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Among the first known maps of the world are two which are in the British Museum—they were for tax-gathering purposes. The map shown on our front cover does not have such a grim aspect as those of old if the expression on the face of the General Manager, E.A.R. & H., is any indication. He is pointing to one of the most recent maps showing the Bukonde-Jinja rail cut off which is the latest construction work undertaken by East African Railways and Harbours. The interested on-lookers are the Governor of Uganda, Sir Frederick Crawford and Lady Crawford.

This map shows a scheme which will save money, for it will cut the rail time between Jinja and Tororo for passengers by almost three hours. Goods traffic, too, will be speeded up and at its present rate will save 5.5 million wagon miles a year.

Another pointer to progress—and service to the public.

Contents

The last peg ... ... ... ... 97
Ships that call ... ... ... ... 98
Murchison has its own lover’s leap ... ... 99
News in pictures ... ... ... ... 110
The battle for the Voi—Moshi rail link ... 116
Miscellanea ... ... ... ... 120
They’re talking about us ... ... ... 121
Traffic news ... ... ... ... 122
On the T.V. screen in Britain ... 124
Staff and District Notes ... ... 126
THE LAST PEG

Fourteen times the Governor of Uganda, Sir Frederick Crawford, tapped the white peg with the ceremonial hammer and each blow represented almost £100,000. For the peg was the last one marking the end of the survey work on the Bukonte—Jinja cut-off which, when completed, will have cost about £1,390,000. The ceremony marked yet another stage in the progress of E. A. R. & H. which as Sir Frederick said had already made a "very considerable contribution to Uganda's progress and development". This is the speech which the General Manager made on the site when he invited Sir Frederick to knock in the peg.

"Your Excellency:

"I am very pleased indeed to welcome you here today to mark the end of the survey work on the Bukonte—Jinja cut-off. After Your Excellency has driven in the last peg, we shall be able to start work on this considerable undertaking, which has been the subject of debate and consideration for the last 30 years since the main line of the East African Railways first entered Uganda.

"The town of Jinja and its citizens have long been concerned that the main line might be carried across the Nile near Mbulamuti direct to Kampala, thus leaving the important and growing town of Jinja on a subsidiary line. As a citizen of Jinja in the late twenties, I had much sympathy with Jinja views. The danger has now certainly been averted by the decision to build this cut-off, which will result in Uganda having a direct high-capacity transport axis through the towns of Tororo, Iganga and Jinja to Kampala and the West. The town's position on the communications system should be of great advantage to Jinja as it develops as an industrial and commercial centre.

"Iganga and Busematia, the other two principal towns in Busoga, will also be situated on the new route and will be given fully developed stations which will include rail served industrial areas. Nsinze, which has long been an important point for the acceptance of cotton and cotton seed, will be replaced by the new station to serve the township of Busematia. The new line will be built to a high standard and has been located to enable additional crossing stations to be installed as the traffic increases.

46.2 miles long.

"For those who like statistics, the new line is 46.2 miles long and by the time it is completed 2 million cubic yards of earth and rock will have been moved. At present levels of traffic the new line will save about
173,000 train miles and 5.5 million wagon miles per year. The shortening of the line will, by itself, reduce the time spent by passengers between Tororo and Jinja by two hours and the introduction of heavier rail will enable maximum speeds to be increased to give a total saving of nearly three hours.

"The East African Railways fully recognise the need for adequate public transport services to enable any region to progress at the maximum possible rate. This work is a clear indication of the E.A.R. & H., continuing effort to serve Uganda and to help in raising the standards of living of its people.

Appreciation.

"I should also like to express my particular thanks to the Minister of Commerce and Industry for putting the necessary resolution through Legislative Council; to the Ministry of Lands and Mineral Development for their assistance with problems of compensation and acquisition of private land; also to the Officers of the Provincial Administration who have dealt with compensation matters, and to the Jinja Municipal Council for their continued interest and co-operation.

"Finally I should like to thank Professor Walker and his Committee which, after detailed examination of the economics of the branch, gave their support to this scheme of improved rail communication in Uganda. Your Excellency, I have great pleasure in asking you to drive in the final peg in the alignment to enable us to begin this work."

SHIPS THAT CALL

THE Nicolas Bowater (8,500 tons deadweight) is the flag ship for the Bowater Sales Co. Ltd., of London. She visited Mombasa bringing 550 tons of newsprint—the first Bowaters ship to call at an East African port. The Nicolas Bowater, named after the son of Sir Eric Vansittart Bowater, chairman of the Bowater Paper Corporation, was launched in February 1958. With her sister ships, Margaret Bowater and Sarah Bowater the new vessel is engaged in carrying newsprint and other cargoes between North America and the ports on the eastern seaboard of the United States, the United Kingdom and Commonwealth countries.

A NOOTHER new vessel seen at Kilindini at the beginning of June was the British Fulmar of the B.P. Tanker Company, which called at Mombasa on her maiden voyage on her way to Calcutta and Bombay. The British Fulmar was carrying 15,000 tons of lubricating oil, 2,500 tons of which were discharged at Kilindini. The vessel has a length of 503 feet, moulded breadth of 69 feet. She has a service speed of 14½ knots.

The British Fulmar has a gross registered tonnage of 9,632. She loaded at the Isle of Grain and Swansea. The East African agents were Leslie & Anderson (E.A.) Limited.
“Package Tour” may sound prosaic, but a holiday up the Nile showed that even —

MURCHISON HAS ITS OWN LOVER’S LEAP

Skimming the ground as lightly as a dik dik the chief’s son sped to his own true love. But he was on forbidden ground; his tribe lived on the other side of the great river and he had been warned to keep away. In his silent haste the young Romeo disturbed a herd of buck and the alarm was raised. Chased by spearmen he raced back towards his canoe, but was cut off. His only line of retreat was over the yawning chasm through which plunged the mighty falls. Preferring death in the thundering waters to the agony of the spear points, the Chief’s son leapt . . . and cleared the 19 foot gap.

That is one of the old African legends of the Murchison Falls. Such a place is bound to have its own folklore for from time immemorial the mighty waterfalls of the world have held a fascination which has called to all sorts and conditions of people.

Most of us know about the glories of the Victoria Falls, but even these marvels have a worthy competitor in Uganda, where the Murchison Falls, discovered by Sir Samuel Baker and his wife in 1864, have the added attraction of abundant game to add to the spectacle of the Nile hurling itself 130 ft., down a tiny crevice in the rocky plain.

This story really begins at Mbulamuti railway station where a signboard modestly recommends that travellers bound for Namasa- gali, Lake Kioga, Masindi, River Nile, Murchison Falls, Congo, Sudan and Egypt should change there. As we were on an East African Railways and Harbours “package tour” we sat tight in our special coach and arrived at Namasa- galii alongside the stern-wheeler Stanley.

On this tour we were to travel on the Stanley overnight to Masindi Port on the western shore of Lake Kioga, overland to Butiaba on the eastern shore of Lake Albert, on a cabin cruiser up Lake Albert and the Victoria Nile to see Murchison Falls, back down the Victoria Nile and across Lake Albert to Pakwach on the paddle steamer Lugard II to Nimule, the southernmost station in the Sudan, back to Pakwach to join the s.s. Robert Coryndon for the trip back to Butiaba, across land to Masindi Port, on the Stanley to Namasa- galii and by train back to Nairobi. All in 10 days!

When we reached the Stanley at Namasa- galii she was lying alongside the quay waiting to give us breakfast. These stern-wheelers have to be seen to be believed. They are reminiscent of the romantic Mississippi ships, but of course, more modest. There is no champagne and caviar; no slick Northern style gamblers with their thin black cheroots. But there is for the passengers a lazy old fashioned air about the ship which sets the pace for the whole tour.
The Stanley splashed on at 5 knots, pushing its burden of lighters.

Link with History

On the dining table, one of the first things to catch the eye was the glass cover of the butter dish. Etched into its side was "UR". As the Uganda Railway became the Kenya and Uganda Railway in 1926—its first change of name—someone had taken great care of that dish (I dearly wish my houseboy was so careful).

From the dining saloon to the cabins was a short step and from the cabins to the stern where the bathrooms overlook the huge fairground-like paddle wheel was even shorter.

On the jetty, steam cranes, fired by wood, were unloading cotton and cottonseed from Masindi, Atura, Kachung, Bugondo, and Kelle, from the flat bottomed lighters which the Stanley had just pushed in. Other lighters were being loaded with general cargo, including salt and flour, to take to the West Nile ports.

The cranes hissed and chugged; the rope slings groaned under the weight and at 5 p.m. all was ready. Four lighters were attached with ropes to the square prow of the Stanley and off we pushed down the Victoria Nile to Masindi Port. Just before we left Mr. J. Povey, the tugmaster in charge, blew the whistle and a flight of black ibis left a tree nearby to give us our first sight of the many strange and wonderful birds we were to encounter. The services of a skilled ornithologist would be needed to name them all, but at Namasagali we identified cranes, egrets, white storks, white herons, grey herons, humming birds, weaver birds who were building their nests, lily trotters and water hens. There were also troops of birds known locally as dippers whose early morning fishing activities put the local fishermen to shame.

Despite its ungainliness, the Stanley splashed on at 5 knots between banks of
papyrus which form the principle navigational hazards on the river. The papyrus grows freely in the water to a height of about 10 ft., and often breaks away from the banks forming huge floating islands of sudd which Dr. A. D. Milne says is the Arabic word for barrier. At times these islands can block the channels through the papyrus and the Stanley—or its sister ship Grant—has to pass wire ropes round chunks of it and pull them clear. The ships also carry huge saws so that the crew can land on the sudd and cut out the key piece of the blockage which is pulled away by the ship allowing smaller islands to break away and flow downstream.

Morning at Masindi

From Namasagali to Masindi Port; from Butiaba to Murchison Falls; from Murchison Falls to Pakwach; from Pakwach to Nimule, there was papyrus sudd. In some places it extended a mile on either side and its waving fan-like heads concealed many thousands of birds and hundreds of hippo, crocodiles, and elephants.

Morning saw us at Masindi Port on the western end of Lake Kioga where we left the Stanley and travelled by bus to Butiaba via Masindi Town. Huge lorries and trailers carrying 18 tons of cotton and cottonseed from the West Nile passed us on the way to catch the Stanley which would take it to Namasagali for rail shipment to Mombasa.

The bright morning sunshine at Butiaba was dazzling as it reflected off the trim motor launches Livingstone and Murchison which were alongside the jetty. Five of us boarded the Livingstone and before we had time to take our suitcases below we were under way for Murchison Falls.

Lake Albert was calm as we sped through little clumps of water lilies and a complete air of relaxation had set in by the time lunch was served. Although the mountains of the Belgian Congo were in sight it was difficult to believe that we were in the heart of Africa when iced beer and soft drinks appeared with the luncheon—served in the best hotel manner.

Africa Returned

But when the launch turned into one of the three channels through the sudd into the Victoria Nile Africa quickly came back. I don’t know who first spotted the hippo but by the time a shout went up and the rush to the side was complete, there was only a ripple on the surface. Disappointment did not last long however, for the Livingstone was soon skirting large schools of these preposterous river horses. Up would come a head in a huge snort of spray, ears would wiggle out the remaining drops of water as our progress was marked by eyes that always appeared to be in danger of falling out of their bulging sockets.

Despite their huge bulk, the hippos were very shy and only by gliding up very quietly were we able to take photographs of them.

At 4.40 p.m. we saw the first elephant. The tusker was unconcernedly drinking at the water’s edge but he trundled warily away as we approached. On we went—there was plenty of time.

At 6 p.m. we dropped anchor for the night and enjoyed our sundowner drinks watching some white egrets pinpointing the position of elephants on the farther bank as they searched for their supper time ticks.

Sacred River

Later as the moon played on the hippos ruffled waters the stars kept their age-old vigil. The Nile slid mysteriously past, conversation died, and thoughts of the river—the sacred river of the ancient Egyptians—began to weave a magic spell. On such a night as this did Moses float in his arc of bulrushes by the river’s edge; did the children of Israel leave its banks for the Promised Land; did Anthony glide in a gilded barge with his Cleopatra; did General Gordon look upon the river for the last time; did strangers from the West travel its length in search for its source. Emin Pasha, Winston Churchill, Samuel Baker, Stanley, Speke—travellers all on this river of history. A fish jumped and the reverie was ended. It was time for bed for there was a long day ahead.

Eight thirty the following morning saw us on the move.

“Giraffes in the Murchison Park are rare” said the handbook. But seemingly to confound the expert a herd of about 20 to 30 baringo giraffes obligingly came in
sight. They were darker than the usual type seen in Kenya but just as timid, for they dispersed as we drew abreast of them and disappeared into the trees.

A sudden movement on the bank and a quiet splash indicated the first of the many crocodiles we were later to see. As if lying in wait to receive us, about 20 of them slid down a bank about 6 ft. high and nosed their way into the water. They quickly submerged and, apart from an occasional snout appearing, were lost to sight. The Livingstone ploughed on.

Hippos were becoming more and more common and at times the launch managed to get quite close before the ears stopped wiggling and the comical heads withdrew under the water until we had passed.

On the banks water buck and cobs daintily picked their way to safety as we chugged along and at 9 a.m. we spotted the first of our rhino. He was lying near the water’s edge and acknowledged our presence by standing up so we could admire (or take warning from) his huge horn. Attention was distracted from him by the sighting of the Murchison Falls and we pulled into the landing stage.

After an hour’s walk, accompanied by an armed scout, we reached the Falls. This was one of the main features of the whole trip and it was certainly worth while. The ponderous Victoria Nile is changed from a placid slow moving river into a raging torrent as it is squeezed into a 19 ft. wide gorge which drops 130 ft., with the river dashing itself from side to side in the rocky defile. There is so much spray that from the bridge at the top two rainbows can often be seen. The force of the water is overpowering and more effective than the better known falls because the spectator can approach so close that all of the senses are assailed with its fury.
After absorbing as much as we could stand we started back along the track to the launch, but while we had been at the falls a herd of elephant had come down to the river to drink and they stood firmly in our path. The game scout stopped the party, indicated that silence should be maintained and beckoned us up to take photographs. Five elephants and one calf straddled the path which was in a gorge. There was only one way out for us if the beasts decided to walk towards us, for other elephants appeared on the banks over our heads.

Hippo’s Snorts

Shutters clicked and movie cameras whirred. One huge tusker made its way towards us and when we were on the point of discretion the game scout clapped his hands and the herd moved away! The only interruptions on the way back to the launch were the coughs and snorts of the hippos in the river. Luncheon aboard as we made our way downstream was punctuated with dashes from the table to get “just another one” of the rhino, or elephant, or crocodile, or ibis, or water buck, or reed buck, or any of the wide variety of river or land life until darkness overtook us and we glided into Pakwach on the Albert Nile at 8.30 p.m. to join the Lugard II to go to Nimule.

After the naturally limited space of the cabin cruiser, the Lugard II seemed to be as big as the Queen Mary. We met the Engineer, Mr. E. Wilks, and his wife and after an excellent dinner were soon asleep. Perhaps it was because of the foam rubber mattresses which were used on all of the launches and ships or perhaps because of the ship itself, sleep came easily.

Sunrise and morning tea coincided at Rhino Camp where we stopped to leave lighters laden with raw cotton. One of the lighters carried African passengers and their curious household bundles. In the season when labour is moving from one part of Uganda to another, as many as 900 passengers will travel on the lighters each way. At Rhino Camp there are two Europeans who look after the ginnery belonging to the West Nile Co-operative Union Limited. The General Manager, Mr. H. Cars told me that 10,000 tons of cotton will be moved out of the camp on the lighters this season. About 35 per cent will be ginned and the remainder will be seed. The season extends from December 1, to August 15.

Rhino Camp was full of bustle and colour with the Madi people dressed in their gay cottons. Looking down from the deck of the ship we could see the women-folk collecting water from the Nile and covering the surface of the water in their earthenware jars with leaves to prevent the contents spilling as they carried them back on their heads to the village.

At 10.30 a.m. we were on our way again with the heat of the bright sun being dissipated by the pleasant breeze. On and on through the papyrus we splashed while from the radiogram floated the music of My Fair Lady—the latest hit in this part of Africa.

“What happens,” I asked Mr. Wilks, “when you hit an animal?”

“We did once—a hippo,” he said. “I think it surfaced just in front of the leading lighter, bounced off a lighter we had fastened alongside, snorted, then made off.”

Bumped Elephants

That was not the first time the Lugard II had run into trouble. Some time ago it bumped into a herd of elephants which was crossing the river one dark night. One of the stewards who was on board then said, “There was a bump. The elephants squealed and trumpeted and when the searchlight from the ship picked them out, they were all turning round and swimming back for the shore from which they started. No damage was done to the lighters and as far as we know, only the elephants’ feelings were hurt”.

After lunch we reached Obongi where, like travellers of old, we unloaded salt. We also took on 100 African passengers, and paddled on to Liri. Next morning saw us at Nimule—the end of the run north as far as the Lugard was concerned, but waiting at Nimule pier for us was Mr. George Kassabgi of the Sudan Safari Tour Company. Although this was not part of the “package tour”—you have to pay an extra 80/-
for the trip into the Sudan’s Nimule National Park and the services of the safari company and game scouts—we decided to go.

After a short trip in the Land Rovers through bush where there were no roads of any kind we dismounted and crept close to three elephants which obligingly grazed while the photographers “shot” them.

Another ride in the Land Rovers ended when one of the three armed scouts who were on the roof shouted “Abugheri” (father of the horn). This turned out to be a white rhino cow and her calf. Almost immediately more rhino were spotted and cameras crept as close as the game scouts would allow. The scouts were most cautious and held on to the photographers with one hand and held their rifles “at the ready” with the other.

The effect was rather spoilt however, when, filming over, one of the scouts hit mother rhino on the rump with a stone, and it ran off—into another section of the party which was some distance away. A scramble round a tree followed and a rhino and calf trundled off no doubt wondering what all the fuss was about.

A brooding of vultures on the ground claimed our attention for we naturally thought there would be other game about. There was—but it was only some ants on which the vultures were feeding.

Three huge herds of buffaloes, believed by many to be the most dangerous animal in Africa, appeared on the hill side. Most of the party were content to watch them from a distance, but one intrepid photographer, accompanied by scouts, pressed on.

“Abugheri” shouted the game scout. And in the bushes was a white rhino and her calf. Here mother rhino is seen trotting away after being hit by a stone.
With the armed scout in the lead we made our way to the Murchison Falls.

“We tried to get close,” he said, “but the buffaloes stayed screened by bushes. We were almost up to them when they stampeded. The ground shuddered as if in the grip of an earthquake and they came for us. Unbelievably they suddenly stopped and went about. For the many years I have photographed game, I think that stampede was my worst moment.”

Haartebeest and other buck gambolled about as we started back—but none close enough to photograph. On this trip we also visited the Fola Rapids before going to see the famous Travellers Tree and returning to the Lugar II. This tree, a huge tamarind, now has a memorial tablet beside it which says:

**SHERERAT-EL-SOWAH**
**THE TRAVELLER’S TREE**
**ITS SHADE WAS ENJOYED BY:**
GIOVANNI MIANI DECEMBER 1857
SAMUEL BAKER FEBRUARY 1865
EMIN PASHA DECEMBER 1875
WINSTON CHURCHILL DECEMBER 1907

Under its shade we were shown the visitors’ book by the Senior Inspector of

Game Preservation for the Sudan Government, Seyyid Mahmoud Abu Sineina, and we noticed that visitors to the park came from places as far apart as Sweden, France, Austria, Turkey, Greece, Poland, Hungary, U.S.A., as well as Britain.

No doubt there will be many more to take advantage of this magnificent game area now the safari company is organising tours.

The fine weather broke just as we returned to the Lugar II but lifted in time for us to see the outlines of an old fort a few miles south of Nimule. A cairn of stones bore a plaque, but it was so tiny that only a part of the inscription was discernible. We managed to read:

**EGYPTIAN STATION**
**GENERAL GORDON……..EMIN PASHA**

There were two dates given but although I believe they said 1874—1888 I could not be sure. Certainly Churchill, in his book *African Journey*, wrote that a fort about this place had newly been abandoned after 50 years of occupation by the British.
“For half a century that feeble rushlight of modernity, of cigarettes, of newspapers, of whisky and pickles, had burned on the lonely banks of the White Nile to encourage and beckon the pioneer and settler. None had followed. Now it was extinguished; and yet when I surveyed the spacious landscape, with its green expanses, its lofty peaks, its trees, its verdure, rising from the brink of the mighty and majestic river, I could not bring myself for a moment to believe that civilization has done with the Nile Province or the Lado Enclave, or that there is no future for regions which promise so much”.

Perhaps if you go to Nimule your binoculars will help you to decipher the wording.

**Fishing Trip**

The journey down stream was enlivened with games of deck quoits and darts with interruptions to view game. We arrived back at Pakwach the next evening and transferred to the Robert Coryndon, a twin screw steamer of 800 tons, and steamed through the night to Butiaba which we reached early next morning.

Butiaba on the west side of Lake Albert has some excellent Nile perch fishing. If you think this is going to be the story of the one that got away—you will be right!! We took one of the launches and in a few moments were at the fishing grounds on the side of a small off-shore island. After trolling up and down twice, one of the party—a complete novice—took one of the rods. Within minutes the reel screamed like a banshee, so a tried and trusty fisherman took over. For 20 minutes the fish played the angler until at last it leapt out of the water and threw the lure. The angler showed us the hook which had been almost straightened. The fish, he said, must have been between 60 and 70 lb. As a “consolation prize” a 13-pounder attached itself to the rebent hook and was easily landed.

We called it a day.

If the thought of missing a 60 pounder rankled it was more aggravating to learn later that the wife of the Engineer in Charge of Namasagali had landed, unaided, the record catch of 150½ lb. of Nile perch.
“Everyone in Masindi had some,” said her husband, Mr. Alec Gamble.

Just before we reached the shore we saw the last of our wild life. On the sand spit of the island a hugh monitor lizard was digging furiously. After a while we edged quite close and when he was aware of our presence, he came out of the hole in the sand and squelched in his mouth one of his newly found turtle eggs, before taking his three feet long body out of sight.

We drove over to Masindi Town and stayed at the Railway Hotel, for the night, where the obliging hotel keeper cooked the fish for us.

Next morning saw us on board our old friend the Stanley. We sternwheeled ourselves back to Namasagali where we caught the train for home.

Our “package tour” was over for this year.

There are other “package tours” arranged by the East African Railways and Harbours and as they—as the one we had just completed—are in such demand, variations are being planned to ensure that the maximum number of tourists can see East Africa in comfort and what is more, at reasonable cost.—N.L.H.
WHEN he hammered a white wooden peg into Walakuba Hill, Jinja, recently, the Governor of Uganda, Sir Frederick Crawford, marked out another piece of railway history.

Sir Frederick had driven in the last peg marking the end of the survey work on the Bukonte-Jinja Cut-off. The cut-off, a £1,390,000 scheme to shorten the line by 45.3 miles between Tororo and Jinja, will speed traffic and for passengers will mean a saving of almost three hours.

At the ceremony the Uganda Minister of Commerce and Industry, Sir Amar Maini,
said that the historical reason for the alignment is that a line from Namasagali to Jinja was constructed long before the main line reached Uganda so as to link the traffic on Lake Kioga with Lake Victoria and the coast. When the main line to Kampala was completed it was obvious from a glance at the map that its “S” shaped route could be improved upon for most economical operation.

"One of the complications of the problem as originally posed to me was the question of the retention of existing lines. When there appeared to be some difficulty on this question the General Manager, Mr. Farquharson, immediately cut the Gordian Knot in his usual fashion. He gave an assurance that the present line from Bukonte to Jinja via Mbulamuti will remain. I know this is a matter to which public opinion in Busoga attaches very great importance and the committee (under Professor Walker) which studied this problem stressed that without this assurance from the General Manager it might not have made the recommendation which it did make.

"There is one other point I would mention, that is although it may be expected that the consideration of the cut-off will reduce the time taken to travel from Tororo to Kampala and this may in itself stimulate traffic figures the shortening of the line will not under present conditions reduce traffic rates between Uganda and points outside Uganda because those are already based in the traditional railway manner upon the shortest distance which is via Kisumu and the Lake. However freight rates within Uganda, say between Kampala and Soroti, will be affected and I hope that this may be particularly helpful to the cement and sugar industries which play such an important part in the life of this country."

(Continued on page 114)
seen leaving Nairobi on a short visit to the Governor of Kenya, Sir Evelyn and Lady William-Peveril and Vice-Admiral Sir Peveril, the retiring Governor of Southern Rhodesia.

Listening to the Ports Manager, Mombasa, Broomhead, are members of the Australian 1 on board the E.A.R. & H. launch Malkia at the harbour. The Trade Mission’s leader, Mr. White, commented: ‘What we have seen today is the greatest satisfaction’.

At the annual general meeting of the E.A.R. & Staff Association, Mr. C. L. Duly, the President, G. Ottaway, General Treasurer; Mr. R. N. President; Mr. J. R. Farquharson, General Manager; Mr. Duly, Mr. R. Clegg, General Secretary, committee member.

The first two of the four new deep water berths at Mombasa, have been handed over by the contractors E.A.R. & H. The cost of the four berths and No. 12 is estimated at £2,250,000. The picture was taken at the handing over.

This most unusual deep water berths 1—5 at Mombasa being...
At the sixth Mombasa Exhibition of Trade, Industry and Agriculture the E.A.R. & H. won a gold medal for its show. Mr. A. H. Earley, Chief Ports Manager, is seen here receiving it.

Professor E. R. Hondelink, adviser on transport to the World Bank (on right of map) discusses with the General Manager, E.A.R. & H., Mr. J. R. Farquharson, the problems of communication in East Africa.

The King's Own Royal Regiment marches away from the train at Mombasa to catch the s.s. Dunera to return to Britain. This was part of the biggest troop movement carried out in East Africa which also included the arrival of the Coldstream Guards.

(Bottom left) Nairobi station illuminated on its 60th anniversary.

(Bottom right) The new diesel m.t. Kongoni being launched from the yard of the builders Scott and Sons, of Bowling, Glasgow. The tug is for use in Mombasa.
“In this connection I should like to add that the retention of the existing lines has a wider significance than merely meeting the desires of local people in Busoga. The route through Namasagali is a very important one for those in the North of Uganda who at present depend upon the movement of the bulk of their goods they require through the railway services on Lakes Kioga and Albert.

“I should like to congratulate the Railway authorities particularly on the speed with which it has actually got down to the job of starting the construction of this line. The railway line to the coast is our economic lifeline. It seems to me there is sometimes a tendency for people in Uganda to forget the very great debt they owe to East African Railways and Harbours in maintaining the railway system so efficiently. I am glad to have this opportunity to pay tribute to the General Manager and his staff and to
Sir Frederick Crawford and Sir Amar Maini on the earth-moving machine which they drove onto the site.

acknowledge publicly and with thanks the very considerable contribution the railways make to Uganda’s progress and development”.

Mr. C. T. Henfrey, Chief Engineer, offered Sir Frederick a chromium plated hammer, which had been made in the Nairobi Workshops, to tap in the peg. The hammer which had inscribed on it:

Presented to
H.E. The Governor of Uganda
Sir Frederick Crawford, K.C.M.G., O.B.E., B.A.
on the occasion of the
inauguration of the construction of the
Jinja—Bukonte Railway Line

was later given to Sir Frederick by Mr. Farquharson.

After Sir Frederick had driven in the peg he met Mr. K. Page, Engineering Assistant; Mr. Santokh Singh Sond, Surveyor, Mr. Henry Omany, Assistant Surveyor, and Mr. Engineer, a Chainman who handed the peg to the Governor. Sir Frederick and Sir Amar then mounted a giant earth-moving machine and drove it for the first few yards on to the site.

Sir Frederick showed great interest in the project and spent some time with the Resident Engineer, Mr. J. G. Jackson, asking him about some of the problems which would be dealt with.

The guests who had been drawn from the local authorities and commerce were entertained to refreshments in nearby marquees.

Among those attending the ceremony were: Lady Crawford, Mrs. Farquharson, Mrs. Henfrey, Mrs. Jackson, Mrs. A. A. Baerlein, the Kyabazinga, Mr. and Mrs. M. Mugwanya, Mr. and Mrs. Z. C. K. Mungonya, Mr. and Mrs. A. K. Kironde, Mr. Y. K. Mulondo, Mr. and Mrs. G. B. K. Magezi, Mr. and Mrs. J. M. Madhvani, Mr. and Mrs. W. W. K. Nadiope, Mr. and Mrs. H. K. Jaffer, Mr. and Mrs. J. S. Visana, Mr. M. M. Ngobi, Professor David Walker, Mr. L. L. Brown, Mr. and Mrs. J. K. Watson, Mr. and Mrs. A. F. M. Smith and Mr. and Mrs. A. I. James.
Now that a link has been proposed between the Central Line and the Tanga Line in Tanganyika which, if accomplished, will mean that traffic can travel without a break on the major lines of Kenya and Tanganyika a glance into the past may be worth while. This is the story of the threat of disintegration—or how the Kenya and Tanga Lines almost lost their Voi-Moshi link.

THE BATTLE FOR THE VOI-MOSHI RAIL LINK

by Major J. W. Milligan, D.S.O.

In the old days Voi was connected with Taveta and Moshi merely by a low grade road. It was in 1915 that during the campaign by the British against German East Africa it was decided by the military to construct a strategical railway from Voi to Maktau to solve the supply problems for the projected drive towards Moshi and thence down the German Railway to Tanga. In due course this line was extended 80 miles to Kahe and later linked with the German Usambara line from Tanga.

During the course of the War the first effort to destroy this recently-built line was in 1917 and was made from Military Headquarters, Dar es Salaam which had been invested by the British. I was then the Assistant Director of Requisitioning Services at Headquarters and was told by General Hazelton who was in charge of supplies and transport that Sir William Johns, Director of Railways of the Indian Expeditionary Force who was in charge of the building of the Voi-Maktau line, had requested permission to pull up this line and ship the rails to Mesopotamia where they were badly needed.

"I suppose this will be all right and there is no need really for this railway now?" said the General.

"Well, Sir," I said, "if you want the war to end, that is in favour of the Germans, certainly. We have denuded the northern half of German East Africa of foodstuffs and a great deal of manpower, and owing to the submarine menace the G.O.C. in C. is unable to supply his troops laterally from the sea so he has now to depend on this only link with British East Africa to feed and supply them."

The General, after briefly considering the matter, asked for a case to be prepared. The Railway was saved.

Major J. W. Milligan, D.S.O., who has been in East Africa for 49 years joined the East African Mounted Rifles in August 1914 serving throughout the campaign against German East Africa in that unit and at G.H.Q. It was during his service that the Voi—Moshi railway was laid to carry military supplies. Major Milligan founded the firm of J. W. Milligan & Co., Ltd., Land, Estate and Insurance Agents, Exporters and Importers in 1912. He is the founder and former President of the Land and Estate Agents and Valuers of East Africa; Past Member of the Executive and Treasurer of the Associated Chambers of Commerce and Industry of East Africa; Past President of the Coffee Trade Association of East Africa and of Nairobi Coffee Exchange; Past President of the Show Jumping Association of Kenya; and Past President of various other sporting activities in East Africa. He retired from active business in 1946.
About six months later the request came again. And again it was through General Hazelton who said Sir William was insisting on having the rails.

"I suppose it will be all right this time as there is nothing against that line being pulled up?" he added. But the situation was worse than before!

"You, of course, are well aware," I told him, "that during the campaign severe inroads have been made on the native population for the supply of labour for porters and for many of the military commands, also locally grown foodstuffs have been so depleted that food has had to be imported from British East Africa and elsewhere. Tens of thousands of cattle have been purchased from the Masai, the Wahehe, Wagogo and other tribes in German East Africa. This had been carried to such an extent that even livestock have now to be sent from British to German East Africa—and most of these supplies have to be brought in for the troops by the only overland link between the two territories and that is this Voi-Moshi Railway."

I wrote another memorandum for the General upon which to base his reply to Sir William. The destruction of this most valuable link was saved once more.

Evil times

After the war the Voi-Moshi railway fell on rather evil times as its upkeep was nobody's baby. Neither the War Office nor the Colonial Office could, as they say, afford to maintain it.

Towards the end of 1920 Lieut.-Colonel F. D. Hammond was appointed by the Secretary of State to report on how best to improve all departments of the railway systems of Kenya, Uganda and Tanganyika,
including the investigation of the Voi-Kahe Military Railway and to advise:

(a) whether the track should be bought from the War Office, and if so,
(b) whether the line should be maintained as the route from Mombasa, the upper section of the Tanga-Kahe line being abandoned;
(c) whether the track should be used for improving the Tanga-Moshi Railway, Tanga still being regarded as the port for the Moshi area.

As a result of Colonel Hammond’s report, there was considerable controversy over his general recommendations regarding the future organisation and development of the railway as an interterritorial of Kenya, Uganda and Tanganyika and over the future of the Voi-Kahe Railway. It was fortunate that Mr. (later Sir) Christian Felling was appointed General Manager of the Railway in November 1922 as he advocated what to him and other advisers appeared to be the most sensible and economic policy. His plan was to develop Kilindini and Dar es Salaam as the main ports against the view advocated by the then Governor of Tanganyika, Sir Horace Byatt, of maintaining Tanga as one of the three main ports. It was thought that Sir Horace was in favour of pulling up the line so that all the products of Tanganyika would find their outlet through Tanganyika ports.

Advice rejected

Sir Christian Felling strenuously opposed the somewhat narrow view in regard to the development of three main ports, his opinion being that the Voi-Moshi Railway should be maintained as the main route from Mombasa to Moshi. Sir Horace’s view was supported at the time by the Secretary of State for the Colonies, the Duke of Devonshire. Those deeply interested in the question in East Africa found it difficult to understand his view and considered it would have been more reasonable for such an important Minister to have accepted the claims of experts and of the united commercial, planting and farming communities in Kenya and Tanganyika.

Early in 1923 the Colonial Office decided to reject the wise advice of Sir Christian Felling to develop the port of Kilindini rather than that of Tanga, but in spite of his protest the Voi-Moshi line was closed in April 1923 by order of the Colonial Office.

It now became an exciting race against time and other interested parties got busy in their efforts to try to stop the destruction of this vital link including that of commerce, the Convention of Associations in Kenya and the producer settlers in the Moshi and Arusha districts of Tanganyika.

Uphill fight

In 1923, I was requested particularly by the coffee, sisal and other producers in the Northern districts of Tanganyika to guard their Voi-Moshi railway interests. At the forthcoming annual general meeting of the Associated Chambers of Commerce of Kenya of which I was Treasurer I was asked to advocate on their behalf the retention of this only link connecting Kenya and Tanganyika. I was naturally only too glad to do this.

Things began to move faster and a meeting of the Associated Chambers of Commerce held on April 6, 1923, was informed that unless the Colonial Office agreed to delay, the first rail would be taken up at Voi on April 16. There was thus little time to lose and it became a real and uphill fight.

At this meeting it was reported that the Governor of Kenya Sir Robert Coryndon, had cabled home protesting against the destruction of the railway and that the reply had come “It has already been decided”.

The Associated Chambers were, however, not to be defeated and it was resolved to express their feelings by requesting the Chief Secretary to send the following cable to the Colonial Office: “All sections Community protest from Imperial and economic standpoint against destruction of Voi-Moshi railway without prior consultation. Any curtailment communications between adjoining territories disastrous to East African ideals. Request that at least service should be maintained until Governor’s arrival (in London) and receipt of despatch stating case”.

It was further requested that a copy of this cable should be sent to the London Chamber of Commerce and the East African Trade Association and that the Governor should be informed of it on his arrival.
so that every association should have an opportunity of co-operating in the struggle.

To be sure that Tanganyika supported the above view a telegram was despatched to the Dar es Salaam Chamber and to the Moshi Coffee Planters’ Association asking if they concurred with the Associated Chambers’ action in cabling to the Colonial Office protesting against the destruction of the railway. These associations did concur but the reply from the Colonial Office said that the Secretary of State was unable to accept the suggestion that the subject of the Voi-Moshi railway be regarded as still open for consideration.

### Into the Lords

It was agreed therefore that nothing further could be done at the moment though it was hoped that the Governor might still succeed in reopening the matter in London.

There was another force at work. Lord Delamere raised the question in the House of Lords and pointed out that the port of Tanga was a difficult one to develop, whereas Kilindini, the port of Mombasa with its very fine and extensive harbour, had already two wharves. In addition two more deep-water berths were being built at a heavy cost so that it would appear certainly the right port to develop. All these points were brought up at the meeting of the Association of Chambers of Commerce, but notwithstanding the strong arguments for the retention of the line, the Duke of Devonshire was adamant.

### Dar es Salaam trip

Sir Robert Coryndon, however, before going to London made a special journey to Dar es Salaam to discuss the matter with Sir Horace Byatt and persuaded Sir Horace to see the soundness of his views. During his visit to London Sir Robert urged the Duke of Devonshire to revise the decision of the Colonial Office. The Duke capitulated and the line was saved.

Thus it can be seen what a battle it had been and what great efforts had been made by all sections of the community to save the railway. It now became a matter of how to acquire it and it was suggested that the Uganda Railway might negotiate for the purchase of it, or that perhaps Kenya or Uganda might bid for it. Eventually it was sold to the Kenya Government by the War Office for the moderate sum of £70,000.

So ended a long struggle for the retention of this vital link between two territories of the British Empire, though one of them a mandated territory, to the great relief and appreciation of all those so closely interested in the progress and development of the potential resources of two of the finest possessions in Africa under the protection of the British Crown.

*I would like to acknowledge the valuable assistance obtained from Mervyn Hill's book “The Permanent Way” and from the records of the Associated Chambers of Commerce.—J.W.M.*

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### ANOTHER UNUSUAL TRIAL RUN

An Indent came in for a satellite,
Prepared in the usual way,
To circuit the Moon; and they wanted it soon
With a penalty clause for delay.

We wrote out a spec. for the satellite,
(There's no British Standard as yet),
But ours, all the same, we can honestly claim
Was complete from the nose to the jet.

We covered each part of the satellite,
To avoid any chance of complaint,
We worked out the force that would keep it on course,
And specified three coats of paint.

Enquiries went out for the satellite,
But tenderers seemed to be shy,
The due date was past when a firm said at last,
'Ve've never made one, but we'll try'.

The Inspector inspected the satellite,
And announced, on his very last call
'I'll not certify it, unless I can try it,
Just once round the Moon—that is all'.

Then tempers got hot round the satellite,
The Inspector said 'WHAT CAN'T BE DONE?
The Contract is clear!' and went up in the air
In rather more senses than one.

He’s still out in space, in the satellite,
But Jodrell Bank tells us today,
That, round about Mars, all the BEST of the stars,
Bear a 'C'—a broad arrow—and 'A'.

*By courtesy of the "Crown Agents Review"*
"This is one way to change from the metre gauge I suppose!"

By kind permission of “La Vie du Rail”

Miscellanea

On the Cards

Extract from a letter received by a Welfare Officer from a man offering to supply canteen facilities in the Railway African Club:

“I hope to pay a monthly fee of Shs. 100/- and to please all members by selling them hot and cold staff and good musicians”.

...This week’s special—tender Grade X probationer clerks, medium rare and French horn players at sale prices!

For Inland Marine Services?

Application received in a local office.

“I shall be grateful if I may have an advance towards the purchase of a paddle cycle”.

Strike smartly on the top ....

Application received by the Port Firemaster.

“I am interested in Fire Brigades and shall be pleased if you will accept me as a fire extinguisher”.

Putting his back into it

In reply to an advertisement for the supply on hire of tipper lorries for work on the new berths at Kipevu the Engineer-in-Charge received a reply stating:

“I am 17 years of age and am ready to do the work required”.

A proper one!

An accident report records a fork lift truck knocked over a stack of cartons. The driver’s name was Charlie.
They're Talking About Us

That little extra service; that efficient method of working; that extra care with the handling; that small extra pleasant manner with the traveller or customer. That's what made these people sit down and write—about you! They didn't have to, but their appreciation in a job well done brought these comments.

COMMENDATIONS

From a tourist from Europe:

Rail journey to Kampala very comfortable, beautiful carriage; never seen the likes in Europe. Very good service—food plain but well cooked. All compartments only for two sleepers and quite spacious. The Union and Rhodesian trains compare very unfavourably!

A visitor from the South:

The delay in expressing my thanks for all that was done for me by everybody is due, in part, to my shewing the local population, and most of the railway officials, my many slides of the trip.

It was a real pleasure travelling on your railways, buses and steamers and staying at your hotels, and I was much struck by the general efficiency; my pleasure was added to by meeting some of your senior officials during my travels.

It is my hope that this will not be my last trip through your pleasant part of Africa; my reports are likely to cause a spate of travellers from these parts wanting to make similar journeys.

I have told local people that the "Darkest Africa" of Stanley is not to be found where he placed it, but rather here in South West Africa.

A visitor from the North

Miss Brunhilde Hacker, of the Oasis Oil Company, Libya, writes:

I have used your railroad from Kampala via Nairobi to Mombasa and return. I believe it is the finest railroad in the world and I am sure it cannot be matched. The scenery through the Great Rift Valley is of an indescribable beauty. I hope to take another trip down there and would like to know if that railroad has any connections going further south, probably to Johannesburg? Since your railroads are so beautiful I would not take any other kind of transportation.

One from Home

I feel that I must write to tell you of my great appreciation of the courtesy and efficiency of the present Passenger and Goods Station Masters at Nyeri Station.

At one time I did everything I could to avoid sending goods of any sort by rail. The situation has entirely changed and I again find it a great pleasure to deal with East African Railways and Harbours.

Down to the Sea

Louis Dreyfus and Co. Ltd., sent this charming "thank-you” letter to the District Traffic Superintendent, Dar es Salaam:

"We should like to place on record our very great appreciation for the co-operation and assistance you and your staff extended to us over a shipment of castor seed from our private godown for shipment per s.s. Uganda. We are pleased to let you know the full quantity reached the vessel in good time and was shipped in full. Without the assistance you gave us, this would not have been possible".
TRAFFIC NEWS—APRIL, 1959

The total earnings from railway and harbours services in the month of April, 1959, at £2,051,000 were approximately £98,000 above the level estimated for the month—railway earnings being £60,000 and harbour earnings £38,000 above the estimated figures for April. Total earnings for the first four months of 1959 were £8,371,000 as against £7,943,000, in the same period last year. The earnings for the first four months were £198,000 above the estimated for that period, and owing to savings in expenditure net earnings were as much as £475,000 above the amount estimated for the four months.

RAILWAYS:

The approximate railway revenue for the month of April, 1959, amounted to £1,631,000 compared to £1,467,000 during the same month last year. This increase was mainly due to higher earnings from goods traffic, which at £1,295,000 were £155,000 greater than in April last year, and to small increases in other coaching, livestock and miscellaneous receipts which amounted to £20,000. These increases were only partly offset by a reduction in passenger revenue which fell by £6,000 compared with April, 1958, to £136,000, and minor decreases in inland marine, road services and hotels and catering receipts totalling some £5,000.

Railings up-country from Mombasa Island during April, 1959, amounted to 89,000 tons compared with 91,000 tons in the previous year. This was largely due to the cessation of imports of cement and cement clinker owing to increased local production. Traffic railed to Mombasa Island at 75,000 tons was 17,000 tons higher than in April, 1958. This was due in the main to increases in railings of cattle cake of 2,400 tons, coffee of 6,400 tons, cotton of 6,400 tons, grains of 200 tons, tea of 200 tons, and in wattle bark and extract of 1,900 tons. These increases were partially offset by decreased railings of oilseeds of 500 tons and lesser decreases in other commodities.

Traffic railed up-country from Dar es Salaam during the first quarter of 1959 amounted to 69,000 tons. This was only 1,000 tons less than in the same period last year. Traffic received at the coast at 56,000 tons was, on the other hand, 1,000 tons greater than in the first quarter of last year. In April, however, traffic received at the coast fell to 11,700 tons, the lowest figure recorded this year, due to the fall-off in seasonal traffic. Cotton railings have virtually ceased and railings of grains, which in February this year amounted to 4,200 tons, fell to 3,200 tons in April. Railings of oilseeds also fell from 2,300 tons in January this year to less than 1,000 tons in April.

On the Tanga Line traffic railed to Tanga and Tanga Wharf in April, 1959, was 9,100 tons, compared with 8,500 tons in April last year. In this four month period there has been a very marked decline in timber traffic, which in the period January to April, 1958, amounted to 3,500 tons, whereas this year only 1,700 tons have been railed to the coast.

HARBOURS:

The approximate earnings at the ports of East Africa during April, 1959, were £420,000—an increase of £46,000 on the earnings for April, 1958. Revenue from imports and exports was approximately £182,000 and £144,000 respectively; the import figure showed an increase of £17,000 and exports an increase of £39,000 on the figures for April, 1958. The month's revenue was earned by the five ports as follows: Mombasa £318,000, Dar es Salaam £69,000, Tanga £24,000, Mtwara £6,000 and Lindi £3,000. The harbour revenue for the first four months of 1959 was approximately £1,612,000 an increase of £85,000 on the revenue for the corresponding period last year.

Heavy rain affected port working at Mombasa, particularly during the last ten days of the month when no less than 23 inches of rain were recorded in the port area. Imports, during April, totalled 44,800 tons compared with 52,300 tons for the same month last year. 90,200 tons were exported compared with 65,200 tons last year. Of the total tonnage handled 28,000 tons were lightered and at the end of the month approximately 6,700 tons of imports and 11,700 tons of exports were in hand in the port area. General cargo imported included 6,100 tons of sugar, 4,300 tons of fertiliser, 3,100 tons of coal, 1,900 tons of salt and 942 vehicles weighing some 1,400 tons. In addition, 92,900 tons of bulk oils were imported. 29,000 tons of cotton, 14,400 tons of coffee, 11,200 tons of oilcake, 8,700 tons of sisal, 8,200 tons of soda, 3,000 tons of tea and 1,100 tons of timber formed the bulk of the imports.

Import tonnages during April at Dar es Salaam amounted to 16,500 tons, compared with 16,700 tons in the same month of the previous year. Exports amounted to 16,400 tons, as compared with 14,900 tons last year. Of the total tonnage handled 9,900 tons were lightered and at the end of the month 4,500 tons of imports and 3,300 tons of exports were in hand in the port area. General cargo imported included 4,500 tons of cement and 3,100 tons of sugar and 5,600 tons of sisal and 2,000 tons of oilcake formed the bulk of the exports.

Exports through Tanga amounted to 2,700 tons during April, compared with 3,500 tons in the same month of last year. In addition, 1,300 tons of bulk oils were imported. Exports at 11,700 tons compared with 8,600 tons last year. Sisal accounted for 10,400 tons of these exports.

At Mtwara, imports during the month of April were 900 tons as compared with 1,000 tons in April, 1958. In addition, 10,400 tons of bulk oils were imported. Exports were 1,800 tons as compared with 1,700 tons last year.

Lindi imports and exports at 800 and 900 tons respectively, compared with 600 and 600 tons last year.
THE total earnings from railway and harbour services in the month of May, 1959, at £1,916,000 were approximately £13,000 below the level estimated for the month—railway earnings being £12,000 above the harbour earnings £25,000 below the estimated figures for May. Total earnings for the first five months of 1959 were £10,293,000 as against £9,782,000 in the same period last year. The earnings for the first five months were £190,000 above the estimates for that period.

RAILWAYS:

The approximate railway revenue for the month of May, 1959, amounted to £1,547,000 compared with £1,470,000 earned during the same period last year. The greater part of this increase was due to enhanced goods traffic receipts which at £1,219,000 were £95,000 higher than in May, 1958. In addition small increases were realised in other coaching traffic, livestock, road services and miscellaneous earnings which amounted to £8,000. A reduction of £9,000 in passenger revenue together with a decrease of £1,000 in the revenue from inland marine transport and hotels and catering services partly offset the above increases.

Railings of public traffic from Mombasa Island during May, 1959, amounted to 84,000 tons compared with 79,000 tons in May, 1958—the increase taking place in general traffic. There was little change in the tonnage of goods railed to the coast.

Central Line railings to Dar es Salaam at 13,300 tons were 2,300 tons more than in the corresponding period in 1958, the increase being made up of coffee, wattle extract and maize.

On the Tanga Line, receipts at the port from up-country showed a small increase of 300 tons on the May, 1958, total of 8,200 tons.

HARBOURS:

The approximate earnings at the ports of East Africa during May, 1959, were £369,000—the same as for May, 1958. Revenue from imports and exports was approximately £152,000 and £113,000 respectively; the import figure showed a decrease of £33,000 and exports an increase of £18,000 on the figures for May, 1958. The month's revenue was earned by the five ports as follows:—Mombasa £268,000, Dar es Salaam £73,000, Tanga £23,000, Mtwarra £3,000 and Lindi £3,000. The harbour revenue for the first five months of 1959 was approximately £1,994,000—an increase of £98,000 on the revenue for the corresponding period last year.

Rain restricted port working at Mombasa particularly during the third week of the month. During the latter half of the month there was considerable spare capacity, as evidenced by the total of 29 empty berth days recorded. Imports, during May totalled 57,100 tons compared with 42,600 tons for the same month last year. 70,200 tons were exported compared with 75,000 tons last year. Of the total tonnage handled 21,200 tons were lightened and at the end of the month approximately 6,900 tons of imports and 11,200 tons of exports were in hand in the port area. General cargo imported included 2,400 tons of sugar, 1,012 vehicles weighing some 1,500 tons, 1,500 tons of salt and 1,200 tons of fertiliser. In addition, 86,100 tons of bulk oils were imported. 32,100 tons of cotton, 16,500 tons of soda, 10,500 tons of coffee, 6,100 tons of sisal, 4,700 tons of oilcake, and 2,300 tons of tea formed the bulk of the exports.

Import tonnages during May at Dar es Salaam amounted to 16,500 tons, compared with 18,500 tons in the same month of the previous year. Exports amounted to 14,900 tons, as compared with 14,400 tons last year. Of the total tonnage handled 12,800 tons were lightened and at the end of the month 4,000 tons of imports and 4,500 tons of exports were in hand in the port area. General cargo imported included 5,500 tons of cement and 4,100 tons of sugar, 5,100 tons of sisal formed the bulk of the exports. In addition 28,400 tons of bulk oils were imported.

Imports through Tanga amounted to 2,800 tons during May, compared with 4,100 tons in the same month of last year. In addition, 800 tons of bulk oils were imported. Exports at 11,200 tons compared with 12,200 tons last year. Sisal accounted for 9,900 tons of these exports.

At Mtwarra, imports during the month of May were 400 tons as compared with 1,200 tons in May, 1958. Exports were 1,900 tons as compared with 2,000 tons last year.

Lindi imports and exports at 600 and 1,500 tons respectively compared with 1,200 and 900 tons last year.
ON THE T.V. SCREEN IN BRITAIN

There are a lot of former Kenyans in Britain who will get a sight and almost a breath of Mombasa within the next couple of months.

Although television doesn't matter a lot to us in this country this is one thing it can do; revive memories to those who have known countries overseas, can show the changes in the place; it can show relatives the sort of places where members of the family live and work. Sometimes it will show old friends doing the old jobs in the old surroundings. In these days, however, the old surroundings have a habit of changing. They are soon enlarged, expanded. Kilindini is one of these places.

Always changing

The port changes almost every year: another couple of deep water berths, another four on the mainland, a new bridge, and old Kipevu hill that once was the site of the First World War hospital and covered with bush, is now neatly sliced in half. And there is the new shed on No. 10, the largest shed in the port, and the structure of another going up on No. 12.

This is Kilindini today.

Some of the television team shooting from the deck of H.M.E.A.S. Basingham.

Sitting in their armchairs in Britain will be men and women who, with misty eyes, will see the port they have known, the five main berths that stood the brunt of the last war; the fine new cranes that dip into the holds of the Liverpool freighters, the Jap loading scrap iron, and there's one of the new Southern Line coasters at the cased oil jetty. There's the Karanja (the B.I. paint their passenger ships white now).

In a few minutes the scene will change, perhaps to events in the Central Province, the camp at Hola, but the men who have worked at Kilindini might switch off their television sets and sit and remember Paulings, the constructors, the Ivory shed, de Souza's bar, the congestion. Kilindini hill and when
trains ran across the island from what is now the Post Office.

I was aboard H.M.E.A.S. Bassingham on Thursday, July 16, with a television team headed by Gordon Bradley who is making a series called “Kenya Today” for Associated Television. Bradley is an old television hand, a commentator turned producer. This was the last stint in Kenya before the crew flew to Ghana. In this programme a record was made of the Central Province, Nyeri, the Aberdares and Hola.

At Mombasa the unit worked in the Old Port, the Old Town; they had filmed native fishing at Kilifi. And now they were finishing the job by combining a sight of the Royal East African Navy with development in the port.

Line of Ships

Bassingham, flagship of the R.E.A.N., was moored alongside Rosalind. A few minutes after we had stepped aboard the minesweeper was steaming towards the E.A.R. & H. dockyard where a tug was on the slipway. Beyond, a cluster of lighters lay alongside the lighter wharves and a minute or two later the main deep water berths were in view. Against No. 3 the Straat Madura with her black and red hull. And then the Clan MacLennan, black hulled with white super-structure, black funnel with two red lines, and then the fine looking Karanja, loading for the Seychelles and Karachi, a white ship among what was, on that day, a fairly drab lot. The little Mombasa, another B.I. vessel loading for all ports to Mtwara was against the angled berth No. 7. Against No. 8 the black and red hulled Garrybank was loading for Madras, Calcutta and Chittagong. A Japanese lay against No. 9 loading scrap metal. She, too, was black hulled. At No. 10 the Roapat, another workmanlike vessel in sombre colours, was discharging her cargo into the new shed.

Flags dipped

As we passed the vessels they dipped their flags in salute. From the bridge the television team made their record, and if the vessels alongside the quays were not very majestic or colourful at least the record was showing an ordinary day at Kilindini with a selection of the ships that come from all over the world to these parts.

We could see the parcels going into the holds, bales and bags on pallets, the dipping cranes. On the berth aprors the shuttling of the mechanical handlers, the shunting engines and wagons riding the end of the railway track that winds its way to up-country Kenya, to the Northern Province of Tangayika to Uganda and towards the Congo.

I had made some notes for the television team to help with their commentary. There was one I thought very apt. It was a quotation from Sir Winston Churchill’s book My African Journey published in 1908 after the Under Secretary of State for Colonies had visited East Africa:—

“It is no good trying to lay hold of tropical African with the naked fingers. Civilisation must be armed with machinery if she is going to subdue these wild regions to her authority. Iron roads, not jogging porters; tireless engines, not weary men; cheap power, not cheap labour; steam and skill, not sweat and fumbling. There lies the only way to tame the jungle—more jungles than one”.

Well, here the jungles have been tamed in more ways than one. And the cameras were turning to show the people of Britain how we work; how, within 60 years or so a mangrove ringed harbourage has been turned into one of the finest harbours and ports in the world. A few minutes of pictures might be more instructive than reams of words.

Proud of progress

There were the new berths at Kipevu low against the water with the structure of the shed on No. 12 bright concrete against the earthiness of the cliff behind. Bassingham turned and at 12 knots we steamed back to base, passing a race of sailing cutters manned by African sailors. The little Ann W, a coaster, chugged along to Berth No. 1. A tug stood out in the stream. Off the base Bassingham slowed and a naval launch came out to take us ashore.

“Kenya Today” will report progress to Britain. It is a progress of which we may well be proud.—E.R.
MONTHS of careful planning and preparation had their just reward in the huge success of the Nairobi Railway Goan Institute’s Golden Jubilee celebrations recently.

The Institute was founded in 1909 and the building was built on the site of the present E.A.R. & H. headquarters before being moved to Juja Road in 1931.

The celebrations started with High Mass on Sunday June 28 in the Institute’s Hall into which more than 500 Goans crowded. The day was crowded with events, too. After High Mass there was a Tombola session followed by Children’s Sports in the afternoon. Despite the strenuous activities 500 children enjoyed a mammoth party in the Hall. The day finished with a Coon Carnival Show in which many members and their children took part. One notable member of the cast was a former Vice-President, Mr. A. R. d’Costa. Many who saw the show believe it was the best of its type seen in Nairobi and the organiser, Mr. S. V. Barros, was later congratulated by many of the audience.

Debate Held

Monday was given over to speeches by five members, Dr. Euclid D’Souza, Mr. Alexander Carvalho, Mr. Anthony D’Souza, Mr. A. R. D’Costa, and Mr. Jules D’Souza. They spoke on a number of subjects including the history of Goa, old customs of the Goans, associate membership of the Institute and Goan sporting activities. Mr. J. H. Collier-Wright, the President, was chairman for the debate which followed. The subject was “Fifty years ago, Goan life in East Africa was more enterprising than it is today”. Mr. Michael D’Souza led for the Institute but his team was beaten by Dr. Ribeiro’s Goan School Ex-Students Association, led by Mr. Seby D’Souza, who convinced the audience that the Goan life today was full of promise.

The celebrations reached their height on Wednesday when despite the bad weather about 800 attended the official cocktail party. Although it rained from time to time it did not dampen the spirit of the party at which many old friendships were renewed.

The Institute was honoured with speeches by the Acting Chief Secretary, Mr. E. N. Griffith-Jones, the General Manager, E.A.R. & H. and Patron of the Institute, Mr. J. R. Farquharson, the President, Mr. J. H. Collier-Wright, and the Vice-president Mr. J. C. L. Dias.

On Thursday two plays—one in English and the other in Concanaim—were staged by the members before an audience of 300.

Sportsman’s Day

Friday was sportman’s day. There was hockey, football, tennis, badminton, billiards, snooker, table tennis and the Institute played them all against the Kenya Goan Sports Association. On the points total the teams drew. A sundowner followed during which Mrs. Collier-Wright, at the request of the Institute team, presented the new Golden Jubilee Trophy to the K.G.S.A.

Saturday was supposed to be the final day of celebrations but the Golden Jubilee Ball did not finish until Sunday was well introduced. There were two bands—Steve and his Swingette and The Big Beat—for the 600 dancers. There was also a special anniversary cake which was cut by Mrs. J. H. Collier-Wright and Mrs. J. C. J. Dias, but not before they had blown out the 50 candles.

The midnight toast—to the next 50 years—was proposed by Mr. Collier-Wright and which he presented an inscribed tankard to Mr. J. F. L. Gracias, M.B.E., who was the only founder member of the Institute present.

The celebrations ended, but the Railway Goans have added another chapter to their proud history.

A thought for the future: during the speeches on Wednesday it was announced that a building fund had been started and it was hoped that financial aid from the Railways would be forthcoming to enable the Institute to build a stone building—so fulfilling a promise 30 years old.
Birthday Honours List

EAST African Railways and Harbours featured quite prominently in the Birthday Honours List. Mr. Peter Henry Hicks, Assistant Chief Engineer (Construction) was awarded the O.B.E.

Mr. P. H. Hicks, B.Sc., A.C.G.I., M.I.C.E., was educated at St. Paul’s School, and the University of London. In 1937, he worked with Messrs. Tileman & Company, London, as Assistant Engineer, and in the same year, joined the Kenya and Uganda Railways. After two years on construction works, he was posted as Engineer-in-Charge of an openline sub-District in October 1939. He joined the Army in September, 1940, entering the Kenya Regiment, and later the East African Engineers. After service in Somaliland and Abyssinia, he was posted as Chief Engineer, Eritrean Railways and Ropeways, under military administration. Apart from various field posts he also served for a time at East African Command H.Q. as Staff Captain (Transportation).

On his return from the Army, Mr. Hicks was posted as Engineer-in-Charge of various sub-districts on the East African Railways and Harbours system, and then as Section Engineer in charge of the construction of the Limuru tunnel, completed in 1949. He was promoted District Engineer in January, 1950, and in November, 1950, appointed Resident Engineer in charge of the survey for the Western Uganda railway extension from Kampala to the Congo, subsequently being appointed in charge of the construction of the 209 mile railway to Kasese.

In August, 1953, Mr. Hicks was promoted Construction Engineer, Harbour Developments, covering port construction works at Mombasa, Tanga, Dar es Salaam and Mtwara. In October, 1953, he was appointed Construction Engineer, and in July, 1954, Assistant Chief Engineer (Construction).

Mr. Hicks’ chief outside interests lie in mountaineering and sailing small boats.

Mr. Harry Harvey, Assistant Accident Prevention Officer in Nairobi C.M.E.s Depart-

Page 127
ment was awarded the M.B.E. Mr. Harvey who, is 59 years old, joined the Railways in August, 1929 as an Artisan, Grade I (a charge hand in those days) in the C.M.E.s Workshops. He was promoted to Foreman, Grade II in 1938 and Grade I in 1939. By 1952 he was a Senior Foreman and had spent all of that time in the machine shops.

In 1956 he started developing the work of accident prevention. In 1957 he officially retired as senior foreman, but spent his overseas leave attending courses provided by the British Railways and the Royal Society for the Prevention of Accidents. After three months he was back in Nairobi and was appointed to his present post.

Safety has always been Mr. Harvey's hobby. In 1930 he was made vice captain of the Railway Fire Brigade later to be known as Fire Master, Nairobi Workshops. Added to this Mr. Harvey is Area Superintendent of the Nairobi St. John Ambulance Brigade and for this, following 20 years' active membership of the Railway Corps, he was made a Serving Brother of the Order in 1933 and promoted to Officer of the Order in 1947. He was awarded the St. John Ambulance Brigade Long Service Medal and bar in 1949 and 1954 and has earned another bar this year.

Among the accidents to which Mr. Harvey has been called were the major derailment near Kariandus in 1958, the coffee warehouse fire in Mincing Lane in 1940 (the fire brigade saved about £5,000 worth of coffee and property), and the Unga fire in 1955.

During the First World War, Mr. Harvey served in the Royal Naval Air Service working on stationary and rotary aero engines and recalls that in those days about 1,000 split pins were used in one Rolls Royce aero engine.

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Other Railwaymen honoured were Mr. Alikade Musoke, Station Master, Mityana, who received the B.E.M.; Mr. Simon/Peter s/o Odhiambo, Clerk Grade VII, Mechanical Department, Mr. Ojuoga s/o Owour, Artisan Grade VIII, Mechanical Department, Mr. Ali s/o Omari, ex-Coxswain Grade IX, Port Department, Mr. Ramazani Makula, Ganger, Engineering Department and Mr. Hamisi Hanya, Artisan, Grade IX, Engineering Department who received the award of the Queen's Certificate and Badge of Honour.

KISUMU

s.s. Nyanza has recently been fitted with a new mainmast and heavy lift derrick, designed and fabricated in the United Kingdom. The new gear, which has an operational safe working load of 15 tons, was fitted into the vessel during her recent drydocking and gives the Nyanza the largest single lift capacity of all the Lake vessels. It has been used successfully on a number of occasions, the biggest lift to date has been a 14 ton crane which was moved from Bukoba to Kisumu.

KILINDINI

IT was with great regret that we recently said cheerio to Mr. Harry Wilson, the Harbour Inspector, Kilindini, who had to return to the United Kingdom for health reasons after 30 years' service. Harry was one of the well known figures at the Coast and his generous assistance when called upon, in and out of working hours, in getting things organised was appreciated by all who knew him. The phrase "Contact Harry Wilson" must have been used thousands of times and always with good effect.

His friends and colleagues presented him with a cheque on his departure and he left with everyone's wish for a speedy recovery.

DAR ES SALAAM

July 4 saw a revival of the R.A.T.S. when two one act plays were presented to a full and appreciative audience. The first play Wife Required was produced by Philip Greenslade who although frequently among the casts of earlier productions was making his debut as a producer. The second presentation Everlasting Flowers was undertaken by Eve Stannard, no newcomer either as an actress or producer.

Wife Required, as a play is not very strong meat, and consequently needs careful handling to obtain the maximum effect from the plot, and newcomers Connie Forte, Gladys Hargrave and Kay Prior gave most creditable performances. Brenda Cleaver as the Secretary improved after a while and Bob Taylor as Mr. Aspinall showed some of his old talent as a harassed wife
Mr. Ram Karm Mayor, Goods Agent, Kilindini, retired at the end of June after 35 years' service. Joining the Railways in 1924 Mr. Ram Karm Mayor worked at Kampala, Kisumu, Nakuru, Eldoret, Nanyuki and finally at Kilindini. On the eve of his retirement more than 100 guests attended a farewell party given to him by the Railway Asian Staff at Mombasa and Kilindini. On behalf of his colleagues, a presentation (above) of a tea set and a gold signet ring was made by the District Traffic Superintendent, Mombasa, Mr. D. Gover.

seeker. Lily Sundin had the honour of making quite an impressive final entrance as Aspinall's legal wife.

Everlasting Flowers, by contrast, is a costume play set in 1810, and the dressing was first class. Here again the majority of the cast were newcomers and must be congratulated on a really good effort. High praise goes to Connie Forte, who having successfully portrayed a somewhat mixed-up medium as Avalon Pippin in Wife Required doubled in the part of Lucinda—a 125-year-old great grandmother who having made an arrangement with the Devil had retained her early beauty as a 20 year old. Doreen Palmer as Mrs. Snape, the 90-year-old great grandchild of Lucinda gave an excellent performance and it is to be hoped she will soon be seen again in a R.A.T.S. production.

Martha Nelson as Amelia Wayne—"the actress woman from London" who seeks to make a bargain with the Devil so as to retain her beauty gave a smooth portrayal of the part. John McIver as Milord and Jean Wilkinson as the maid also showed considerable ability. George Forte as Higginson (the Devil) was a good choice for the part. He has a clear delivery and should be capable of undertaking more important parts in the future.

When Mr. Llewelyn Nicholas retired from the C.M.E.s workshop, Nairobi, recently he was presented with a cheque from the C.M.E. and his staff. Mr. Nicholas joined the Railways in 1930 as an Artisan Grade I and retired after 29 years' service as Foreman Grade I. He is seen here at the presentation ceremony thanking his colleagues for his gift.
Places and Faces

s.p.s. LUGARD II

The side paddle steamer Lugard II operates from Butiaba on Lake Albert to Nimule, the southernmost station of the Sudan, and down to Pakwach on the eastern shores of the lake. She was built in Scotland by Fleming and Ferguson in 1947 and shipped to East Africa in pieces. After being re-erected at Butiaba in 1948 she was named by Lady Robins, wife of the then Commissioner for Transport. The Lugard II is 180 feet long, 51 feet 9½ inches in beam, with a draught of 3 feet 3 inches. She has accommodation for 28 first class and 20 second class passengers and she carries a crew of 35 including officers.

Pictured here are some of the crew: (1) Mr. E. Wilks, Engineer-in-Charge; (2) Mr. Kirpal Singh, Marine Engineering Assistant, Grade V; (3) Mr. Stephen Ondunga, Tug Mate Grade VIII; (4) Mr. Akbar Ali, Steamer Clerk Grade VI; (5) Mr. Odori Aboi, Sailor Grade C.4-3; Mr. Seykondo, Fireman Grade C.4-3.