities at Nakuru.
The Road Services began in 1924 when the Uganda Railway took over the Uganda Government's small fleet of road vans that carried passengers and goods over the 75 miles between Masindi Port on Lake Kioga and Butiaba on Lake Albert.

This road service is still operated and provides an essential link in the transport facilities for the West Nile district of Uganda. In 1954 it carried 61,038 passengers and 33,766 tons of goods with a fleet of 20 vehicles.

The more extensive development of road services, however, has been in Tanganyika where, before the 1939–45 war, all traffic to and from the Southern Highlands Province was carried to or from railheads at Kilosa, Dodoma or Itigi by private road transporters. There were no uniform charges or standard conditions of carriage and, due to the number of separate small carriers operating, the level of transport charges tended to be unstable. In 1939 Mr. R. E. (later Sir Reginald) Robins, the General Manager of the then Tanganyika Railway, proposed to the Tanganyika Government that the operation of heavy road vehicles to and from the Southern Highlands should be regulated and controlled in order to improve the standard of service and stabilize the costs to the consumer. From this suggestion has sprung the extensive road services now operated by the East African Railways and Harbours in Tanganyika.

Although the suggestion for regulation of road transport primarily referred to the road links between the Southern Highlands of Tanganyika and the Central Railway Line, the first road service to be actually operated by the Tanganyika Railway did not serve the Southern Highlands, but linked up Morogoro on the Central Line and Korogwe on the Tanga Line. This service arose out of war conditions and was started in 1940 at the request of the Tanganyika Government to provide a direct land link between the Central...
and Tanga Lines for passengers, civilian and military, mails, luggage and parcels traffic in place of sea or air communications.

The proposal for a co-ordinated transport service to and from the Southern Highlands was agreed in principle by the Tanganyika Government in 1942 and, arising out of the subsequent deliberations, came two major questions—what were the best operating routes, and who were the best people to operate the service? So far as the first question was concerned it was finally decided that, since the object was to provide efficient transport at the lowest overall cost the Itigi route, giving a longer rail and shorter road journey, would be the best for Mbeya–Chunya traffic and the Dodoma route for Iringa–Mufindi traffic. In the latter case it was considered that although economically the best route was via Kilosa, the Kilosa–Iringa road was less suitable than the Dodoma–Iringa road.

So far as the second question was concerned, the original intention was that the road services should be operated by contractors acting for the Tanganyika Railways on a fixed remuneration, or hired carriage, basis. There was considerable opposition to this idea, when it first became public knowledge and when tenders were called for early in 1941 the rates quoted were considered excessive and were not acceptable to the Tanganyika Government. Accordingly the Government requested the Tanganyika Railways and Ports Services to organize and operate road services on both the Itigi–Mbeya and Dodoma–Iringa–Mbeya routes—extending over 700 miles—and gave them a measure of legislative protection by prohibiting the carriage of all imported traffic by any other carriers over these two routes. The Tanganyika Railways began to operate these road services in January, 1943, and in the first year of operation carried 98,977 passengers and 14,375 tons of goods. The route mileage then being operated by the Tanganyika Railways was 710 miles and remained at about this level until August, 1947, when a service was started between Dodoma and Arusha (277 miles) with the object of developing the country and providing an additional public facility. The introduction of this service brought the route mileage of the Tanganyika Road Services almost up to 1,000 miles.

As the road services had their origin in wartime conditions it was not possible to set up a separate organization to operate or maintain the vehicles and the road services were in actual fact operated as part of the railway generally under normal railway procedure.

The running of the vehicles was controlled by the Traffic Department, the purchase, maintenance and repair of vehicles were carried out by the Mechanical Department, maintenance and repair largely being done in the existing railway workshops and with the equipment then available.

In the light of experience gained in actual operating, however, it became apparent that with the very arduous road and other conditions encountered, a specialized organization was essential to the efficient working of the services, and in 1948, following the amalgamation of the Railways, a factual survey was made in order to determine the best methods of operating the services and maintaining the equipment.

As a result of this survey overall control of the road services, including maintenance of vehicles, was transferred to the then Transportation Department, under the senior transportation officer in Dar es Salaam. In 1950 the operating and commercial work on the road services was placed under a District Traffic Superintendent at Dodoma, and a Motor Transport Officer at Iringa was appointed to take over maintenance and repair of vehicles. It was decided that separate mechanical workshops should be set up for the road services to avoid the delay inevitable in the previous procedure for sending all heavy repairs to the mechanical workshops. Iringa was chosen as the most suitable site for road service workshops and, as a temporary measure, the former Engineer’s Store, adjacent to the depot, was used for this purpose. This, however, proved inadequate for the expanding fleet and, following protracted negotiations, work on a new and extensive mechanical workshops began in November, 1953. This is now nearing completion and will be, without doubt, among the most modern vehicle repair workshops of its kind in East Africa.

Central workshops would, however, be of no value in improving efficiency without proper facilities for servicing and running repairs at strategic points on all the routes operated, and it was decided that properly equipped road service depots must be provided. Road service depots have therefore been built at Mbeya, Morogoro, Dodoma and Itigi at a cost of some £85,000.

As a result of the development of the Road Services it was decided in 1953 to strengthen headquarters administration staff by the appointment of an Assistant Superintendent (Roads) to specialize on Road Service work.
**Tanganyika Road Services**

**Route Mileages**

- **Tanganyika**
  - Nairobi (Kenya) to: Arusha (Tanganyika) 169, Babati 266, Kandoa Irangi 339, Dodoma 442, Iringa 604, Chimala 792, Mbeya 851, Mlbisi 899, Tunduma (Northern Rhodesia) 921.
  - This is a section of the Great North Road from the Cape to Cairo.
  - Mbeya to: Tukuyu 41, Itunzi 90 (Lake Nyasa).
  - Mbeya to: Chaunda 49, Makangalusi 68, Kipembwe 130, Rungwa 182, Igami 304, Issa 334, Singida 377.
  - Lushoto to: Mamba 20, Korogwe 48, Handeni 96, Mziza 140, Mvomero 186, Daka 207, Morogoro 230, Dar es Salaam 369.

- **Morogoro to:** Iringa 200 (New Road).
- **Iringa to:** Iheme 22, Ulate 35, John’s Corner 52, Musindi (Kibau) 83, Malangali 103, Makumbako 140, Njamba 178, Igawa 238, Chimala 267, Mbeya 326.

- **Uganda**
  - Masindi Port to: Masindi Town 30, Butiaba 75.
  - Masindi Town to: Kampala 140 (car service only via Bumbo).

**Note:** In 1954 the Administration’s road services covered 41 million miles and carried 73,000 tons of goods.
At the beginning of 1954 further steps were taken to improve the operation and control of the Road Services by appointing a Road Transport Superintendent at Iringa to take direct charge of all the Tanganyika Road Services with responsibility not only for traffic operation but also for maintenance and repairs.

The Vehicles

The vehicles used initially on the Road Services were supplied by the military authorities and were of American origin but, following the cessation of hostilities, these vehicles, and essential spares, were no longer available. The Administration was therefore compelled to purchase road vehicles locally whenever possible and to place orders in the United Kingdom, where the manufacturers had not yet recovered from war-time production. It became a matter of buying what was available, if necessary from many sources, in order to meet the growing need for vehicles for East Africa. This enforced policy resulted in there being at one stage no fewer than seven different types of vehicles, some totally unsuited to the primitive roads over which they were to run, with the consequent problems of training of maintenance staff, and procuring and holding stocks of many different types of spares.

When a decision was taken to set up a separate road service maintenance and repair organization, it was also decided that steps must be taken to standardize as far as possible on a type of vehicle which had proved itself by actual performance on the difficult roads of Tanganyika. This has now been carried out and all vehicles which were unable to stand up to the road conditions have been replaced.

At the end of 1954 there were 231 vehicles in the Road Services fleet, all being of one make.

The Men

In 1948 the staff of the Road Services in Tanganyika and Uganda was 11 Europeans, 55 Asians and 662 Africans. By early 1954 this had grown to 40 Europeans, 92 Asians and 685 Africans. The ill-fated Groundnuts Scheme provided the Road Services with a number of highly qualified technical personnel, who, having decided to stay in the country, welcomed the opportunity of joining a new and progressive undertaking. Working and living conditions have often been arduous and consequently it has been difficult to attract and retain the skilled staff vital to the working of the Services. It is greatly to the credit of the supervisory, technical and traffic staff that, despite the difficulties, the services have been kept going and have developed to their present form.

Revenue has increased steadily over the years, typical examples being the increase between 1950 and 1954 of more than £27,000 per annum in passenger traffic, and more than £94,000 per annum in goods traffic. Despite these increases costs have exceeded revenue up to 1954, largely due to heavy expenditure on new and additional equipment and buildings. More than £416,000 has been spent on vehicles, equipment and buildings since 1950. As much of this will not be recurring the future financial picture should be more favourable if traffic continues to develop as anticipated.

The Miles

Passenger and goods services are now operated over a total route mileage of 1,747 miles in Tanganyika, 75 miles in Uganda and 99 miles in Kenya.
The Itigi–Dodoma–Southern Highlands routes account for 1,076 miles of the Tanganyika total, the balance being on the Namanga–Arusha (69 miles), Itigi–Singida (75 miles), Dodoma–Arusha–Moshi (329 miles), Morogoro–Korogwe (178 miles) and Mombo–Lushoto (20 miles) routes.

In 1954 East African Railways and Harbours Road Services vehicles ran 4,000,000 miles and were able to carry all traffic offering without recourse, as in previous years, to hiring vehicles at peak periods.

The Future
For effective organization the widespread Tanganyika Road Services system requires a controlling centre with an effective directing staff at a point conveniently located in relation to the routes operated. Iringa has been selected as the most suitable base and this is to be the headquarters of the Road Transport Superintendent and his technical and traffic staff. Work is at present proceeding on the development of Iringa with a view to the transfer of the road service traffic headquarters from Dodoma, which it is hoped will be complete by the end of 1955.

A controlling centre would, however, be of no value without an efficient telecommunications system and in view of the difficulty of constructing and maintaining land telephone and telegraph lines wireless telegraphy and radio-telephony are being increasingly used. A complete radio speech network is now being developed to give full inter-communication between Nairobi, Dar es Salaam, Iringa, Mbeya and Itigi and experiments are being made with mobile transmitter/receivers to enable the supervisors travelling with road service convoys to establish contact with depots.

On the traffic side more tonnage was moved over the Road Services in 1954 than in any previous year and plans are already being laid to deal with traffic arising from such developments as the Njombe wattle project, Southern Highlands tobacco, etc.

The story of the Road Services in recent years is, like most current transport development in East Africa, one of progress, sometimes fast, sometimes slow, but mostly under difficult conditions of shortage of suitable equipment and staff.

Now that the groundwork has been laid, it is to be expected that the Road Services, which are such an important part of the East African Railways and Harbours system, will continue to provide progressively more efficient transport to parts of East Africa not served by rail.
Western Kenya Show
Eldoret—1955

More than 5,500 people visited this two-day show and the majority of these passed through the Administration's exhibit [top left]—the first ever at Eldoret. This attendance was achieved in spite of an epidemic of "foot-and-mouth" disease that precluded the exhibit of cattle.

The Railway relief map and other exhibits attracted much attention from all races, including the Masol and Kipkomo tribesmen, two of whom are seen in the accompanying photograph in their full tribal dance regalia [lower left].

A display of rolling stock that included the "Sir Philip Mitchell" (60 "Class") locomotive, and a new first-class coach with blue leather upholstery, proved to be a popular attraction to all visitors.

The Governor of Kenya travelled to the Show from Limuru by train and found time to drive [below] the "Sir Evelyn Baring" locomotive that he had named—but not driven—at Nakuru six months previously.
THE WORLD BANK LOAN

THE term “International Finance” has a cold impersonal sound, not calculated to capture the average person’s imagination or interest. Why, then—should the news of a loan of some £8½ million from the International Bank for Reconstruction and Development, commonly called the World Bank, to a transport organization in East Africa have a world-wide audience—so much so that in Great Britain even the austere B.B.C. considered it worthy of a “News Headline”?

To answer this question it is necessary to explain what actually is involved and to reduce the high-sounding “International Finance” to terms which are readily understood by the man in the street.

The story begins in 1944 when representatives of 44 nations met at Bretton Woods in the United States of America to try to determine what steps were necessary to restore and maintain general financial stability after the upheaval caused by the war. It was recognized that vast sums of money would be needed to reconstruct countries damaged by war and to help in the development of backward countries, but at the same time it was unlikely that these funds could be found by international investment from private sources.

The conference was to set up a “World Bank” whose funds would be subscribed by the nations of the world and would be available to nations who required capital for reconstruction and development. Fifty-seven nations now belong to the World Bank and, up to 1st August, 1954, the Bank had made 106 loans amounting to about £700 million to 36 separate countries.

No better illustrations of the World Bank in action can be given than actual instances of loans at work.

Australia’s production of wheat and wool forms the basis of her economy, but there has also been rapid development of industry and, to enable the country to continue its rapid growth nearly all fields of development needed additional capital goods which could only be bought with dollars. The Bank has made loans amounting to £73 million to Australia for these purposes. Nearer home, the Bank granted the Belgian Congo a loan of £14 million in 1951 for the development of transport communications and electric power and for the improvement of farming and social services. All these were vital to the development of mineral resources and agricultural production in this vast territory.
The World Bank has lent money also to a number of Asian countries where the need for development is possibly as great as anywhere in the world. Loans amounting to £36 million have been made to India to finance development of communications, electric power, iron and steel production, irrigation and agricultural equipment and a loan of £16 million has been made to Pakistan for broadly similar purposes.

Despite the many different countries to whom the Bank has lent money and the variety of objects for the loans, the Bank is in no way a benevolent or philanthropic institution. Every projected loan is carefully investigated by the Bank's own experts and the Bank will not lend money unless, like all business people, they are satisfied that they will get their money back with interest. The granting of a loan from the World Bank is an indication that the Bank regards the projects on which the money is to be spent as essential, that the country or administration concerned can carry the project through to an effective conclusion and that conditions are sufficiently promising to justify the investment.

The Bank made no exceptions to their normal procedure in considering a possible loan to the East Africa High Commission to help finance the £60 million development programme of the East African Railways and Harbours. Expert missions were sent to East Africa to investigate not only the Railways and Harbours but also the general prospects of the three territories. Information and assurances were required from the High Commission, the East African Governments and Her Majesty's Government, and finally a team of negotiators was invited to Washington to discuss and conclude the final terms. The fact that, despite the current difficulties in some parts of East Africa, the Bank has granted the East Africa High Commission a loan is an indication of their confidence in East Africa's future and in the East African Railways and Harbours.

The team of negotiators from East Africa to Washington consisted of Major-General W. D. A. Williams, C.B., C.B.E., Commissioner for Transport; Mr. A. F. Kirby, C.M.G., General Manager, East African Railways and Harbours; and Mr. J. C. Hooton, Senior Assistant Legal Secretary to the East Africa High Commission. They left for Washington on 11th February, 1955, and, on 15th March, 1955, following approval by the Bank's executive directors, the loan documents were signed by Mr. Eugene R. Black, the President of the International Bank for Reconstruction, and Major-General Williams on behalf of the East Africa High Commission.

The loan is for a period of 20 years and carries interest at the rate of 4½ per cent. Repayment will not begin for three years. It will be used to finance the purchase of locomotives and rolling stock principally included in the Administration's current development programme for which some £25½ million is yet to be found.

What did the Press have to say of the loan? The East African Standard in an editorial said the arrangement of a dollar loan "will have the additional advantage of assisting the United Kingdom by offsetting in part the drain on her foreign currency resources and from that point of view it could not be more timely. . . . It is also an important provision that the loan can and will be spent on equipment from Britain". The Sunday Post named Mr. Kirby as the "Personality of the Week" and in lighter vein categorically denied the rumour that Railway Headquarters had been "deluged with long lists of applications from the staff for dollar loans for American cars" subsequent to this 24-million dollar loan. (The money has not, of course, been borrowed for any newly planned expansion, but to help finance the current programme.) Mr. E. A. Vasey, Minister for Finance, Kenya, according to the Sunday Post, welcomed the news of the loan and said, "There is no doubt that this is a very firm expression of confidence in the development and the future of the country".

In the United Kingdom the news was favourably mentioned by some 50 newspapers—from places as widely scattered as London, Coventry, Glasgow, Sheffield and Plymouth. However, there was one exception—the City Editor of the Daily Express, under the heading "Seven words of shame in sad Empire story", wrote: "American money to develop the British Empire. . . . Here is a sad thing . . . the London tills are empty, as far as East Africa is concerned. That part of the Empire must borrow now in America. . . how much better it would be if we invested pounds in the Empire on such a scale that we should be released from this dollar yoke. . . . The slogan should be—Britain's Empire for the British."
The Port of Mombasa handles an imposing variety of imports and exports some of which are impervious to climate and atmospheric conditions whilst others are highly susceptible to changes, particularly of temperature.

These latter commodities are the subject of special arrangements at Kilindini where a cold store exists for the preservation of this temperamental traffic. The store, the property of the East African Railways, has a total capacity of 106,000 cubic feet made up of 15 separate chambers to cater for the individual requirements of each type of goods. In this connection it is interesting to record that to keep meat, butter and fish in good condition a temperature of 10°–14° Fahrenheit is necessary, eggs and fruit 33°–36°, whilst cheese, chocolate and tinned butter keep satisfactorily in the comparatively high temperature range of 40°–45°.

The cold store refrigerating plant consists of two high-speed ammonia compressors, directly coupled to electric motors. The compressors, which are of two different sizes, are operated singly, the size to be used being dependent upon refrigeration requirements.

The bulk of Kenya’s perishable import and export traffic passes through the Kilindini Cold Store and, in addition, refrigeration facilities are available for the use of local merchants and ships’ chandlers who utilize the store as a cold warehouse.

The rapid growth of East Africa’s economy is reflected in the yearly increase of perishable goods passing through the cold store—almost 150,000 packages weighing more than 3,719,000 tons were received in 1954, this showing an increase of more than one million tons over the previous year. Each day the store houses an average of between 15,000 and 20,000 packages weighing between 400 and 500 tons and facilities exist for the storage of 23 different types of commodities at correct temperatures. These commodities cover a surprising range—from the prosaic beef and
mutton to the medical vaccines and penicillin—from chocolate, yeast and bacon to perhaps one of the strangest, and certainly one of the most delectable of foodstuffs—turtlemeat.

The turtle promises to be the source of a new East African industry and an account of the life, death and subsequent conversion of this marine animal into a gastronomic delight may be of interest.

For some 200 years any banquet of consequence has included turtle soup, supplies of raw material being obtained from the West Indian waters of the Carribbean Sea—the former hunting grounds of pirates and buccaneers. The turtle populace had suffered serious depletion due to excessive hunting and, about four years ago, the East Coast of Africa was considered as an alternative source of supply. Having established that sufficient turtles inhabited the coastal waters to justify the capture and subsequent marketing as a commercial proposition, handling facilities were then considered. In this the sponsors of the scheme were fortunate as landing and slaughtering facilities were available respectively at Mbaraki and Bamburi, both being within the vicinity of Mombasa where an up-to-date cold store, at Kilindini, was already in existence.

Before turtle soup can be served in all its traditional glory it is, of course, necessary to first catch a turtle and the method of capture borders on the fantastic.

A diminutive fishing boat puts out from a small beach between Malindi and Lamu at first light of dawn with a crew of six or seven Bajun Arabs. This race is unique in so far as that they are the only people who have mastered the technique of bringing in a live
turtle. Having arrived at the reputed haunt of the turtles a live sucker fish is attached to the end of a stout line. The sucker fish, when thrown into the water, immediately makes for a turtle, which is lying at a shallow depth, and attaches itself—limpet fashion—to the turtle, no doubt hoping that the substantial bulk of the latter offers means of escape. The turtle hunters, upon feeling a heavy resistance to their tentative pulls on the line, despatch a swimmer to the end of the line where the turtle is secured with a hook designed to hold, but not injure, the captive turtle which is then drawn aboard the ship.

The crucial period in the whole of the operation is from the time the sucker fish makes contact to the arrival of the swimmer. This will be appreciated when it is realized that the breaking point of a sucker fish is in the region of 40 lb. whereas its unwitting victim weighs between 300–400 lb.

The fishing cormorants of Japan, the hunting dogs of Europe and the falcons of feudal times are well known but this method of hunting, with the aid of a fish, is surely without an equal in the annals of the chase.

The turtles, which are still alive, are brought ashore at Bamburi where slaughtering and gutting takes place, the carcasses then being transferred to the cold store at Kilindini.

The turtles, either in carcass or packed steak form, are stacked methodically in the store awaiting shipment and quantities held in cold storage average up to 25 tons.

To avoid excessive depletion of the turtle population of East Africa’s coast, the Government have imposed a restriction of 1,000 captures per year.

The exterior of the Kilindini Cold Store gives little indication of the refrigeration capacity of the interior, which is divided into fifteen separate chambers. The store was opened in April, 1949, and since that time and up to the end of 1954, no fewer than 635,497 packages of perishable commodities and foodstuffs had been accommodated at temperatures which are precisely regulated to meet individual needs.
Top left] Three ocean-going vessels alongside Mtwarra quay. They are, from left to right, s.s. Maria Los, s.s. Master Nicky and s.s. Itria

Left] European and Asian volunteers lend a hand in the off-loading of baggage during the recent strike of dock labour at Mombasa.

Lower left] The first of the 34 “59” Class locomotives being off-loaded at Mombasa from the s.s. Clan Buchanan. Eight had been received at Mombasa by the end of April.

Below] The giant transformer for the Uganda Electricity Board being off-loaded at Kampala Goods Yard after its 850-mile journey from Mombasa. This weighed 39½ tons and was the largest single load so far carried in East Africa. Two of these transformers are being installed to connect Kampala and the surrounding area of Buganda to the new 132,000-volt grid system which is at present under construction.
Top right] Two 400-ton lighters bought from Aden arrive at Mombasa. These are part of the scheme to develop lighterage to offset in part the effect on port capacity of the subsidence at Berth No. 9

Right] The new lighterage wharf at Mombasa, showing the easy accessibility from lighters to rail wagons. Three of the cranes are seen in position whilst a fourth is being lifted on to its stub-head jetty prior to erection

Lower right] The railway embankment at Jinja, which was endangered by the higher water level of the Nile due to the Owen Falls dam project, is being replaced by a reinforced concrete viaduct

Below] Ships are berthed, cranes are ready with railway wagons standing by—yet hatches are fastened, the cranes immobile and the quayside deserted. Another picture of Mombasa during the dock strike
Miscellanea

Old Faithful

The first locally dried milk in East Africa was produced high up on the Aberdares over 21 years ago. In spite of depressions, lack of communications and development a modern plant had been installed, the main part of which has not been outdated to this day.

The power and steam requirements are the one exception, as they were taken care of by an old Uganda Railway locomotive, which had commenced work in this country in 1898, having previously covered some 80,000 miles. This noble relic was lying on the Railway scrap-heap in 1933, but was overhauled and delivered to Naro Moru Station with numerous spare parts for £80, a goodly sum in those days, but, alas, one which could hardly cover an overhaul now, let alone this handsome and intrinsic thing.

It arrived at Naro Moru Station, loaded on the only road trailer up to its weight, and duly carried all before it, including the railway ramp. It was eventually hauled up the Aberdares by four gallant tractors loaned by neighbours and a good team of oxen helping on the hills, plus bits of rope and chain and a monkey jack to help it out of the odd culverts and similar depressions en route. This operation took one week, but the boiler arrived in good heart to give another 20 years excellent service, at first being fed on kuni and later on furnace oil. It has since been condemned for no better reason than having given over 50 years’ of known service and is replaced by a comparatively flimsy piece. However, being almost indestructible, “Old Faithful” has now been converted into a safe for farm guns and ammunition.

Commendation?

As a result of a misunderstanding which had arisen between a missionary, the local station master and the district officer the subject-matter was referred to headquarters for the “Judgment of Solomon”.

A suitable letter was duly sent from Nairobi and the reply received from the mission contained the following statement:—

“When the station master read your letter to me he turned to me with genuine surprise and said that this was the nicest letter he had ever come from the Railways and, in all the years he had worked, he had never known a reasonable reply to a complaint.”

Lineside Fire?

Copy of a letter from the District Traffic Superintendent, Nairobi, to the Chief Operating Superintendent, dated 16th March, 1955:—

“Attention has been drawn to the fact that the Royal Irish Fusiliers stationed at Naivasha have recently installed a rifle range between M. 396/10 and M. 396/11.

When in use the line of fire passes directly over the track.

Will you please take what action you consider necessary to have the range removed to a safer place.”

The Joys of Tourism

An original poster of the Uganda Railway has recently come to light and the photograph shown above is a copy of the illustration depicting the joys of East Africa.

The caption to the picture announces “the arrival of the first Cook’s excursion and the result of carefully preserving big game”.

The text of the poster, written with Edwardian precision, declares “The highlands of British East Africa as a winter home for aristocrats has become a fashion. Sportsmen in search of big game make it a hobby. Students of natural history revel in this field of nature’s own making.

Uganda Railway observation cars pass through the greatest natural game reserve in the world.”

An interesting feature of this old poster, the original of which hangs in the office of the editor of East Africa and Rhodesia in London, is the emphasis which is placed on the “playground” aspect of East Africa, whilst today the East African Railways and Harbours’ main task is to provide transport for the commercial, agricultural and industrial development of the territories.
"28" CLASS LOCOMOTIVE

There are six locomotives in the "28" Class which were manufactured by Messrs. Robert Stephenson and Co., Ltd., Darlington, and placed in service in 1928. The class has been modernized recently by the fitting of new engine trucks and tender bogies equipped with roller bearing axle boxes and power-operated reversing gear.

Originally these locomotives were given the names Kilifi, Shimanz, Malindi, Vanga, Lamu and Mvita, but these have been withdrawn during recent years.

Gauge: Metre.
Cylinders: 2—21\(\frac{1}{2}\) in. diameter by 28 in. stroke.
Boiler Barrel: 16 ft. 9 in. between tubeplates: 6 ft. 0 in. internal diameter.
Tubes:
- 32 superheater elements, 1½ in. outside diameter.
- 32 flue tubes, 5½ in. outside diameter.
- 142 boiler tubes, 2½ in. outside diameter.

Heating Surface:
- Superheater . . . . . . . 574 sq. ft.
- Tubes . . . . . . . . . 2,130 sq. ft.
- Firebox . . . . . . . . . 180 sq. ft.

Total . . . . . . . . . . . 2,884 sq. ft.

Area of Fire grate: 40.5 sq. ft.
Working Pressure: 180 lb. per sq. in.
Adhesion Weight: 69.55 tons.
Tractive Effort at 85% Boiler Pressure: 37,938 lb.

Adhesion Weight Ratio: \[ \frac{37,938}{69.55} = 4.106 \]

Tractive Effort
Water Capacity: 5,000 gallons.
Traffic News

The total railway revenue for the first three months of 1955 was £4,200,000 of which £3,330,000 was derived from goods and £360,000 from passenger traffic. These figures are generally in line with the revenue estimates for this period.

Total Railway earnings during the week ending 29th January, 1955, at £335,114 broke all previous records and this record was itself broken by total earnings for the week ending 26th February, 1955, which amounted to £340,598.

Total imports through the Port of Mombasa during January 1955 were 191,538 tons while exports of general cargo totalled 73,542 tons. These figures are each more than 6,000 tons than in December, 1954 and more than 20,000 tons higher than January, 1954. Imports at Dar es Salaam and Tanga during January, 1955, were appreciably higher than it had been in previous months. Exports through Dar es Salaam were some 4,000 tons less in January, 1955 than in December, 1954, due to a considerable drop in shipments of coffee and sisal but exports through Tanga amounted to 20,886 tons—the highest on record.

The tonnage of commodities railed to Mombasa Island during the first two months of the year was over thirty per cent higher than in corresponding months of 1954 due mainly to 5,900 tons more of coffee and 28,000 tons more of maize being moved to the coast than in January and February, 1954. In the reverse direction, the tonnage railed up country from Mombasa Island during the first two months of the year was 217,741 tons, ten and a half per cent higher than the corresponding 1954 figures. It is, furthermore, gratifying to record that despite the effects of the strike of stevedoring and cargo handling labour the tonnage moved by rail from Mombasa Island was 107,828 higher than the tonnage moved in March, 1954.

Improved train services introduced on the Central Line in February of this year have been followed by further improvements in the train service over the Kenya/Uganda main line, which became effective on 1st April, 1955. Passenger travel this year on the Central Line has, so far, been disappointing, but it is at present too early to forecast to what extent this decline will continue.

During the first quarter of this year four additional “29” class locomotives have been placed in service on the Kenya/Uganda section, and the first of the new heavy “59” class Garratts was landed at Mombasa. New coaching stock placed in service during the same period includes 14 passenger coaches and 48 brake vans for the Kenya/Uganda section, and 10 passenger coaches for the Central Line. More new goods wagons are now coming into service, 194 having already started work on the Kenya/Uganda/Tanga sections and 13 on the Central Line.

Prospects generally for 1955 remain fair, and as the year progresses a steady increase in numbers of locomotives and rolling stock should, if deliveries are maintained as expected, enable us to offer greatly improved services to the public.

A backward glance over the past five years’ working shows a steady increase in revenue with a gradual decline in numbers of passengers carried since 1951. The drop in passenger figures is a consequence of the present Emergency due to the enforced travel restrictions imposed upon certain tribes in Kenya. The spectacular increase in revenue of almost £24 millions in 1954 reflects the rise in freight charges in addition to the increase of 200,000 tons carried.

<table>
<thead>
<tr>
<th>Year</th>
<th>Tons</th>
<th>Passengers No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>4,151,571</td>
<td>5,933,313</td>
</tr>
<tr>
<td>1951</td>
<td>4,440,424</td>
<td>6,565,294</td>
</tr>
<tr>
<td>1952</td>
<td>4,720,175</td>
<td>6,433,898</td>
</tr>
<tr>
<td>1953</td>
<td>4,736,793</td>
<td>5,794,133</td>
</tr>
<tr>
<td>1954</td>
<td>4,938,979</td>
<td>5,167,059</td>
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</table>
RESULTS OF WORKING

January-February 1955

The tables show the approximate earnings and working results of all the Administration’s services during the first two months. Corresponding figures for 1954 are shown for purposes of comparison:

### RAIL, ROAD AND MARINE SERVICES

<table>
<thead>
<tr>
<th></th>
<th>Tonnage</th>
<th></th>
<th>Revenue</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Tons</td>
<td></td>
<td></td>
<td>£</td>
<td>£</td>
</tr>
<tr>
<td>January</td>
<td>399,853</td>
<td>428,935</td>
<td>1,297,991</td>
<td>1,406,123</td>
</tr>
<tr>
<td>February</td>
<td>371,004</td>
<td>415,694</td>
<td>1,169,682</td>
<td>1,314,461</td>
</tr>
<tr>
<td>Total</td>
<td>770,857</td>
<td>844,629</td>
<td>2,467,673</td>
<td>2,720,584</td>
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### HARBOURS

<table>
<thead>
<tr>
<th></th>
<th>Tonnage</th>
<th></th>
<th>Revenue</th>
<th></th>
</tr>
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<tbody>
<tr>
<td>Tons</td>
<td></td>
<td></td>
<td>£</td>
<td>£</td>
</tr>
<tr>
<td>January</td>
<td>358,605</td>
<td>381,005</td>
<td>253,436</td>
<td>287,066</td>
</tr>
<tr>
<td>February</td>
<td>279,421</td>
<td>309,740</td>
<td>207,640</td>
<td>235,439</td>
</tr>
<tr>
<td>Total</td>
<td>638,026</td>
<td>690,745</td>
<td>461,076</td>
<td>522,505</td>
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WORKING—5 YEARS

<table>
<thead>
<tr>
<th>MARINE SERVICES</th>
<th>HARBOURS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue £</td>
<td>Harbour Tons</td>
</tr>
<tr>
<td>9,326,752</td>
<td>3,475,114</td>
</tr>
<tr>
<td>10,685,738</td>
<td>3,765,073</td>
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<tr>
<td>12,571,111</td>
<td>4,070,488</td>
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<tr>
<td>12,626,640</td>
<td>3,949,932</td>
</tr>
<tr>
<td>15,336,086</td>
<td>3,991,916</td>
</tr>
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</table>
District Notes

Nakuru
Relaying of the Kisumu Branch with 60-lb. rail is proceeding satisfactorily and the work is now approaching Njoro. A total of 116 miles of this line has now been relaid. Relaying of the main line in the section Nakuru/Eldoret with 80-lb. track also nears completion with relaying approaching Nakuru Junction from the Menengai direction. Work also began early in the present year on strengthening the Mau viaducts on the Kisumu line to permit the operation of heavier locomotives, and by the end of March three viaducts had been completed. This work is being carried out by contractors. Work has begun on the construction of the new signal cabin at Nakuru Junction which it is hoped will be completed in August of this year. This cabin will control points and signals from an interlocking frame at the western end of a four mile double line section, which will be the first section of double line working introduced in East Africa.

Tanga
The tonnage of exports from Tanga Port for the month of March was 22,885 tons, an all time record. The tonnage of sisal and other commodities moved by rail to the port was just over the previous record tonnage—13,017 tons in January, 1955. The amount of sisal railed to the port from January to March represented over 100,000 bales and through close co-operation with the industry, no consignments missed the ships for which they were intended. In addition to this achievement, no less than 1,500 tons of maize were evaporated from the Northern Province to Tanga and Korogwe. These record railings and shipments were only achieved by the fine team spirit in all grades of all departments.

Kisumu
The building of a new African Housing Estate has begun and the first phase, consisting of 18 blocks of one-roomed junior quarters, is now well under way. As building progresses, staff living in the old housing estate will be accommodated in the new estate, and the old estate will be demolished when vacated.

The s.s. Rusinga has recently left the dry dock where she has for six weeks been undergoing overhaul and repainting.

Mombasa
The cranes at Mombasa are used to handling strange cargoes. The accompanying photograph shows part of a consignment of wild animals being loaded for shipment to Japan.

Giraffe for Japan

The first of the new five-ton wharf cranes under erection by Messrs. Stothert & Pitts, Contractors, was placed in service on the 1st March, 1955, on Berth No. 1. A second similar crane was placed in service on the 1st April, 1955, whilst two more were erected during the month.

Nairobi
It was unanimously agreed at a meeting recently held in the Training School that a “Study Group” should be formed with the object of arranging lectures, discussions and debates on transport and allied subjects. Whilst the idea is not original it is an innovation on the East African Railways and Harbours. The Group, which has the support of the Management, is now going forward with the preparation of a programme which will include talks by Senior Officers who will describe the functions of their particular departments. It is considered that such talks will go far to penetrate departmental insularity and help members to appreciate the problems of departments other than their own. The Patron of
the Group is to be Mr. A. F. Kirby, General Manager, and other officers are, Mr. C. T. Hutson—President; Mr. Norman Whittington—Chairman; Mr. R. Kirton—Secretary/Treasurer. Vice-Presidents include Mr. J. H. Collier-Wright, Mr. G. P. G. Mackay and Mr. R. H. Whittington. The presidential address, by Mr. Hutson, is to be given on the 4th May, 1955.

**Eldoret**

The overall motive power figures of the Eldoret district for the last four months available reveal that over a million locomotive miles have been run for only four failures. The “60” Class Locomotives, of which 18 have been allocated to this district, are achieving high figures for reliability. They are now running more than 600,000 miles per engine failure, a record of which the district also can be justly proud.

Driver Prabhat Singh, working 91 up mixed train from Eldoret to Kitale on March 25th, was involved in an odd incident, when about three miles from Lesuru he had to apply his brakes sharply to avoid some giraffe crossing the line. Fortunately the only effect was one broken coupling, which caused 19 minutes delay to the train.

**Kampala**

The East African Railways and Harbours library in Kampala, books for which are obtained from the East African Literature Bureau, is proving popular with members of the staff.

**Mtwarara**

Disposal of mechanical equipment originally used in the groundnuts scheme continues at Mtwarara Port. In the month of February, 383 tons of this export traffic was handled at the port.

**Tabora**

The debut, in Tanganyika, of the new first class coaches, aroused much interest when, on 20th March, 1955 at Tabora, the public were given an opportunity to inspect them. The visit of the coaches to Tabora, which was part of a thousand mile journey to exhibit this latest development of coaching stock at principal centres in Tanganyika, was the occasion of a sundowner given by the Administration to prominent members of the public and Government. Dodoma, Kigoma and Mwanza also enjoyed similar functions.

The housing programme continues to make headway with three Junior European quarters completed and occupied at Tabora and one Senior European house at Kigoma nearing completion.

**Dares Salaam**

Progress continues at both the deep-water berths and on the preparatory siting for housing where the building work will be started in the near future. The workshops continue to work to capacity with new wagons of all types arriving in the Port.

The conversion of engines to oil burning continued and the difficulties experienced in obtaining locomotive water supplies, particularly in the Dodoma district, were eased by the heavy rains which replenished dams and other sources of supply.
Pensioners' Corner

Whereas no responsibility is accepted for this contribution from a pensioner, we would welcome further reminiscences from those who have retired from service on the East African Railways and Harbours.

Accident Telegrams

Anybody who has anything to do with the running of a railway spends his time beset with telegrams, in fact it might be that he lives from telegram to telegram. Most of the innumerable things which can, and do, happen on a railway are reported and indelibly recorded by somebody sending a telegram to “All concerned”.

Now “All concerned” in theory means strangely exactly what it says. For example, if a Nakuru engine fails on 1 Up mail in the Nakuru-Menengai Section due to five hot boxes, one of the persons most “concerned” will be the Loco. Foreman, Nakuru. He, therefore, receives a copy of the accident wire to cheer him up; and incidentally to advise him that a relief engine (if any) will be required at Menengai in the immediate future. The same copy of the telegram helps the news to percolate, via the Shed Clerk, to the gentleman in the Running Shed who put a handful of sand in each of the axle boxes of the said engine before its departure because he has proclaimed a Jehad (or Holy War) against the Shed Fitter, that his little joke had worked. Other people “concerned” in this will be various Station Masters, Traffic Inspectors and a mysterious deity called “Con-troll”. All share in rearranging the “crossings”, delays and sorting the mess out generally. Also receiving the telegram will be the District Traffic Superintendent, Nakuru, who likes to know what is going on, and the District Mechanical Engineer, Eldoret, who might also be described as an interested party. People not concerned will be the District Engineer and his permanent way staff, who, as long as nobody has done anything to their track, just couldn’t care less, and also, of course, the Carriage Examiner, who, if he heard that every engine on the line had run a hot box in every one of its highly decorated wheels, would laugh his head off.

There are, however, two snags to the system. Whereas a railway never sleeps but keeps on happening, so to speak, 24 hours a day and seven days a week ad infinitum so are accident wires born, regardless of time and place; and, secondly, even in the best regulated stations, possibly in Nairobi itself, differences of opinion occur as to which parties are “concerned” in any given accident wire. This produces results that are often not taken too kindly by the recipients. Supposing the Loco Foreman at Nakuru had had a hard day dealing with “Jehads”, failures, inquisitive District Mechanical Engineers and other nuisances, he is quite likely to be woken up at 03.30 hours by a gentleman at the window with a lamp, hand signal, and a greasy “Peon Book” waving a telegram which, when deciphered, is to the effect that one goat was run over at Gilgil the day before yesterday or one African woman jumped off a viaduct at Fort Ternan last week. This is, to say the least, annoying, but it is, unfortunately, useless for him to beat the messenger over the head with his own lamp, hand signal, or set the dog on him or fire a charge of buck-shot at him as this is apt to discourage him from delivering any more accident wires to him, and some day he will be again woken at 03.30 hours by a swirling mob outside his house consisting of Station Masters, Traffic Inspectors, Loco Inspectors, Permanent Way Inspectors and other details, even possibly the District Mechanical Engineer himself, all waving their arms in the air and crying that the engine of 1 Up mail has gone over a bridge into a river and half the train after it. So the problem is apparently insoluble.

The following specimens were delivered to a Carriage and Wagon Inspector, strangely enough at convenient times.

Domestic Tragedy

T.D. (Time and date): 22.00 hours, 30th June, 1947.
S. (Station at which accident occurred): Soy.
B.P. (Brief particulars): Sweeper Kakamoki killed by lightning at home.
C.A. (Cause of accident): Looking for hen.

Ghost Train!

S.: Nakuru-Timboroa.
B.P.: Train lost in section.
C.A.: Engine not steaming.

[Mr. B. H. Ryder, who sent this contribution, retired in 1952 as an Inspector, Special Grade, Mechanical Department, after 22 years' service.]
STAFF NOTES

It is with regret that we announce the death, on 16th January, of Mr. Sohan Singh, Chargehand in the Mechanical Department at Kampala, after a prolonged illness which he bore with great fortitude. Mr. Sohan Singh had been in the service of the Administration for more than thirty years.

* * *

Mr. Mkono s/o Omari retired recently from the position of Headman in the District Stores Superintendent's Office, Mombasa, after more than thirty years’ service. Mr. Mkono, who is 60 years of age, intends to purchase a shamba at Mazeras in the Coast Province.

* * *

The European Supervisory staff of the Mombasa District Mechanical Engineer’s Department met at the Cliffe Hotel for dinner and a Stag Party recently. Although the function was purely departmental, invitations had been extended to Messrs. Stothert and Pitt’s crane erecting staff and the “get together” between the two staffs, outside of business hours, proved a great success. It is proposed to hold similar functions in the future.

Mr. R. Robertson, Senior Locomotive Driver, Grade IV, sailed on 10th March, 1955, by the Kenya Castle to the United Kingdom on leave pending retirement. He arrived at Mombasa on first appointment on 17th February, 1929, and served at Nakuru, Nairobi and finally Mombasa.

* * *

Mr. G. N. Pillai, Chief Cashier, Headquarter Office, Dar es Salaam, proceeded on leave to India pending retirement on 13th January, 1955, after 25 years’ service with the Administration. He was held in high esteem by all those who came in contact with him. Mr. Pillai joined the Tanganyika Railways and Ports Services on 14th February, 1930, and took charge of the Dar es Salaam Cash Office in August, 1947.

* * *

Mr. C. W. Leverett, Regional Representative proceeded on vacation leave on 14th February, 1955. During his absence Mr. A. F. Lucarotti, formerly Senior District Engineer, Dar es Salaam, is Acting Regional Representative.

* * *

Mr. Gurdass Ram Bhandari, who proceeded on leave pending retirement in March, 1955, served the Accounts Department of the East African Railways and Harbours Administra-

The General Manager of the East African Railways and Harbours holds his three-monthly Chief Officers' Conference at Nairobi Headquarters

Left to right: Mr. G. Ellis, Acting Assistant Chief Commercial Superintendent; Mr. A. H. Earley, O.B.E., Chief Ports Manager; Mr. W. J. Lardner, Stores Superintendent; Mr. J. H. Baldwin, O.B.E., Chief Accountant; Mr. W. Urquhart, O.B.E., Deputy General Manager; Mr. A. F. Kirby, C.M.G. General Manager; Mr. C. T. Henfrey, Chief Engineer; Mr. G. Gibson, Chief Mechanical Engineer; Mr. R. H. Whittington, Acting Chief Operating Superintendent; Mr. R. M. L. Lemon, Acting Chief Assistant to the General Manager; Mr. C. W. Leverett, M.B.E., Regional Representative, Tanganyika; and Mr. J. C. Mertens, Senior Administrative Assistant (Secretary)
tion for more than 35 years. By his loyalty and devotion to duty, he secured the affection and respect of all those with whom he worked. Mr. Bhandari also took a keen interest in the East African Railways and Harbours Asian Institute, Nairobi, and was a member of the Library Advisory Committee for a number of years. He is, in addition, a respected member of the Arya Samaj community. An indication of his popularity amongst his colleagues and friends was the large gathering at the farewell party given in his honour at the Railway Asian Institute, Nairobi, on Tuesday, 22nd March, 1955, when a parting gift was presented to him. Mr. Bhandari is remaining in Kenya.

* * *

Two African members of the Road Services Staff, Mr. Erifa Kasaija and Mr. Joswa Mpinga, both motor drivers attached to Masindi Town, have been awarded Certificates of Honour. Mr. Kasaija, a Munyoro, left his primary school at the age of 17 in order to fight against the Germans in what was then German East Africa. He finished his war service in Dar es Salaam and returned to Masindi where, in 1921, he joined the Uganda Government as a driver. In 1924, when the Masindi Road Service was taken by the Kenya-Uganda Railway, Mr. Kasaija was automatically transferred and, after 34 years' public service, he is now the driver of a passenger bus. Mr. Kasaija takes a great interest and an active part in African Social and Welfare matters. He was awarded the Certificate of Honour in 1950, being the first member of the Road Services to be so honoured.

Mr. Joswa Mpinga received his Certificate of Honour last year on the occasion of Her Majesty’s visit to Uganda for the opening of the Owen Falls Dam. He joined the railway in 1926 and is now the second senior driver, his speciality being the handling of heavy goods vehicles.

Mr. Kasaija and Mr. Mpinga are justifiably proud of their combined 63 years' public service.

* * *

Mr. H. B. Marshall, B.Eng.(Liv.), A.M.I. Mech.E., A.M.I.Loco.E., assumed the duties of Acting Assistant Chief Mechanical Engineer (Motive Power) in April, 1954, on the departure of Mr. H. Wood on leave pending retirement. In October, 1954, he was confirmed in this post. Mr. Marshall, who was born in 1912, entered the service of the London Midland and Scottish Railway in 1933 and after completing a two-year pupillage at the Horwich works of this Railway was posted to Derby as a draughtsman in the experimental and locomotive testing section of the drawing office. In 1938, he joined the Tanganika Railways as an Assistant Locomotive
Superintendent and held various posts in Dar es Salaam, Tabora and Dodoma and for a time acted as Chief Mechanical Engineer, Tanganyika Railways. In 1950, following the amalgamation of the East African Railways, Mr. Marshall was transferred to Mombasa as District Mechanical Engineer, returning to Dar es Salaam at the end of 1951 as Senior District Mechanical Engineer in charge of Mechanical Department work on the Tanganyika section. He remained there until his transfer to Nairobi as Senior Mechanical Engineer (Motive Power) in October, 1953.

Mr. D. V. Bunting, M.B.E., A.M.Inst.T., District Traffic Superintendent, Nairobi, has recently retired after more than 26 years' service. He was seconded from the former Great Western Railway, after serving throughout the 1914–18 War, and while undergoing special training with that company.

His service has taken him to various points on the East African Railways and Harbours system and latterly Mr. Bunting has served on the Nairobi Transport Liaison Committee and has represented railway interests at Nairobi Chamber of Commerce meetings.

Mr. Bunting has taken an active part in Asian and African Social and Welfare matters and, in the early part of his career, was a keen participant in most out-door sports. He was awarded the M.B.E. in the New Year's Honours, 1955.

During a recent safari, the General Manager, Mr. A. F. Kirby, accompanied by Mrs. Kirby, met a large section of the railway community in Eldoret, Kitale and Broderick Falls. Presentations were made by Mr. Kirby, on behalf of H.M. Queen Elizabeth II, of the Queen's Medal and Certificate of Honour to Sub-Permanent Way Inspectors Mr. Doka Fatahlbab of Hoey's Bridge and Mr. J. A. Abuya of Broderick Falls. Local District Commissioners, District Officers, members of the Municipal Boards and Chiefs witnessed the ceremonies.

As the result of a recent appeal made by the British Red Cross Society, through the General Manager, more than 100 members of the staff in Nairobi, of all races, had volunteered as blood donors up to the middle of April. Although this response is good and the blood donations will be very valuable, the number of volunteers represents only a very small proportion of the staff in Nairobi who could come forward to help in this valuable work which demands so little but is of such vital importance. It is hoped that very many more employees in Nairobi will volunteer. If you are one of those who have not already done so, we suggest that you should immediately advise the General Manager, through the head of your department, that you wish to become a blood donor. Remember, blood transfusions save lives and it may well be your life or that of someone very dear to you which will be in danger unless a transfusion is readily available.

We understand that blood transfusion schemes operate in Kampala, Mombasa, Dar es Salaam and Nakuru and we strongly recommend our readers in those centres to get in touch with the British Red Cross Society and offer their services as blood donors.
PROMOTIONS BETWEEN 1st JANUARY and 28th FEBRUARY, 1955

Accounts Department
T. F. Bell, Nairobi, to Senior Accountant.
W. Ferguson, Dar es Salaam, to District Accountant.
I. L. Buck, Nairobi, to Assistant Accountant.
L. G. Otway, Nairobi, to Assistant Accountant.
J. F. P. Crispin, Hong, M.B.E., Nairobi, to Assistant Accountant.
A. M. Burrenco, Nairobi, to Clerk, Div. II, Grade VIII.
Mohamed Mubarak, Nairobi, to Clerk, Div. II, Grade VIII.
Karunga Chola, Nairobi, to Clerk, Div. III, Grade XI.
C. W. Osamba, Nairobi, to Clerk, Div. III, Grade XI.

Commercial and Operating Departments
J. L. Williams, Mombasa, to Assistant Traffic Superintend-ent.
K. H. Marshall, Nairobi, to Establishment Officer.
J. H. Reddick, Mombasa, to Station Master, Div. I, Grade I.
R. Bentno, Nairobi, to Controller (T. or M.P.), Div. I, Grade II.
B. R. M. Ward, Nairobi, to Carriage Cleaning Inspector, Div. I, Grade III.
D. A. Wood, Kilindini, to Yard Foreman, Div. I, Grade III.
A. C. Garwood, Nairobi, to Clerk, Div. I, Grade III.
H. Wilkinson, Dar es Salaam, to Clerk, Div. I, Grade III.
Mohamed Abdullahi M. N., Nairobi, to Clerk, Div. I, Grade III.
Hannumbhai H. Patel, Dodoma, to Station Master, Div. I, Grade III.
L. W. Norris, Nairobi, to Goods Shed Foreman, Div. I, Grade IV.
E. A. Whitworth, Nairobi, to Clerk, Div. I, Grade IV.
Vidya Sitar, Saut, Njoro, to Station Master, Div. I, Grade IV.
Venishankar R. Bhatt, Mombasa, to Clerk, Div. I, Grade V.
Mohamed Ali, Limuru, to Clerk, Div. I, Grade V.
Ram Parkash, Nairobi, to Clerk, Div. I, Grade V.
Umer Bloch, Nairobi, to Clerk, Div. I, Grade V.
Nairnder Singh, Kampala, to Clerk, Div. I, Grade V.
Mohamed Rafique Arain, Kampala, to Clerk, Div. I, Grade V.
Heen Raj B., Kilindini, to Clerk, Div. II, Grade VI.
Abdul Rahim G. Yellani, Moshi, to Assistant Station Master, Div. II, Grade VI.
Felix Mervin Kircli, Kibera, to Station Master, Div. II, Grade VII.
Bernard Kamau, Matatika, to Station Master, Div. II, Grade VII.
Zabulon Odhiambo, Kajilado, to Station Master, Div. II, Grade VII.
Kuldip Singh, Shinyanga, to Clerk, Div. II, Grade VIII.
Rajbhir Singh, Tanganyika Wharf, to Clerk, Div. II, Grade VIII.
Naroubhai A. Patel, Moshi, to Clerk, Div. II, Grade VIII.
Hasan Yusna Kana, Kisumu, to Steamer Clerk, Div. II, Grade VIII.
Rasiklal R. Patel, Tororo, to Assistant Station Master, Div. II, Grade VIII.
Ravijibhai S. Patel, Jinja, to Assistant Station Master, Div. II, Grade VIII.
Des Kumar Sood, Uplands, to Assistant Station Master, Div. II, Grade VIII.
Kirpal Singh, Mombasa, to Assistant Station Master, Div. II, Grade VIII.
Sheikh Mohamed Iskandar, Nanyuki, to Assistant Station Master, Div. II, Grade VIII.
Pram Sagar Kasvyn, Adhi River, to Assistant Station Master, Div. II, Grade VIII.
Surujkant V. Patel, Adhi River, to Assistant Station Master, Div. II, Grade VIII.
Aslam Bis Mirza, Tanganyika Wharf, to Assistant Station Master, Div. II, Grade VIII.
Gurdial Singh, Dodoma, to Assistant Station Master, Div. II, Grade VIII.
Guman Singh, Voi, to Assistant Station Master, Div. II, Grade VIII.
Abdul N. Mohamed, Mombasa, to Yard Foreman, Div. II, Grade VIII.
Samuel Irimba, Mito Andei, to Station Master, Div. II, Grade VIII.
Korongo Juma, Kongwa, to Station Master, Div. II, Grade VIII.
Barnabas Olscho, Samburu, to Station Master, Div. II, Grade VIII.
Isaac Nyaganda, Simba, to Station Master, Div. II, Grade VIII.
Stephen Joseph, Nairobi, to Assistant Telegraph Inspector, Div. II, Grade VIII.
Amiri Abdull, Tabora, to Instructor, Div. II, Grade VIII.
Edith Dada, Kisumu, to Artisan, Div. II, Grade VIII.
Ravjibhai K. Patel, Tororo, to Guard "Shadow" Grade.
Mark Oyango, Solai, to Station Master, Div. III, Grade IX.
Daudi Mudumbo, Kenani, to Station Master, Div. III, Grade IX.
George S. T. Ahooch, Menengai, to Station Master, Div. III, Grade IX.
Jared Awongo, Stony Athi, to Station Master, Div. III, Grade IX.
Paul Njenga, Fort Hall, to Station Master, Div. III, Grade IX.
Cephas Javala, Makuyu, to Station Master, Div. III, Grade IX.
Thomas Mutua, Nairobi, to Clerk, Div. III, Grade IX.
Eriabu Machanga, Nairobi, to Clerk, Div. III, Grade IX.
Aloysius Mwangi, Mombasa, to Assistant Station Master, Div. III, Grade IX.
Watson Gakunga, Illeko, to Assistant Station Master, Div. II, Grade X.
Appolo Opola, Lemberi, to Assistant Station Master, Div. III, Grade X.
Gershom Angaya, Ngomeni, to Assistant Station Master, Div. III, Grade X.
Frederick P. Khayo, Cheiell, to Assistant Station Master, Div. III, Grade X.
Sefasite Kanuguira, Mkuumba, to Assistant Station Master, Div. III, Grade X.
Joseph Njuma, Susses, to Assistant Station Master, Div. III, Grade X.
Laban Mwanga, Mugu, to Assistant Station Master, Div. III, Grade X.
Juma Salum Shamte, Itigi, to Assistant Station Master, Div. III, Grade X.
Wachira Araim, Matatika, to Assistant Station Master, Div. III, Grade X.
James Victor, Makindu, to Assistant Station Master, Div. III, Grade X.
Anthony Ndelwa, Emali, to Assistant Station Master, Div. III, Grade X.
Didacus Onyango, Mnyangi, to Assistant Station Master, Div. III, Grade X.
Alexander Onyango, Molot, to Assistant Station Master, Div. III, Grade X.
Casmir Mlota, Kazikazi, to Assistant Station Master, Div. III, Grade X.
John Gwinya, Lator, to Assistant Station Master, Div. III, Grade X.
Moses Osongo, Rongai, to Assistant Station Master, Div. III, Grade X.
Francis D. Osinya, Seta, to Assistant Station Master, Div. III, Grade X.
Yusufu Mburugu, Uagaru River, to Assistant Station Master, Div. III, Grade X.
Lucas Otieno, Nairobi, to Clerk, Div. III, Grade X.
Philip Mbela, Dodoma, to Wireless Operator, Div. III, Grade X.
Issack Sichawa, Tabora, to Wireless Operator, Div. III, Grade X.
Edington Mwangi, Tanganyika Wharf, Yard Foreman, Div. III, Grade X.
Mutungo M., Kiboko, to Assistant Station Master, Div. III, Grade XI.
Moses Kavai, Muhesa, to Assistant Station Master, Div. III, Grade XI.
George C. Arop, Heura, to Assistant Station Master, Div. III, Grade XI.
Abdul Onyango, Plateau, to Assistant Station Master, Div. III, Grade XI.
Wilton Onyango, Kibera, to Assistant Station Master, Div. III, Grade XI.
Hillary Owino, Yala, to Assistant Station Master, Div. III, Grade XI.
Mihairi Kere, Morondat, to Assistant Station Master, Div. III, Grade XI.
Moses Gichuru, Maragua, to Assistant Station Master, Div. III, Grade XI.
Samson Mogiliskii, Equator, to Assistant Station Master, Div. III, Grade XI.
Martin Ochilo, Marimbetti, to Assistant Station Master, Div. III, Grade XI.
Augustine Ssentamu, Nakuru, to Signalman, Div. III, Grade XI.
George Wanginya, Nakuru, to Signalman, Div. III, Grade XI.
Tom K. Martin, Nairobi, to Signalman, Div. III, Grade XI.
Abdulla Suleman, Moshi, Telegraphist, Div. III, Grade XI.
Martin Anyango, Kisumu, to Wireless Operator, Div. III, Grade XI.
Walter Nyakwaka, Kisumu, to Clerk, Div. III, Grade XI.
William Ojina, Kisumu, to Clerk, Div. III, Grade XI.
Hezron O. Omolo, Nairobi, to Clerk, Div. III, Grade XI.
Camille Wawula, Nairobi, to Clerk, Div. III, Grade XI.
Christopher M. Kibasa, Nairobi, to Clerk, Div. III, Grade XI.
John K. Oguu, Nairobi, to Clerk, Div. III, Grade XI.
Alfred Oluoch, Nairobi, to Clerk, Div. III, Grade XI.
Gilbert Ndidi, Nairobi, to Clerk, Div. III, Grade XI.
Maurice L. Mbongo, Nairobi, to Clerk, Div. III, Grade XI.
Frederick Occhura, Nairobi, to Clerk, Div. III, Grade XI.
John Ojieno, Nairobi, to Clerk, Div. III, Grade XI.
Henry Odhiambo, Nairobi, to Clerk, Div. III, Grade XI.
Ephraim Lango, Nairobi, to Clerk, Div. III, Grade XI.
Fredrick Wakena, Nairobi, to Clerk, Div. III, Grade XI.
Alexander Ondu, Nairobi, to Clerk, Div. III, Grade XI.
Zablon Obado, Nairobi, to Clerk, Div. III, Grade XI.
Nairobi City Council, to Clerk, Div. III, Grade XI.
Mathew Opong, Nairobi, to Clerk, Div. III, Grade XI.
Andrew Atwoli, Nairobi, to Clerk, Div. III, Grade XI.
Andrew Waaga, Nairobi, to Clerk, Div. III, Grade XI.
John Williams Mboho, Nairobi, to Clerk, Div. III, Grade XI.
Joshua Atieno, Nairobi, to Clerk, Div. III, Grade XI.
Thomas Odiiabalo, Kisumu, to Tugmate, Div. III, Grade XI.
Edward Oluoch, Kisumu, to Tugmate, Div. III, Grade XI.
Isaya O. Onyango, Nairobi, to Clerk, Div. III, Grade XI.
John Owende, Nairobi, to Clerk, Div. III, Grade XI.
John Wamau, Nairobi, to Clerk, Div. III, Grade XI.
Patrick Ojiambo, Nairobi, to Clerk, Div. III, Grade XI.
L. M. Rami, Nairobi, to Clerk, Div. III, Grade XI.
Charles Omweno, Nairobi, to Clerk, Div. III, Grade XI.
Alfred Oluoch, Nairobi, to Clerk, Div. III, Grade XI.
Cosmas Waswali, Nairobi, to Clerk, Div. III, Grade XI.
James W. Odiyo, Nairobi, to Clerk, Div. III, Grade XI.
Alfred Okello, Nairobi, to Clerk, Div. III, Grade XI.
Ernest W. Wainaina, Nairobi, to Clerk, Div. III, Grade XI.
Gilbert Ogle, Nairobi, to Clerk, Div. III, Grade XI.
Oseborus B. R. M, Nairobi, to Clerk, Div. III, Grade XI.
John Mark Omuma, Nairobi, to Clerk, Div. III, Grade XI.
Patrick Otieno, Nairobi, to Clerk, Div. III, Grade XI.
Andrew Okuma, Nairobi, to Clerk, Div. III, Grade XI.
John F. K. Kyamakaya, Nairobi, to Clerk, Div. III, Grade XI.
Alfred G. Birwe, Nairobi, to Clerk, Div. III, Grade XI.
Muhammad S. Kinobe, Nairobi, to Clerk, Div. III, Grade XI.
Michael Mayaka, Mwanza Port, to Clerk, Div. III, Grade XI.
James Ayany, Mwanza Port, to Clerk, Div. III, Grade XI.
Ishmael M. Bobo, Molo, to Clerk, Div. III, Grade XI.
Augustus Opombo, Butere, to Clerk, Div. III, Grade XI.
Douglas Utompa, Isaka, to Clerk, Div. III, Grade XI.
Anthony Nkila, Kilosa, to Clerk, Div. III, Grade XI.
Charles Adongo, Lunet, to Clerk, Div. III, Grade XI.
Zakeo Chuleha, Mpal, to Clerk, Div. III, Grade XI.
Manweli, Eldoret, to Points Headman, Div. III, Grade XI.
Opinde, Eldoret, to Points Headman, Div. III, Grade XI.
Kaniki-Magala, Tanga, to Points Headman, Div. III, Grade XI.
Defonso Hamisi, Moshi, to Points Headman, Div. III, Grade XI.
Sakaria O. Mombasa, to Points Headman, Div. III, Grade XI.
Amudzi A. Kilindini, to Points Headman, Div. III, Grade XI.
Kembo Mwarahko, Kilindini, to Points Headman, Div. III, Grade XI.
Kinyu, Kilindini, to Points Headman, Div. III, Grade XI.
Kimwila D., Kilindini, to Points Headman, Div. III, Grade XI.
Sefu Msudi, Ilala Yard, to Points Headman, Div. III, Grade XI.
Zakaki Isaak, Masindi Town, to Motor Driver, Div. III, Grade XI.
Petro Bilemi, Nairobi, to Motor Driver, Div. III, Grade XI.
Benadino M., Masindi Hotel, Junior/Proportioner Cook, Div. III, Grade XI.
Yumbu M., Nairobi, to Junior/Proportioner Cook, Div. III, Grade XI.
Matuku M., Nairobi, to Junior/Proportioner Cook, Div. III, Grade XI.
Dialaato Noah, Nairobi, to Junior/Proportioner Cook, Div. III, Grade XI.
Mbebi Y., Nairobi, to Junior/Proportioner Cook, Div. III, Grade XI.
Gachu, Nairobi, to Junior/Proportioner Cook, Div. III, Grade XI.
Yekoswai K., Nairobi, to Junior/Proportioner Cook, Div. III, Grade XI.
Lucas D. Mwanda, Nakuru, Junior/Proportioner Clerk, Div. III, Grade XI.

Engineering Department

P. H. Hicks, Nairobi, to Construction Engineer.
G. Green, Nairobi, to Establishment Officer.
H. R. Hill, Nairobi, to Foreman, Div. I, Grade I.
H. Turner, Nairobi, to Clerk, Div. I, Grade III.
Gurdev Singh, Mombasa, to Sub-P.W.I., Div. I, Grade V.
Churanji Lal, Nairobi, to Sub-P.W.I., Div. I, Grade V.
Karam Singh, Nairobi, to Leading Artisan, Grade VI.
Abdul Hamid, Kampala, to Artisan, Grade VII (Signal Fitter).
Fauqir Mohamed, Mombasa, to Artisan II, Grade VIII.
Reshman Singh, Nairobi, to Artisan II, Grade VIII.
Yakub Hadi, Mombasa, to Artisan II, Grade VIII.
Moula Omar, Mombasa, to Artisan II, Grade VIII.
Mohd. Swaleh, Nairobi, to Artisan II, Grade VIII.
Kishan Singh, Nairobi, to Artisan II, Grade VIII.
P. E. Ferdinand, Nairobi, to Artisan II, Grade VIII.
Jumma Dar Laxman, Tanga, to Artisan II, Grade VIII.
Daniel Lescho, Tanga, to Sub-P.W.I., Div. III, Grade IX.
Lawrence Mzumura, Tabora, to Sub-P.W.I., Div. III, Grade IX.
Burton H. Ngoma, Dar es Salaam, to Sub-P.W.I., Div. III, Grade IX.
Abba M. Kisegomo, Dar es Salaam, to Sub-P.W.I., Div. III, Grade IX.
Rice Mhango, Dodoma, to Sub-P.W.I., Div. III, Grade IX.
Edmund Sichale, Dodoma, to Sub-P.W.I., Div. III, Grade IX.
Simeon J. Odindo, Eldoret, to Sub-P.W.I., Div. III, Grade IX.
E. J. Kimaro, Nakuru, to Sub-P.W.I., Div. III, Grade IX.
A. Karluki, Nakuru, to Sub-P.W.I., Div. III, Grade IX.
Yuri Onasoro, Kampala, to Sub-P.W.I., Div. III, Grade IX.
Cyril Ongara, Mombasa, to Sub-P.W.I., Div. III, Grade IX.
John Mahula, Nairobi, to Sub-P.W.I., Div. III, Grade IX.
Gamaliel Obaro, Nairobi, to Artisan III, Grade IX.
Abdul Karim, Nairobi, to Motor Driver, Div. III, Grade IX.
Ramazani Mollo, Dar es Salaam, to Sub-P.W.I., Div. III, Grade IX.
Abdullah Mfaume, Dodoma, to Sub-P.W.I., Div. III, Grade IX.
Mgenyi Mbekele, Tanga, to Sub-P.W.I., Div. III, Grade IX.
Disami Kusikara, Dar es Salaam, to Sub-P.W.I., Div. III, Grade IX.
Nyaiyari Marwa, W.U. Extension, to Sub-P.W.I., Div. III, Grade IX.
Rashid Juma Silas, W.U. Extension, to Sub-P.W.I., Div. III, Grade IX.
Munot Mwango, W.U. Extension, to Sub-P.W.I., Div. III, Grade IX.
Eorida Bahai, Kampala, to Sub-P.W.I., Div. III, Grade IX.
John Chiringa Mkula, Kamba, to Sub-P.W.I., Div. III, Grade IX.
Ibrahim Balama, Nairobi, to P.W.I., Div. III, Grade IX.
Peter Thomas, Tabora, to P.W.I., Div. III, Grade IX.
Ramoni Ferehi, Tabora, to Artisan V, Grade X.
Kimani Wanumuto, Eldoret, to Artisan V, Grade X.
Okeulo Onyango, Eldoret, to Motor Driver, Div. III, Grade X.
Efrisio Okwalo, Eldoret, to Passed Ganger.
Manuel Takubia, Nairobi, to Motor Driver, Div. III, Grade X.
Owoko Onyango, Eldoret, to Rail Car Driver, Div. III, Grade X.
Juma Mwambota, Mombasa, to Dresser, Div. III, Junior.
General Manager's Office

G. Lawson, Nairobi, to Senior Housing Estate Supervisor, Div. I, Grade I.
H. Hanrahan, Nairobi, to Assistant Supervisor, Railway Co-op. Stores, Div. I, Grade III.
Mrs. D. A. Hunt, Nairobi, to Clerk, Div. I, Grade IV.
Mutembi Mwangangi, Nairobi, to Cook II, Div. III, Junior.
Mechanical Department

H. B. Marshall, Nairobi, to Assistant Chief Mechanical Engineer.
T. G. Jacobs, Nairobi, to Establishment Officer.
A. Gardiner, Nairobi, to Inspector, Div. I, Grade I.
J. F. Waddegrave, Kilindini, to Foreman, Div. I, Grade I.
G. T. Briggs, Kilindini, to Foreman, Div. I, Grade I.
V. Heaver, Nairobi, to Clerk, Div. I, Grade II.
W. J. Makepeace, Mombasa, to Foreman, Div. I, Grade II.
U. Alexander, Nairobi, to Accounting Assistant, Div. I, Grade III.
Mrs. E. Coppina, Nairobi, to Accounting Assistant, Div. I, Grade III.
A. G. Baker, Dar es Salaam, to Clerk, Div. I, Grade III.
A. Fatchery, Mombasa, to Working Foreman, Grade IV.
M. S. Malhi, Nairobi, to Clerk, Div. I, Grade V.
M. R. Khan, Nairobi, to Clerk, Div. I, Grade V.
A. J. G. Simeon, Mombasa, to Driver I, Grade V.
Hari Singh, Shop 003, Nairobi, to Leading Artisan, Grade V.
Ivanji, Mombasa, to Artisan, Grade VII.
Nasib Singh, Shop 003, Nairobi, to Artisan II, Grade VIII.
Hussain, Shop 006, Nairobi, to Artisan II, Grade VIII.
Dobubhai, Shop 008, Nairobi, to Artisan II, Grade VIII.
Sadradin, Shop 029, Nairobi, to Artisan II, Grade VIII.
Saradass, Shop 009, Nairobi, to Artisan II, Grade VIII.
Ranjodhbhai, Shop 008, Nairobi, to Artisan II, Grade VIII.
Hirizer Mehta, Mwara, to Artisan II, Grade VIII.
Mahmood Ahmed, Nairobi, to Clerk, Div. II, Grade VIII.
C. C. Gomes, Mombasa, to Driver IV, Grade VIII.
Mohd. Iqbal, Mombasa, to Driver IV, Grade VIII.
Nganga, Nairobi, to Artisan IV, Grade X.
Charles R. Odour, Kilindini, to Crane Driver, Div. III, Grade X.
Robert Odondo, Kilindini, to Crane Driver, Div. III, Grade X.
Wandere, Kilindini, to Crane Driver, Div. III, Grade X.
Namazi, Kilindini, to Crane Driver, Div. III, Grade X.
K-Aonzo, Kilindini, to Crane Driver, Div. III, Grade X.
Tununini Kanna, Dar es Salaam, to Driver, Grade X.
Ramuni, Dar es Salaam, to Driver, Grade X.
Rajib Kondo, Morogoro, to Driver, Grade X.
John Ojara, Nairobi, to Clerk, Div. III, Grade XI.
G. M. Olenja, Nairobi, to Clerk, Div. III, Grade XI.
G. W. Ogola, Nairobi, to Clerk, Div. III, Grade XI.
Ombia, Shop 005, Nairobi, to Artisan V, Grade XI.
Kithuku, Kilindini, to Artisan V, Grade XI.
Mwinyimbe Kilindi, Dar es Salaam, to Artisan V, Grade XI.
Kaburu, Nairobi, to Shunter, Grade XI.
Basina, Nairobi, to Shunter, Grade XI.
Ochola, Mombasa, to Shunter, Grade XI.
Ondik Ojouch, Mombasa, to Shunter, Grade XI.
Samuel Tembe, Mombasa, to Shunter, Grade XI.
I. Samuel, Nakuru, to Shunter, Grade XI.

Port Department
W. H. Mitchell, Dar es Salaam, to Clerk, Div. I, Grade II.
G. McLaren, Dar es Salaam, to Foreman, Div. I, Grade II.
D. E. Jones, Dar es Salaam, to Clerk, Div. I, Grade III.
P. J. Barbosa, Dar es Salaam, to Clerk, Div. I, Grade V.
S. Noronha, Mwara, to Leading Artisan, Grade VI.
Joseph Kudwo, Mombasa, to Clerk, Div. III, Grade X.
Abdul Rashid, Mwara, to Serang Div. III, Grade XI.
Ali Salim, Mombasa, to Coxswain, Div. III, Grade XI.

Stores Department
H. I. Petridze, Nairobi, to Clerk/Storekeeper, Div. I, Grade I.
F. A. Luin, Nairobi, to Clerk/Storekeeper, Div. I, Grade IV.
Sunit Singh, Nairobi, to Clerk/Storekeeper, Div. I, Grade V.
R. V. Mavani, Nairobi, to Clerk/Storekeeper, Div. I, Grade V.
Charet Singora, Mombasa, to Clerk, Div. III, Grade X.
John P. Omolo, Namassagali, to Clerk/Storekeeper, Div. III, Grade XI.

Editorial Notes—(Cont'd.)

These indications are that straight-electric motive power would be better than the other two forms in every respect except the initial capital costs. Even here, however, the fixed installations needed for the electrification scheme have such a long life that their cost can be spread over many years.

A further important point in favour of electrification is that we now have in East Africa an enormous power station generating electricity by the harnessing of the flow of the Nile. Only a part of the flow of that great river is at present being used, so that now that we have a means of using it, it could be said that any we are not using is being allowed to run to waste and this appears almost as bad as allowing the oil we burn in our steam locomotives to run to waste.

It is hard to have to appreciate that the steam locomotive has had its day on many railways, and particularly so when it can rightly be regarded as East Africa's best friend. It has held its own for over a hundred years, and in many respects still has no equal when operating under the hard conditions demanded in developing countries. The diesel- locomotive, on the other hand, has had a relatively short life, and with the possibility of the development of atomic power for generation of electricity at a much lower cost per unit than exists to-day and the tendency for world oil prices to go on rising, it would appear almost certain that the days of the large diesel locomotive are also numbered.

Congestion at Mombasa Port

A sub-committee of the Nairobi Chamber of Commerce recently visited Mombasa to look at the port position with particular reference to the possibility of improving the flow of imports. The sub-committee's report recommended that export cargoes should not be stored in the port until such time as the port authorities require them and that import cargoes should be removed more quickly from the port area. It was also recommended that no abuse should be permitted of the system under which certain imports are granted priority of shipping and that commerce should be consulted on the question of what Government goods should have priority of shipping. The sub-committee agreed that those in charge of the port had done, and were doing, their best to improve supervision.

The report has been accepted by the Nairobi Chamber of Commerce. When it was discussed by the Management Committee of the Chamber, Mr. C. T. Hutson, Chief Commercial Superintendent, in replying to the various points raised, said that the London and Mombasa dock strikes and the collapse of No. 9 Berth had had an adverse effect upon port working but, given average luck, it was anticipated that 180,000 tons deadweight should be lifted monthly from the Island of Mombasa by the end of the year.

In addition to the Nairobi Chamber of Commerce representatives' visits have also been made to the port by Mr. C. S. Mundy, Director of Gray, Dawes & Company, agents of the British India Steam Navigation Co. Ltd., and Mr. John F. Wise, Director of Thos. & Jas. Harrison Limited, during the course of a visit to companies' interests in East Africa.
Sporting & Club News

The Kirby Trophy

For the first time a railway interterritorial football match was played at Tabora on 29th January, between Nairobi, the winners of the Kenya-Uganda Section competition for the Sir Reginald Robins Shield, and the Tabora “A” team, winners of the Central Line Knockout Competition for 1954.

The game was played for the new Kirby Interterritorial trophy which has been presented by the General Manager, Mr. A. F. Kirby. The trophy will be competed for annually by railway teams throughout the three territories.

A record crowd for Tabora, of over 3,000 spectators, some of whom had travelled 500 miles, watched the match. Among the spectators were the Provincial Commissioner, Mr. B. W. Savory and Mrs. Savory, Major C. S. Scarth, M.C., President of the Western Province Football Association, the Liwali of Tabora, the Chief of the Mwanyamesi tribe, Mr. G. A. Slater, Signal Engineer, E.A.R. & H., and Mrs. Slater, Mr. Bruce Marshall, Assistant Chief Mechanical Engineer (Motive Power), who first introduced railway football in Tabora, deputized for the General Manager, who was unable to be present.

The match was fiercely contested from the start with Tabora scoring once in the first half, followed by Nairobi getting a goal soon after half time. Tabora scored again towards the end of the second half thus winning the match by two goals to one.

Mrs. B. W. Savory, presented the trophy to the winners and medals to members of both teams.

Kisumu

The Railway Asian Institute recently beat Nakuru Asians by six goals to one in the first round of the D’Souza Gold Cup competition.

An excellent start has been made by the Railway African Club in the new season of the Kisumu League competition. They have won their first two matches against their old rivals, P.W.D. and Maize Control.

Tanga

The Railway Asian hockey team won the Gailey and Roberts Jubilee Shield for the second year running by defeating the Posts and Telegraphs team in the final, by two goals to nil. The goals were scored by C. De Mello and Simon Coillo.

Molo

The Railway African Club have done well by finishing in the top half of the Molo and District football league table. This was the Club’s first season.

Tabora

The football season has started and the Railway African “A” team has won two of three games played in the Leo Martin cup league competition.

The Kirby Trophy

The European club team has played four matches, winning two and drawing one.

The Committee and players of the Railway African Club gave a successful tea party on 22nd March for Mr. E. W. Gillies, vice-Chairman of the Club who was proceeding to the United Kingdom on home leave.

Mombasa

Two companies of the Royal Inniskilling Fusiliers were billeted at the Railways and Harbours Club during the recent strike of dock workers. The Commanding Officer kindly consented to the pipe band Beating Retreat at the Club on 12th March, much to the enjoyment of the many members and their guests who attended the ceremony.

As an appreciation of the Club’s hospitality, the Commanding Officer has presented a shield, embossed with the regiment’s crest, to the Club where it is now prominently displayed.

Nakuru

The Railway Asian Institute tennis team recently played Nakuru Athletic Club and defeated them by five matches to three.

The African “A” team finished in Division I of the Nakuru football league and the reserves were second in Division II. Some new blood is needed in the forward line of “A” team if they are to regain their ascendency in Nakuru football.

Mtwarra

Projects have been completed for the building of the Mtwarra Social and Railway Club. The club will be situated in attractive surroundings on the sea front and will cater for European governmen, commercial and railway personnel. It will be the first combined club of its kind in East Africa.

The East African Railways and Harbours have given a loan of £2,000 and a grant of £1,000 towards the construction and equipping of the club. Railway staff will enjoy the privilege of not having to pay “entrance fees”.

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Namascusali

On Saturday the 29th January the annual sports were held before an exceptionally good attendance. As all ships were in port the number of competitors was high, whereby increasing the responsibilities of Mr. Britts and Mr. Punja who officiated as starter and judge respectively.

The efforts of Mr. Onyango and his assistants in the preparation and marking off the ground helped in no small measure towards the success of the meeting.

The slow and speed cycling events were both won easily by Mr. Kadili. The 440 yards foot race produced an exciting finish, Mr. Kizza winning by a very narrow margin over Mr. Filmani and Mr. Mica. The relay race was won by the Operating Department, and the Engineering and Stores Departments really pulled their weight to win the tug-of-war.

The ladies were not forgotten and in the events in which they participated, good humour and keen competition were the keystones.

A very successful day ended with the presentation of prizes by Mrs. Brown.

Nairobi

The Railway ladies hockey team are to be congratulated on winning the Jubilee Cup for the third successive year.

The team maintained a high standard of play throughout the season and in the ten matches played they scored 47 goals, having only six goals scored against them.

It is hoped that more ladies will join the hockey section for the 1955-56 season so as to ensure winning the cup for the fourth year running.

The Railway mixed hockey team also distinguished themselves by winning the May Shield, for the second year in succession. They beat Parklands Sports Club in an exciting final by two goals to one.

The second debate arranged by the newly-formed discussion group recently took place at the European Railway Club. The motion, put forward by Mr. Duncan Fletcher of the Chief Engineer’s Department, was “That Flying Saucers DO Exist” and this was carried by a majority vote. The debate which, after the preliminary speeches for and against the motion, was thrown open to the audience, produced varied views both grave and gay.

Rehearsals for “The Comedy of Errors”, to be presented at the National Theatre from 21st to 28th May, are well under way and booking is now open. It is anticipated that the Railway Players will again make an outstanding contribution to the East African Shakespeare Festivals, this occasion being the 22nd Anniversary. Profits from the play will be divided equally between the Railway Club, for the building of a small stage, and the National Theatre Workshops Extension Fund. Production is again in the capable hands of Mr. A. J. R. Master, who is convinced that the success of last year’s production, “The Tempest”, can be repeated, if not excelled, by this latest presentation of one of Shakespeare’s lighter plays.

The General Manager, Mr. A. F. Kirby, gave a demonstration of what can be done with colour film when some of his “still” transparencies were projected on a recent “Club Night”. The pictures shown were of topical interest and included shots of the American scene, Mr. Kirby supplying an impromptu commentary.

On another occasion the two latest films made by the Administration’s Film Unit on railway and harbour activities were shown to an appreciative audience, the proceedings being rounded off with the well-known game film “The Kinship of the Creature”, a copy of which has been purchased.

The winners of the 1954 Dar es Salaam Inter-departmental Cricket Competition—the Locomotive Workshops team

Sitting, left to right—Messrs. Chunilal, Wells, Manji (Cpt.), Greenslade and Shantilal

Standing, left to right—Messrs. Onkar Singh, Ramanlal, Sethi, Babu, Handule and B. D’Souza

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KILINDINI—The Cranes

Kilindini Harbour handles the bulk of Kenya's and Uganda's import and export traffic which, in 1954, totalled 2.800,000 tons.

More than 1,000 ships were loaded or unloaded at Kilindini last year, the cranes playing a vital part in the transfer of goods to and from the ships.

At the present time work is in hand towards the improvement and augmentation of the cranes' facilities at Kilindini. Four new cranes—two of which can be seen towering above both ships and sheds in our photograph—have recently been installed in Berth No. 1 and another two on the stacking grounds. These six new cranes replaced older types which have been transferred to the lighterage quay where four of them are already in service. The cranes are the responsibility of the Chief Mechanical Engineer's Department and the operation and maintenance is carried out by the Mombasa District Mechanical Engineer, Mr. A. Towle, and his staff. There are eight European supervisors, 122 Asians and 416 Africans directly concerned with crane working.

The "serags"—staff in charge of cranes—picted alongside are:

(1) Rogotro.
(2) Mwathuku.
(3) Keleti Ongoi.
(4) John Allan M.
(5) Mwanika.
(6) M. William.

Serag Mwanika has the longest service with 26 years. He was appointed to his present position in January, 1955.