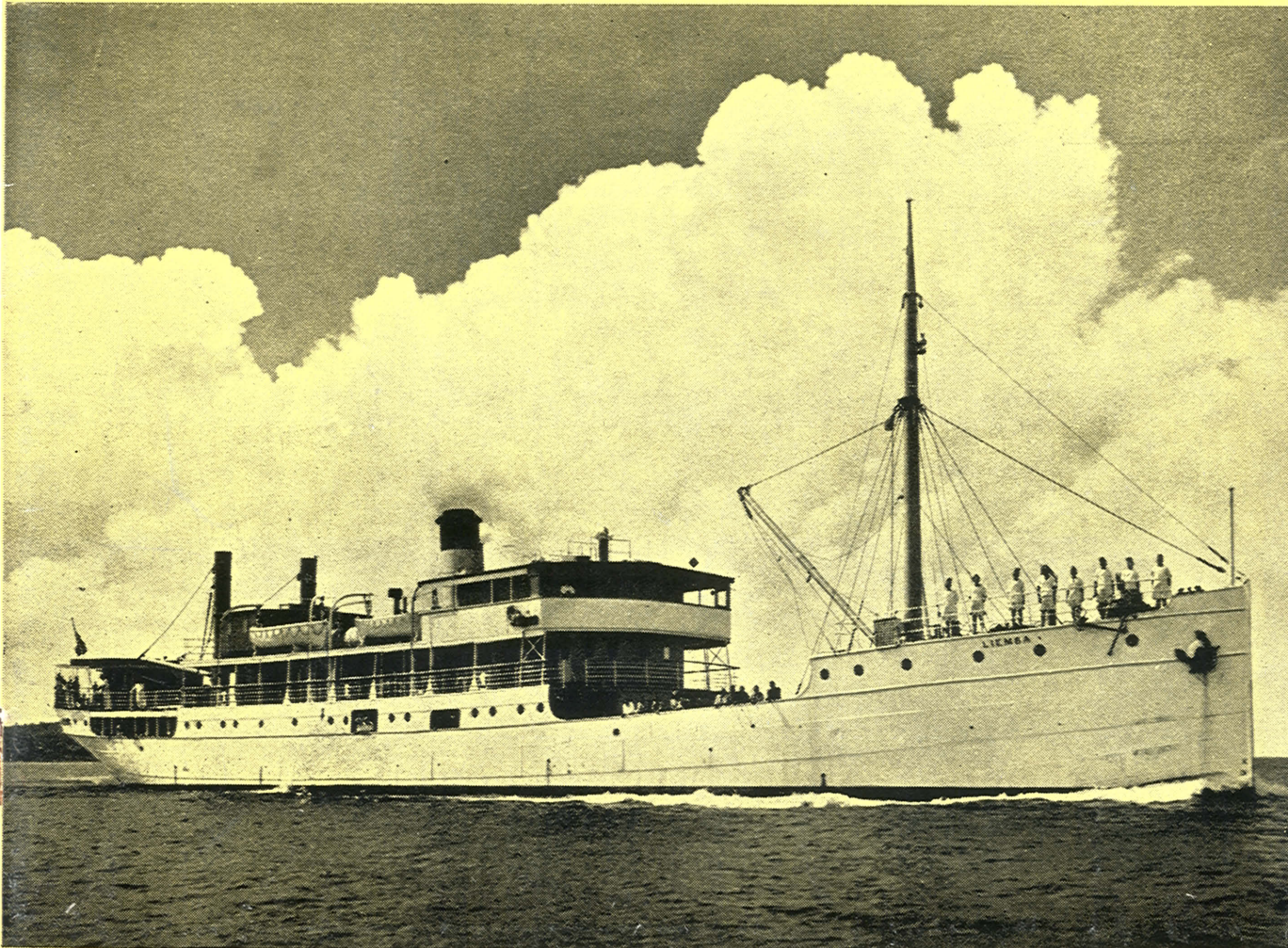


Staff Magazine

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East African Railways & Harbours



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The cover picture shows the s.s. "Liemba" leaving the port of Kigoma on Lake Tanganyika. The interesting story of this old German ship, which lay on the lake bed for eight years, is told on page 5

Editorial Notes . . .



**Sir Reginald E. Robins, C.M.G., O.B.E.,
O.St. J.**

THE departure of Sir Reginald Robins on leave pending retirement, removes from the East African scene a figure who has been prominent in its transport affairs since his arrival as Assistant Superintendent of the Line of the Kenya and Uganda Railways and Harbours in 1925. After serving in Kenya for ten years Sir Reginald was successively General Manager of the Tanganyika Railways and Ports Services (1936-1942), General Manager of the Kenya and Uganda Railways and Harbours (1942-1947) and Commissioner for Transport, East Africa High Commission, from 1st January, 1948, until his retirement this year.

In Tanganyika Sir Reginald was given the hard task of producing a balanced budget at a time when that system was suffering the after effects of the 1930-1932 depression. This he did by the introduction of severe economies and a virtual suspension of capital expenditure. He returned to the Kenya and Uganda Railways and Harbours as General Manager in 1942 and was knighted for his services in 1945. On 1st January, 1948, he became Commissioner for Transport under the newly established East Africa High Commission. It is perhaps not generally appreciated that Sir Reginald contributed more than anyone else to shape the policy which brought about the amalgamation of the Kenya/Uganda and Tanganyika Railway systems.

Sir Reginald will always be remembered as a gifted speaker. It is given to few men to be able to speak with his simple, convincing forthrightness and he served the railways of which he was General Manager and later, Commissioner for Transport, well as their spokesman in the various territorial Legislative Councils and later in the East African Central Assembly.

Although wishing to retire in the middle of last year Sir Reginald continued in service at the request of the High Commission and it was indeed unfortunate that his health broke down some three months later. The best wishes of his many friends and colleagues throughout East Africa will go with him and Lady Robins on their retirement.

Transport Advisory Council

A MEETING of Transport Advisory Council is due to be held on the 10th of April. At the last meeting in December of 1952, the Draft Estimates of Revenue and Expenditure for 1953 were considered and endorsed. These estimates provide for a revenue of over £16,000,000 in the current year, and a Works Programme of some £50,000,000. Specific recommendations were made at the December meeting for new works and equipment involving an expenditure of £1,400,000 of which—a still regrettable sign of rising costs—over £1,000,000 was in respect of additional costs on works already in hand. Amongst the new works recommended were sidings for industrial areas at Dar es Salaam, Arusha and Morogoro, cattle-wagon washing facilities at Dar es Salaam, the provision of port facilities at Mohoru Bay, additional lighterage at the seaports, provision of additional cranes at Mombasa and Tanga Ports, improvements to water supplies, and additional housing. It was also recommended that a dockyard for the maintenance of the East African Railways and Harbours Administration craft should be established at Mombasa. A scheme for private wireless communication between the East African ports was approved.

Discussing the question of increased transport capacity Council noted that locomotives and rolling stock costing more than £19,000,000 were, at present, on order. This expenditure covers the purchase of 201 locomotives of all types, ranging from diesel shunting engines to main line locomotives. Passenger train stock on order, comprising all classes, totals 267 vehicles, and freight stock, 2,941 vehicles of all types, as compared with the present total stock of 6,968. The additional freight stock will provide 36 per cent more carrying capacity. It was noted that delivery of the major proportion of this rolling stock would not begin until late 1953 and early 1954.

Delayed U.K. Deliveries

SPEAKING recently at the annual meeting of the Scottish Council of the Federation of British Industries, Sir Norman Kipping remarked that owing to delays in the execution

of orders placed "British Industry is rapidly earning a reputation throughout the world for not keeping its promises". The experience of the E.A.R. & H. unfortunately confirms Sir Norman's remarks. Time and time again urgently needed equipment promised for delivery by a certain date has been subjected to prolonged delay and repeated setbacks in delivery dates have been experienced. As an example of what we have to put up with, the case of the new steam shunting locomotives to which reference is made in "Traffic News" may be quoted. Delivery dates of these locomotives were set back on no fewer than five occasions before the first two locomotives arrived at Kilindini last December. Again, advice has just been received that delivery of the first-class coaches, which are the subject of a special article in this issue, has been put back from March of this year to August. The provisional order for these coaches was first placed in 1947. Cranes for the stacking grounds at Mombasa which were due for delivery in February/March of this year have now been put back to May/June. New high-capacity breakdown cranes have been similarly delayed, while there has been repeated failure on the part of the U.K. manufacturers to adhere to agreed dates in respect of wagon deliveries.

It need scarcely be said that these delays have given rise to great difficulties, inconvenience and in many cases heavy extra expenditure here in East Africa. In most cases the delays have particularly affected public interests and the public, not knowing the real truth, not unnaturally criticizes the Administration.

Power Cuts

THIS Administration is not the only business concern in East Africa to feel the effects of delayed deliveries of goods and machinery from the U.K. The East African Power and Lighting Co. has just come forward with an apologia on the same theme in explanation of the severe power cuts which they have had to impose in the Nairobi area since early in the year. "Don't shoot the pianist" they say "he's doing his best." These cuts have, in turn, had a most unfortunate effect on the Administration's efforts to cope with the present difficult traffic situation. At a time when the peak movement of cotton and cereals traffic is engaging our attention over the whole of the Kenya/Uganda Section and is demanding the full output of our workshops in the production

of spare parts to keep in service engines of the older types; at a time when urgently ordered new axles of stronger design have begun to arrive and should be fitted to replace the post-war axles of British manufacture which have not stood up to the work; at a time when import tonnages through Mombasa have never been heavier and there are demands from all over the country for wagons—at such a time the complete closing down of all machinery and plant in the Administration's workshops during the period of the power cuts cannot but have a delaying and deleterious effect on the Administration's public services.

Financial Stringency

IN a note under "Plans for the Future" in the last issue of the Magazine reference was made to the rise in the cost of the work of remodelling facilities at Nakuru, from £192,000 in 1948 to £520,000, and the point was made that increases in cost of this magnitude would inevitably place a severe restriction on the capacity of the Administration to carry out further major works. A recent review of capital expenditure on Harbours Engineering works (quite apart from Railway projects) indicates that on works already sanctioned or proposed at all East African ports for which funds have been allocated or earmarked, the estimated cost has now risen from £7,230,300 to the region of £10,630,000, or an increase of some £3.4 million. Of the £59.75 million of Loan funds which the Administration has been authorized to raise, only £17.5 million has so far been issued on the London and East African markets. The raising of the remainder of this huge total will be a matter of long and careful negotiation, whether the money is raised in London or through loans from sources outside the U.K., such as the International Bank. Certain it is that no more than this amount is likely to be raised for some considerable time. In the circumstances, the finding of another £3.4 million for Harbours works must involve the reallocation of existing Loan Schedules so that certain other works, no matter how desirable in themselves, will certainly have to be deferred. There can, in fact, be little doubt that we are now entering a period of severe financial stringency which will inhibit the further development of the Administration's transport services at a rate which may be considered desirable in many quarters.

The 'Liemba' Returns to Service

The end of 1952 has seen the return to service of the E.A.R. & H. steamer "Liemba" on Lake Tanganyika after being laid up for two years

The *Liemba* is a ship with an interesting history. She was built as ship No. 300 by Jos. L. Meyer of Papenburg in Germany in the year 1913, was sent to German East Africa in parts and was reassembled at Kigoma, entering service as the s.s. *Goetzen* just before World War I broke out in 1914.

During the early days of the war she was in action under the German flag against light British naval craft which had been brought overland and erected and launched from the Northern Rhodesian shore of Lake Tanganyika.

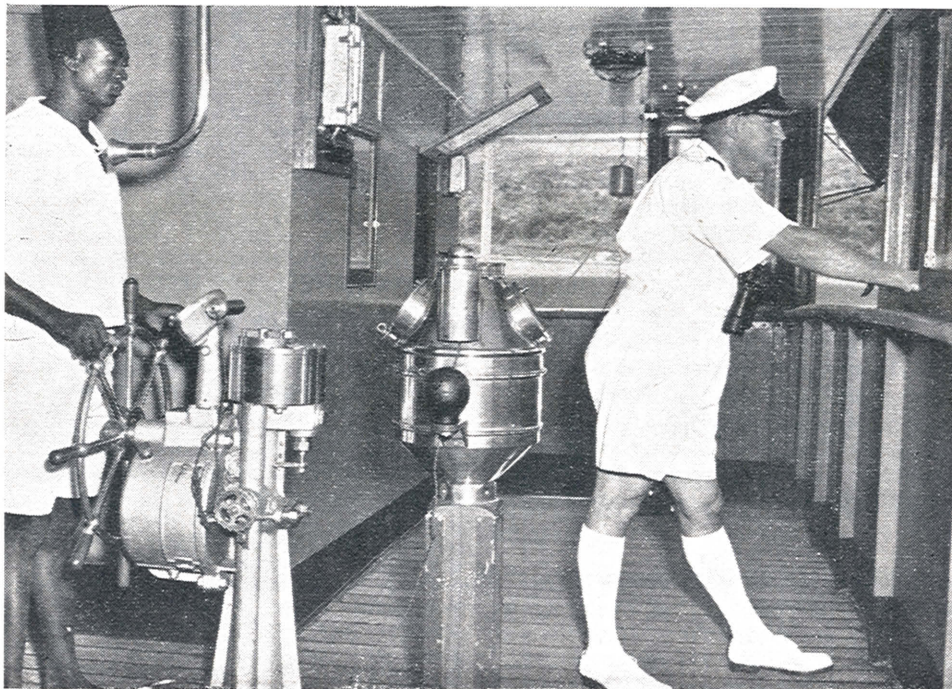
Scuttled to Avoid Capture

In July, 1916, she was scuttled by the Germans in deep water off the mouth of the Malagarassi River in order to avoid capture. First, however, they carefully greased all the working parts in the hope, no doubt, that when they had finally won the war, they would recover the ship and find her in reasonable condition. But things did not turn out like that and to the Belgians, who occupied West Tanga-

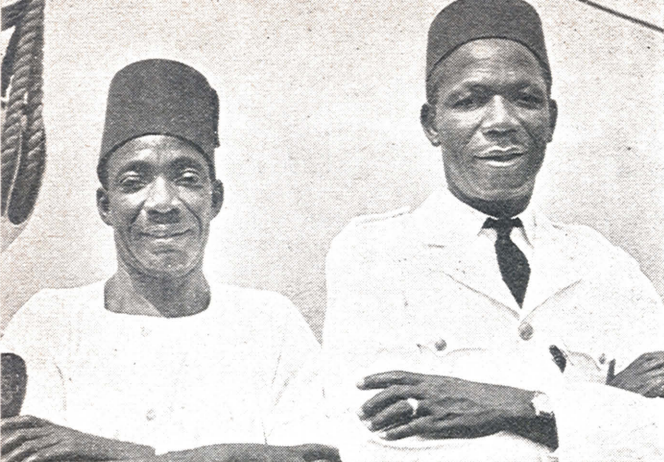
nyika immediately after the war, fell the task of raising the "Goetzen". This they succeeded in doing with the aid of balloons but, unfortunately, in towing her to the slipway at Kigoma she again sank off Luansa Point at the entrance to Kigoma Bay.

Raised by pontoons

There she lay until 1924 when a British team of salvage experts from Devonport under Commander Carr and Lieut.-Commander Sharp, R.N.R., succeeded in raising her by means of pontoons which were flooded and subsequently pumped out. The raising was done in a series of lifts with adjusted slings under the ship. She was then towed to a fitting-out basin where the work of reconditioning and



Commander G. Wooler on the bridge of the "Liemba"



Boatswain Hamisi Kalubi and Pilot Masudi Zaidi, two of the oldest employees serving on the "Liemba". Hamisi joined the service in March, 1927, and Masudi in April, 1928

refitting was put in hand. It was not until January of 1927, however, that she was recommissioned and went into service as the s.s. "Liemba". The word "Liemba" signifies "Lake" in the Kirungu dialect of the people living in the Kasanga area on the south-west shores of the lake.

Renewal of Boilers

For 20 years the "Liemba" continued in service without any major overhaul or alterations so that by 1948, the year of amalgamation, an extensive refit was overdue. After a detailed survey it was decided to renew the old wood-burning German boilers by two modern oil-burning boilers. When the order was placed in 1949 delivery was promised in 12 months and it was hoped that the ship could be retained in service until the new boilers arrived. Unfortunately, towards the end of 1950, it was found that the condition of the supports of the old boilers had seriously deteriorated and the ship had to be withdrawn from service. The boilers did not arrive until February, 1952, and as the work of conversion centred round their installation, the bulk of the other work had to be delayed until that date. The other work included the extension and modernization of the passenger accommodation, the fitting of modern cargo handling gear and new tele-motor steering gear. New propellers, a new rudder and a new windlass were also fitted. The work was completed early last December at a total cost of £42,443. This figure is probably greater than the initial cost of the vessel but has to be considered against a present-day replacement cost estimated to be approximately £400,000.

Bilge Keels Reduce Rolling

After successful trials, the ship made her first scheduled voyage to Northern Rhodesia on 18th December, 1952. She now has a maximum speed of about 11 knots against a previous 7 knots, her steering and handling is improved

and she shows far less tendency to roll in rough weather, thanks to the new bilge keels which have been fitted.

Welcomed Back by Old Friends

The "Liemba" has always been a popular vessel on Lake Tanganyika and many people retain happy memories of her. It is hoped that the work now completed will enable her to continue to serve the public for many more years to come. On her first voyage after conversion she was given an enthusiastic welcome by the African population along the Lake shores. They crowded on the beaches to cheer and many came out in canoes to greet the ship, cheering, singing and clapping. Africans from miles around gathered on the pier at Mpulungu in Northern Rhodesia, together with a large number of the European population of Abercorn, to welcome the "Liemba" as she drew alongside with all her flags flying.

"THE AFRICAN QUEEN"

An interesting dispute between Romulus Films, Ltd., the producers of the film "The African Queen", and the Administration has been concluded. During the shooting of the film in Uganda, stomach trouble became so widespread amongst the film operatives that the shooting of the film had to be suspended for upwards of ten days. It will give some indication of the cost of film production when, in respect of these ten days' lay-off the company claimed to be in the red to the extent of almost £25,000.

An amount of over £4,000 was due to the Administration in respect of various services, including the conversion of one of its motor boats to become "The African Queen", the hire of certain ships and marine and catering facilities. Without these services and the facilities provided by the Administration the film could not have been made. The film company declined to pay the Administration this amount and counter-claimed for £25,000. They alleged that the outbreak of stomach trouble, or diarrhoea, was caused by impure water supplied to their staff by the Administration. The Administration denied liability and in so doing pointed out that it is not unusual for newcomers to the tropics to suffer from stomach trouble if they consume iced drinks and lie under fans after working in torrid equatorial conditions. This tendency is exacerbated where, as in the present case, long hours are worked.

In the event, neither party was willing to give way and the Administration therefore brought an action in the United Kingdom claiming the amount due. Judgment was given for this amount but the company were granted leave to counter-claim for the full amount of their loss. On the Administration remaining adamant in refusing any compromise the company eventually gave way, withdrew their counter-claim for £25,000 and paid the amount of the Administration's judgment and costs.

RETIREMENT OF COMMISSIONER FOR TRANSPORT

THE departure this month of the Commissioner for Transport, Sir Reginald E. Robins, C.M.G., O.B.E., O.St.J., on leave pending retirement, brings to a close a railway career which began forty-five years ago when, in 1908, he joined the Great Western Railway.

Born in 1891, he was educated at Queen Mary School, Basingstoke. In 1908, as already stated, he joined the Great Western Railway and, after experience at various stations and in the office of the London Divisional Superintendent, was selected for training under that company's special training scheme for officers. From 1919 to 1924 he attended the London School of Economics and was awarded the Brunel Medal. Subsequently he became an Associate Member of the Institute of Transport. In 1925 he was appointed to the Kenya and Uganda Railways and Harbours as Assistant Superintendent of the Line and in the Birthday Honours of 1932 was awarded the O.B.E. In 1936 he left Kenya on appointment as General Manager of the Tanganyika Railways and Ports Services and for his services to that Administration he received the distinction of the C.M.G. in 1938.

In 1942 he returned to Nairobi, this time as General Manager of the Kenya and Uganda Railways and Harbours and in 1945 was appointed a Knight Bachelor.

On the 1st of January, 1948, he became the first Commissioner for Transport in the newly established East Africa High Commission and played a leading part in the negotiations which led to the amalgamation on the 1st of May of the same year of the Kenya and Uganda Railways and Harbours and the Tanganyika Railways and Ports Services as the East African Railways and Harbours Administration.

While Commissioner for Transport, Sir Reginald paid five visits abroad on work connected with the East African transport system. His first visit was in November of 1948 to London when he discussed the possibility of raising a transport loan of approximately £17 million in mid-1950 (later to become the £23 million loan) and also the question of the possible linking up of the railway systems of

Rhodesia and East Africa. A further subject discussed was the need to speed up the provision of additional transport facilities in Tanganyika at Dar es Salaam and in the Southern Province in connection with the groundnuts scheme. He had no sooner returned to East Africa when he was again summoned to London, this time with the General Manager, the Chairman of the East Africa High Commission and the Governor of Tanganyika, to review once more, with the Colonial Secretary and the Minister of Food, questions of cargo handling through the Port of Dar es Salaam and the construction of the Port of Mtwara in connection with the groundnuts scheme.

In June of 1949 he went to Lisbon for a meeting of the Central African Transport Conference which resulted in a later Conference in Johannesburg in November, 1950, which was attended by himself and the General Manager and delegations from Great Britain, France, Portugal, South Africa, Belgium, Southern Rhodesia and

Nyasaland. It is of passing interest that while all other territories were represented by large delegations, East African transport was represented by this two-man delegation.

In 1950 Sir Reginald went on overseas leave and during this time visited Belgium with representatives of H.M. Government to negotiate the building and financing of a third deep-water berth at Dar es Salaam for the Belgians.

Finally, at the beginning of last year, Sir Reginald, in company with Sir Philip Mitchell, the Chairman of the East Africa High Commission, visited London in connection with the raising of additional capital to the extent of £32.75 million.



Sir Reginald Robins, C.M.G.,
O.B.E., O.St.J.

Traffic News

RECORD RAILWAY TONNAGES . . .

ALTHOUGH the complete results for the year are not yet available, the volume of goods traffic carried by all services in 1952 reached the record total of approximately 4,700,000 tons, an increase of 6 per cent over the previous year. Ton mileage is expected to show a still greater increase of about 10 per cent. Full details of the traffic results for 1952 will be published in the next issue of the Magazine.

. . . AND RECORD PORT TONNAGES

The tonnages of cargo handled at the principal ports in 1952 also attained record totals, as the following (approximate) figures in respect of Mombasa, Dar es Salaam and Tanga show:—

	1951 <i>Harbour Tons</i>	1952 <i>Harbour Tons</i>	<i>Increase Per Cent</i>
Mombasa ..	2,768,074	2,898,642	4.7
Dar es Salaam ..	647,390	762,056	17.7
Tanga	235,523	256,838	9.1

TRAFFIC CONTINUES HEAVY

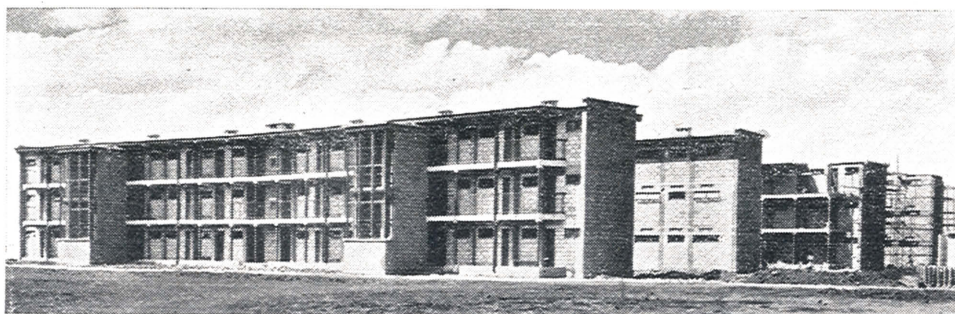
Traffic continues to be heavy in the present year. On the Kenya and Uganda Section (including the Tanga line) the number of loaded wagon units—a useful index of the level of transport activity—has been averaging over 7,300 a week since the beginning of the year, compared with 7,190 over the last six months of 1952. The movement of the Uganda cotton crop is now in progress at the rate of about 1,000 bales a day.

NEW SHUNTING LOCOMOTIVES . . .

The first six of an order of 18 steam shunting locomotives for the Kenya and Uganda Section have arrived in East Africa. The engines have been built by the North British Locomotive Co. Ltd., and will be stationed at Mombasa and Nairobi.

. . . AND NEW PASSENGER BUSES

The fleet of the Tanganyika Road Services has enjoyed a further increase in the shape of 16 new third-class Albion buses which arrived in convoy from Johannesburg where specially built passenger bodies had been fitted. The departure of this convoy on its long journey to the north aroused the greatest interest in South Africa. Outstanding passenger vehicle orders comprise 15 composite and 4 upper-class buses, delivery of which is due shortly.



This block of flats recently completed for African employees in Nairobi represents an innovation in African housing in East Africa. Designed by the Administration's Architect on modern lines the block takes the form of two buildings centrally connected by an ablution and lavatory block. Each block contains 72 married quarters or accommodation for a larger number of bachelors. Three other similar blocks are now being built, one of which can be seen in the background.

THE WESTERN UGANDA EXTENSION

I—THE SURVEY

IN November of 1950 the Uganda Government asked the Administration, as a matter of urgency, to undertake an engineering survey of the extension of the railway west of Kampala so that an early decision might be made regarding the development of the copper resources in the Kilembe Mine in the Ruwenzori. It was asked that the survey report and estimates for building the line should be ready by the end of April, 1951.

The Administration was already engaged on the survey of the north/south railway link between Rhodesia and the Tanganyika Central Line and the request to survey some 250 miles of railway in Uganda and to prepare estimates and a report on this survey in less than five months was a heavy additional call on resources already taxed to capacity.

It was agreed, however, that whatever the difficulties the request must be met. Mr. P. H. Hicks, District Engineer, was appointed Resident Engineer of the project and the task of finding staff and forming field survey parties was put immediately in hand.

Although the decision to carry out the survey was only made late in November, 1950, a preliminary reconnaissance and essential location of the route was carried out in the field in December while four field survey parties were being formed. At this stage the position was further complicated by a decision of the Uganda Government to authorize the construction of the first 45 miles from Kampala to Mityana under financial guarantee although not one single peg had been driven into the

This is the first of a series of four articles which will be appearing on the major work of railway construction now going forward in Uganda opening up over 200 miles of new country from Kampala to the foothills of the Ruwenzori.

The next three articles will deal with:—

II—The Line to Mityana.

III—Construction Plans.

IV—Beyond Mityana to Kasese.

ground. It was therefore necessary to engage two additional field parties on contract to stake the line to Mityana.

The ruling gradients specified for the whole extension of the railway were those of main line standard, 1.5 per cent compensated against up traffic and 1.18 per cent compensated against down traffic with a maximum curvature of 8°.



Survey staff returning to camp at Kasese. The Ruwenzori foothills in the background

The main characteristics of the country to be traversed were uninhabited bush and forest, elephant grass and swamps, except in the vicinity of the first section from Kampala to Mityana where native cultivation is fairly extensive. The trace of the line follows flat swampy valleys for the first 150 miles out from Kampala and then enters broken hilly country in the faulted region on the east side of the escarpment overlooking Lake George and the Ruwenzori. Here it is necessary to find a route descending 1,200 feet down the steep sides of the escarpment debouching on to the swampy plain lying north of Lake George. The scenery in this section of the route, looking across to the great snow peaks of the Ruwenzori and the glinting waters of Lake George, is particularly fine and it is gratifying to know that this area has now been included in the new Queen Elizabeth National Park. At the foot of the escarpment two alternative routes were possible: one a long divergence round the northern edge of the swamp, the other a direct crossing through the swamp. After aerial and ground investigation the shorter route (by some seven miles) across the swamp was adopted.

By the beginning of January, 1951, all staff, equipment and the essential African porter corps began to come together. As much of the country in that early stage was not served by even the sketchiest of bush tracks, portorage by head loads had to be arranged in several sections. It was also necessary for all parties to be armed for elephant, buffalo and other wild game was continuously encountered. Field work was built up to full output by the end of January, maintained at pressure during February and March, when all parties were recalled from the field. In about ten weeks, a total of 247 miles of detailed survey as far as the Congo border had been completed. The rains then broke with unprecedented violence, leaving small clearing-up parties in the field isolated by floods and general inaccessibility. So bad were conditions at one stage, that it was only with great difficulty that rations could be got by a roundabout route of 400 miles to a party only 150 miles away on the location.

In the meantime, the staking of the line westwards from Kampala was encountering its own difficulties and the rains exacerbated yet further the problem of getting sufficient porters for this work. Much of the terrain to be staked was inundated and "trench foot" began to make its appearance among staff wading constantly in water. One engineer claimed—with



“. . . staff wading constantly in water.”

what authenticity cannot now be tested—to have developed a “Braille” touch in order to read peg numbers under water.

With the return of field parties at the end of March, 1951, a month remained to reduce the field work to terms of construction plans and costs. The computations and plotting were laid out for completion along the whole route simultaneously. The plans, sections, abstracts and earthwork and bridging quantities were then produced by all field staff working in groups, and by a quick reckoning, completion of detail was achieved just before the end of April, 1951. The report and estimates meanwhile were written as section by section was completed.

The survey report and estimates of cost were, therefore, submitted in due time some five months from the start of the work. The field staff were dispersed once again to various other projects throughout East Africa, and by June, 1951, the direction of work was turned on the completion of staking out the final line on the first section of the railway to Mityana. It is this section which is to be opened for public traffic shortly and will be the subject of an article in our next issue.

Plans for the future

TANGA: NEW WHARF

As long ago as 1930, Consulting Engineers were called in to carry out an examination of Tanga Port and to make recommendations as to the lines on which its future expansion should be developed, but it is only now, some 23 years afterwards, that something is being done about it! In the five years since amalgamation many major tasks have confronted the Administration at its ports and throughout its network of railway, road and marine services, and it was not until last year that surveyors and engineers could be assigned to the work of preparing detailed plans and estimates for Tanga. The small sketch shown below indicates what is proposed. The first step is the immediate extension of 700 feet of new quay. When this is completed it is proposed to turn back and rehabilitate some 600 feet of the old wharf so that altogether Tanga will ultimately have some 1,300 or more feet of new lighterage wharf as compared with the existing effective length of 550 feet. The quay will be equipped with new portal cranes and spacious additional transit shed storage will be provided. A new marshalling yard is to be constructed on ground to be reclaimed on the foreshore. The cost of the new extension is estimated to be in the region of £600,000 and the rehabilitation of the old wharf will cost some £400,000. Preliminary work on the new quay is in progress and it is hoped that it will be completed in the middle of next year.

MOMBASA AND NAIROBI STATIONS

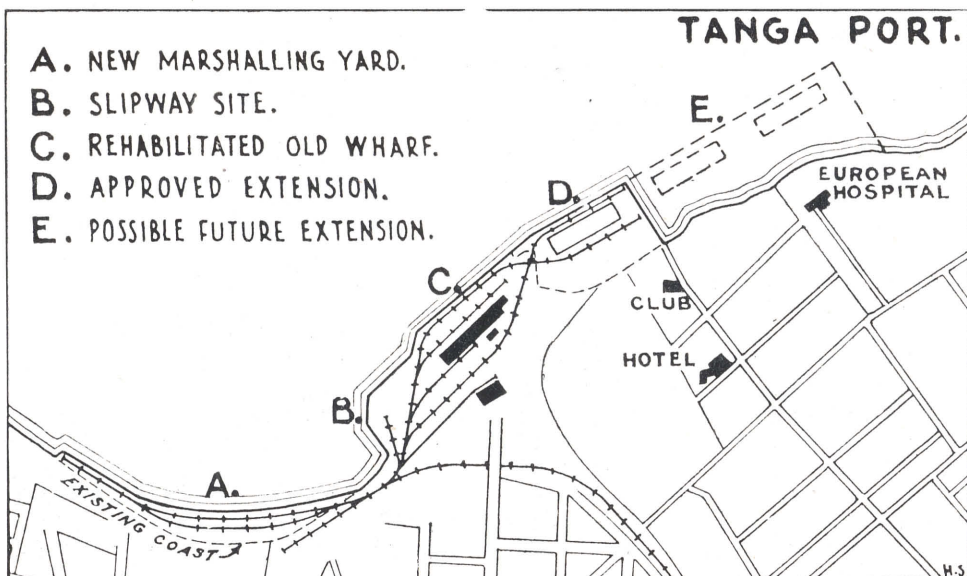
It is most unfortunate that the first station which the majority of tourists should see when they arrive in Kenya is Mombasa. It is an ugly, undignified congeries of buildings which were second-hand when originally erected and only intended as a temporary expedient.

Before the war a case was made to rebuild the station and the project was included in the Works Programme. Then, however, came the war and that was that.

Since the war the Administration has been faced not only with the necessity of making up the backlog created by six years of hostilities but also with a whole series of major works following the enormous upsurge of capital expansion experienced by the East African territories in the post-war period. It has been a case of first things first and engineering and building resources have been strained to the uttermost.

The need for new stations at Mombasa and also at Nairobi has not, however, been lost sight of and provision was included in the last Loan Schedule for the rebuilding of these stations. Tentative arrangements are now in hand which it is hoped will allow of a beginning on the work of design.

So far as Mombasa is concerned it is to be hoped that a design may be produced, unless costs are prohibitive, which will be both dignified and in keeping with the Islamic influence which is such a strong feature of the coast with its long Arabic connections.



TRAFFIC DENSITY



ECONOMICAL railway operation depends on the volume of traffic to be moved (or traffic density), the regularity of this movement and the balance of up and down loads.

THE total public tonnage moved in the up direction over the Kenya/Uganda section of the railway during 1952 was 1.5 million tons and in the down direction 1.3 million tons. The figures for the Tanganyika Central Line were 236,000 tons upward and 206,000 tons downward. These tonnages are not, of course, carried the whole length of the railway in each direction—they are the total of all the movements upward or downward over the various sections of the line. The *average* combined up and down public tonnage or traffic density per mile of railway—single line railway—was 604,000 over the Kenya/Uganda section and 157,000 over the Tanganyika Central Line. These figures compare with an average traffic density of one million tons per route mile of railway in South Africa. It is necessary to turn to a diagram like that reproduced on the opposite page to see at a glance the relative volume of up and down traffic on the various sections of the system.

KENYA/UGANDA

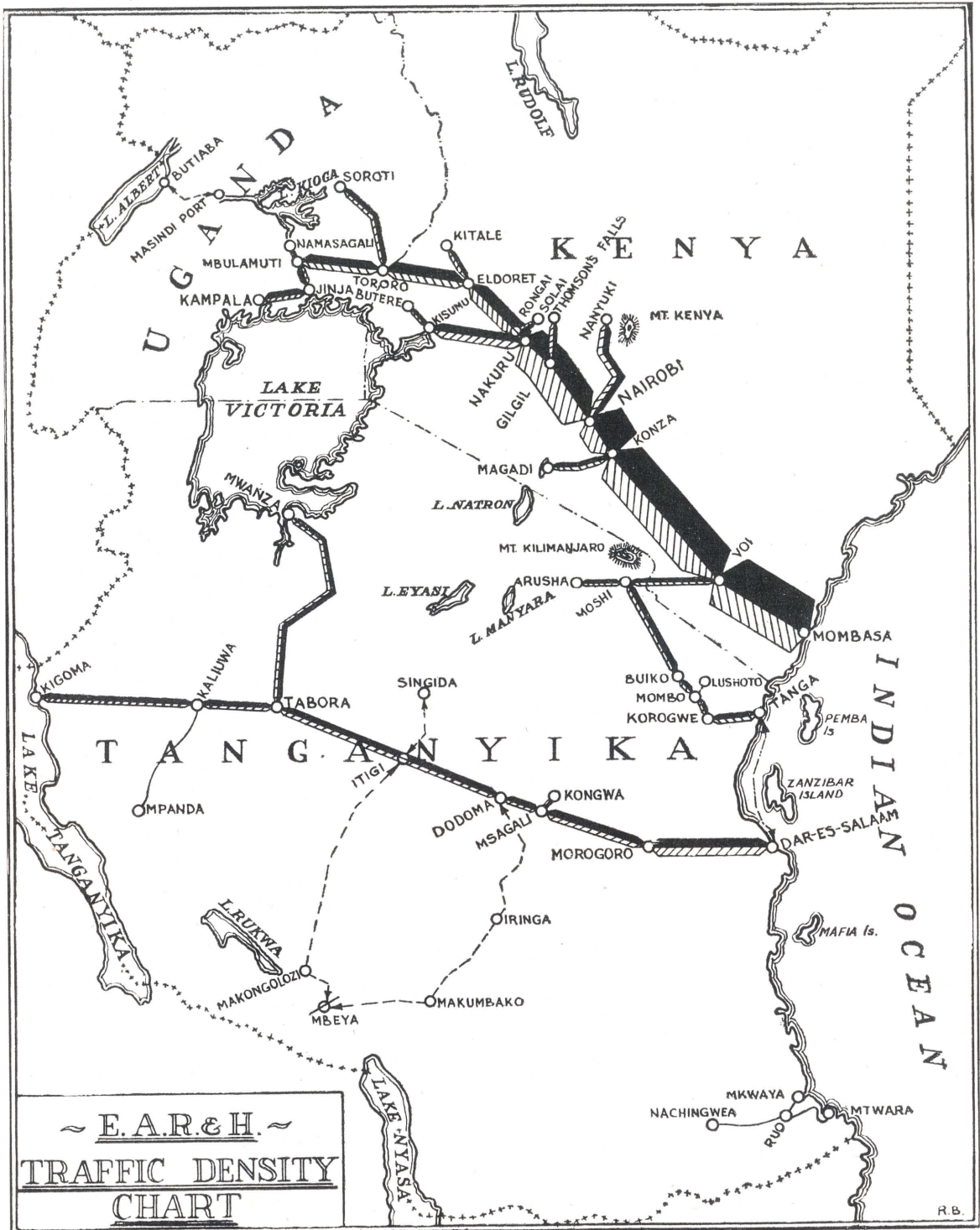
It is unfortunately impossible to reproduce clearly the actual tonnage figures for each section in this small diagram, and space permits of only a few of the principal figures being quoted in this article. Between Mombasa and Nairobi the up (westward) and down (eastward) tonnages for the year were very approximately 800,000 and 700,000 respectively. Between Nairobi and Nakuru the tonnages were 600,000 and 650,000 respectively, and in the Uganda section of the line 300,000 and 200,000. Total traffic density, that is up and down traffic combined, thus varied from 1.5 million revenue tons per route mile of railway in the Coast section to half a million tons in Uganda. The up and down tonnages on the Nakuru/Kisumu section were 200,000 and 215,000. The Butere and Solai branch lines had the lowest traffic densities of all—

3,000/12,000 and 6,000/12,000 tons. It will readily be seen from these few selected traffic figures and from the diagram how traffic density diminishes as the railway proceeds westward. The longer hauls (up to 871 miles between Mombasa and Kampala) and increased wagon journey time involved in these movements takes a heavy toll of wagon capacity.

The number of trains (apart from passenger trains) required to move the traffic varies from slightly more than nine daily in each direction in the Coast section to two and a half trains daily each way in Uganda, except on the Jinja-Kampala section where heavy gradients and the special working of traffic for the construction of the Nile Dam call for nearly five up and down trains daily. Four and a half trains daily are required on the Nakuru/Kisumu section.

TANGANYIKA

A similar situation exists on a more modest scale on the Central Line in Tanganyika. There the total upward public tonnage in 1952 over all sections of the line was approximately 230,000 and 193,000 in the opposite direction. Traffic density was greatest in the Dar es Salaam/Morogoro section with 194,000 tons up and 181,000 tons down, falling to 73,000 up and 42,000 down in the Kaliua/Kigoma section and 60,000/57,000 in the Tabora/Mwanza section. The up and down traffic density between Dodoma and Tabora was 134,000 and 106,000 tons respectively. As in the Kenya/Uganda section of the railway traffic density decreases markedly as the line reaches inland. The number of trains required daily (again not including passenger trains) varies from slightly more than three each way in the Coast section to less than one each way at the Kigoma and Mwanza ends of the line.



BALANCED TRAFFIC

The traffic density figures that have been given for the year for individual sections of the railway show a remarkably consistent balance between up and down tonnages. What they do not reveal is the regularity of the traffic, but it is the case that this balance is well maintained month by month throughout the year: this is a point of considerable economic importance in that the greater use of the railway's assets thus made possible helps to keep down the cost per unit of traffic carried and offsets heavy increases in staff costs and the price of fuel, stores and new equipment.

POST-WAR CHANGE IN TRAFFIC TRENDS

How marked has been this change in the volume, regularity and balanced flow of traffic as between pre-war and post-war years is strikingly illustrated in the following figures for the Kenya/Uganda section of the railway for the first four months of 1938 compared with the same period in 1952:—

Jan.-April	Up	Down	Total	Proportion to year's total
1938 ..	150,000	283,000	433,000	42%
1952 ..	511,000	457,000	968,000	31%

The volume of traffic over this period of the year has increased by 124 per cent and whereas in 1938 approximately two tons of traffic were moving downward for every ton upward, the volume of upward traffic now exceeds downward traffic. The total public tonnage dealt with in each year, that is the combined up and down tonnages, has increased in the Kenya/Uganda section of the railway from 1,035,000 in 1938, to 2,800,000 in 1952, an increase of 170 per cent, which indicates the greater sustained transportation effort that has now to be maintained throughout the whole year.

Public traffic on the Tanganyika Central Line has increased even more spectacularly from 136,000 tons in 1938 to 442,000 tons in 1952, an increase of 224 per cent.

permitted speed anywhere on the system—on 80 lb. track. Furthermore, while the revised engine was of the same total weight as the original design, the heavier loading on the driving wheels increased the weight available for adhesion, making possible an increase in tractive effort and thus providing a more efficient locomotive.

LOCOMOTIVE AXLE LOADS



FOR many years the design of locomotives on the East African Railways has been restricted by the maximum axle load permissible on the lightest rail over which they would be required to operate. Recent detailed investigations conducted by the Chief Engineer and Chief Mechanical Engineer have resulted in the adoption of a precise method of calculating the stresses induced in the track by any particular locomotive. These stresses are influenced not only by the actual static axle load, but also by the size of the wheels, their spacing, the balancing of reciprocating and revolving parts, the inclination of the cylinders, the sleeper spacing and the speed. Nor is the stress in the rail always the governing factor, for in some cases the sleeper loading is of greater importance.

The investigations have conclusively shown that the old method of accepting the maximum axle load as the sole criterion of the ability of a particular weight of rail to carry a particular engine is based on false premises. Indeed, it is capable of resulting (and has in fact resulted) in an unnecessarily restricted and consequently uneconomical design of engine, or, in certain circumstances, in one which would dangerously overstress the track.

The 59-Class heavy Garratt locomotives now on order provide an outstanding example of the value of the new methods of track stress analysis. These locomotives, weighing 240 tons each, will be the heaviest locomotives to run on a metre-gauge track. They will be some 75 tons heavier than the largest express locomotives on British Railways. As originally designed, they were to have a load of 17 tons on each axle and on the basis of the old method relating the maximum axle load to the weight of rail, they could be accepted on 80 lb. track. Detailed calculations carried out under the new method disclosed that the engine as designed would induce severe stresses in the track, but by increasing the load on the driving axles to 19 and 18 tons and by respacing the carrying wheels, a design was evolved which could be operated at 40 miles per hour—the maximum

[Continued in previous column]

New Lightweight First Class Coaches

AN article on another page describes recent investigations which have been made by the Administration into the relationship between locomotive axle loads and the stresses and strains they induce in the track: the object of this investigation was to enable more powerful locomotives to be designed for any given weight of rail. Another aspect of the weight problem, and one which is of particular concern to railway managements the world over, is the reduction in the weight of rolling stock: the less the tare, or empty, weight of a train the greater the paying load for any given output of locomotive energy.

Twenty-six New Coaches Ordered

When, in 1947, it became practicable to think of placing orders in the U.K. for new passenger coaching stock the then Kenya and Uganda Railways and Harbours Administration undertook an investigation into the use of aluminium alloy on a large scale for railway passenger coach construction. It was found that substantial reductions could be effected in the tare weight of coaches while fully maintaining and, indeed, improving existing standards of comfort, safety and reliability. Specifications were accordingly drawn up for lightweight first class day and sleeping coaches and preliminary orders were placed for Kenya and Uganda with the Metropolitan-Cammell Carriage and Wagon Company through the Crown Agents for the Colonies. This was towards the end of 1947. A further ten similar coaches were ordered for Tanganyika after the Amalgamation. It is hoped that delivery of these coaches will begin towards the end of this year.

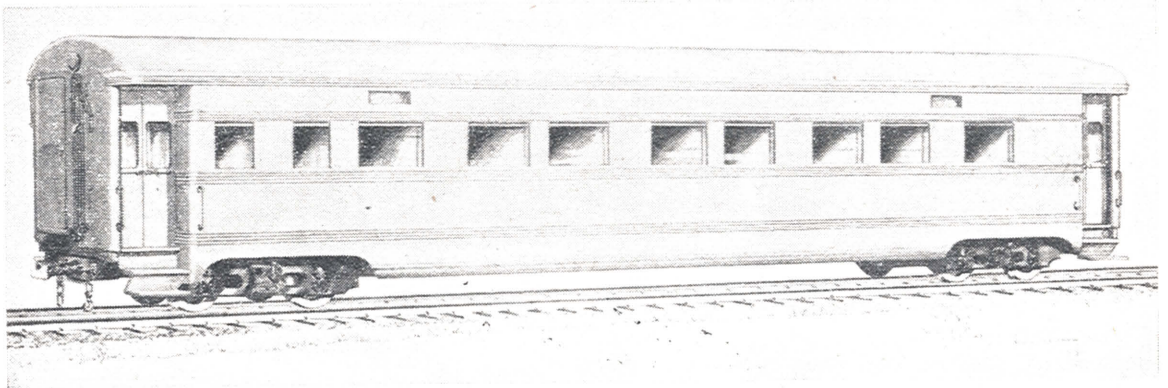
Advantages of Aluminium Alloys

The use of aluminium alloy for railway carriage construction has only become practicable since the production of alloys which are comparable in many respects with mild steel. Pure aluminium is of little structural value, for

The East African Railways share with the London Transport Executive the distinction of being the first two railways in the British Commonwealth and Empire to adopt aluminium alloy on a large scale for railway passenger coach construction.

although it is only about one-third the weight of steel, it is soft and ductile, possessing only a low tensile strength. By alloying aluminium with small quantities of copper, magnesium, silicon and/or other elements, however, its strength is considerably increased without any material addition to its weight. The physical properties of the metal have been still further improved by special methods of heat treatment which have led to the production of aluminium alloys eminently suitable for structural purposes.

Two particular characteristics of these alloys are worthy of mention, namely their high resistance to corrosion, which has obvious advantages, and their low modulus of elasticity which enables a well-designed railway carriage to absorb three times as much shock loading as a steel coach of similar construction.



An artist's impression of the outside appearance of the coach.



Details of New Coaches

Although it was possible to make valuable use of much of the experience gained in the construction of the London Transport coaches, a large amount of entirely new development work was found necessary in designing the sleeping cars to meet the climatic conditions and the service requirements of the railway in East Africa. The bodies, which will be of the maximum width permitted by the loading gauge, will be of flat, vertical side construction, which feature, taken in conjunction with the provision of end doors only, will provide the maximum strength for carrying the vertical loading without imposing high stresses at any point of the framing. A bold streamlining effect will be obtained by the use of four substantial horizontal mouldings and the outside appearance of the vehicles will be further improved by the provision of removable fairing panels extending downwards to within about two feet of rail level. An impression of how one of the new coaches will look in service is given by the artist's drawing.

A "mock-up" compartment, showing the upper berth lowered. The corner cabinet conceals a wash-basin and the hinged top forms a table. The ladder is stored in a cupboard in the corridor.

Sleeping accommodation is being provided for 16 passengers, or day-time seating for 24, in double coupés with hinged communicating doors, access to all departments being by way of a side corridor. Considerable attention is being paid to the interior decoration and furnishing. The compartments, corridors and vestibules are being lined with plastic panels in shades of green, with cream or ivory ceilings. In the coupés, the upper and lower berths, seat backs and arm rests will be fitted with Dunlopillo cushions covered with a hard-wearing fawn Bedford cord. The carriages will be equipped with Stones electric lighting and water raising system, the water being sterilized by the Clorocel method; drinking water will be further purified by passing through filters fitted between each pair of coupés. Electric fans will be provided in all sleeping compartments and in the toilets, whilst in each coupé a wash basin will be provided having a folding plastic-topped lid to serve as a table.

Armour-plate Glass

The floors will be of lightweight type possessing sound-deadening qualities so important to the comfort of sleeping passengers, and will be laid on light alloy corrugated sheets, secured to light cross members riveted to the underframe. The upper flooring, except in the toilets, will be composed of high density cork covered by linoleum, with a pile carpet in each compartment. The windows in the coupés and corridors will be of balanced falling type 3 feet 4 inches in width, fitted with clear armour plate glass. It is of interest to note that one coach will be fitted for trial purposes with electro-hydraulically operated sliding windows.

This brief description of the new coaches indicates the high degree of comfort offered and there can be little doubt of their popularity with the travelling public. As to the operating advantages which the use of aluminium alloy makes possible, each vehicle will weigh some four tons less than a similar carriage constructed of steel in the conventional manner; thus a ten-coach train composed of the new stock will be slightly lighter than one made up of only nine steel coaches.

(The photograph and drawing are reproduced by courtesy of the Metropolitan-Cammell Carriage and Wagon Company.)

RESULTS OF WORKING

January—December, 1952

THE tables below show the approximate earnings and working results of all the Administration's services during the year 1952. Corresponding figures for 1951 are given for purposes of comparison:—

RAIL, ROAD AND MARINE SERVICES				
	TONNAGE		REVENUE	
	1951	1952	1951	1952
	<i>Tons</i>	<i>Tons</i>	£	£
January—September	3,311,137	3,528,078	7,640,300	9,408,271
October	379,818	418,374	1,001,393	1,052,379
November	397,076	389,954	1,029,460	1,011,477
December	352,393	408,403	1,014,585	1,068,723
Total	4,440,424	4,744,809	10,685,738	12,540,850

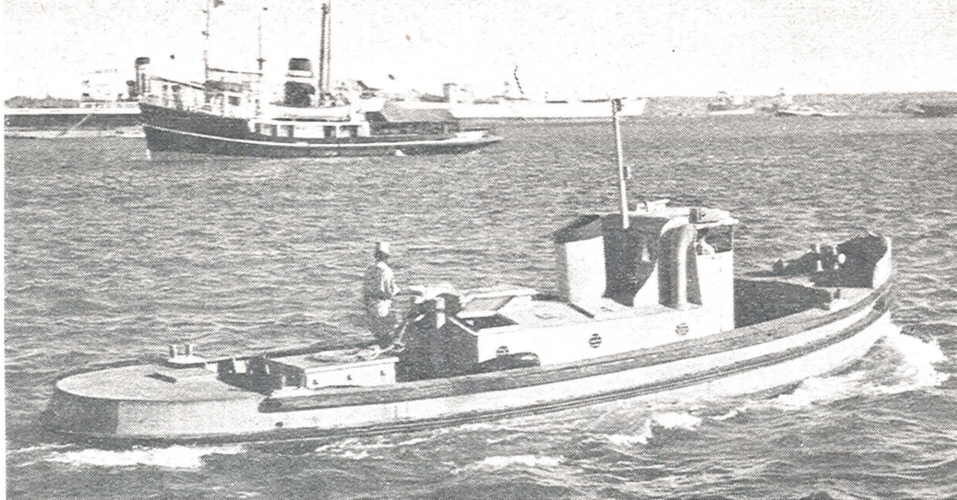
HARBOURS				
	TONNAGE		REVENUE	
	1951	1952	1951	1952
	<i>Harbour Tons</i>	<i>Harbour Tons</i>	£	£
January—September	2,720,151	3,033,224	1,784,261	2,169,648
October	331,895	320,967	290,073	231,844
November	366,662	319,339	243,579	238,123
December	321,016	376,369	237,049	257,046
Total	3,739,724	4,049,899	2,554,962	2,896,661

THANK YOU

The first and second issues of our Magazine contained 20 pages; the third issue contained 24 pages; this, the fourth issue, contains 32 pages. That we should have been able to add eight pages is entirely due to more articles and information coming forward from members of the staff. This spirit of co-operation and helpfulness is most encouraging.

Thank you.

All further contributions, suggestions and correspondence should be addressed to the Editor General Manager's Office, E.A.R. & H., P.O. Box 121, Nairobi.



THE TUG "NYUKI"

The lighter-towing tug *Nyuki* which was recently commissioned, was built entirely (and not just assembled from parts built in the United Kingdom) in the Administration's Dar es Salaam dockyard. It is unique in being the dockyard's most ambitious shipbuilding effort.

It is a steel tug of riveted and welded construction, single screw, and has been designed chiefly for harbour duties and for towing lighters. Its dimensions are:—

Length	43 ft. 9 in.
Beam	12 ft. 3 in.
Depth	6 ft. 3 in.
Draught Fwd. .. .	2 ft. 5 in.
Draught Aft. .. .	3 ft. 9 in.

The vessel is powered by a Crossley BWM. 6/900 Diesel engine giving an output of 80/88 b.h.p. when running at 900 r.p.m. The propellor is four-bladed with a 35 in. diameter by 33 in. pitch and is driven through a 2:1 reduction gear. The engine is a compact unit with very clean lines and presented no problem in installation and mounting while the engine room is suitably ventilated and is equipped with four covers which are very necessary for operation in a tropical climate. Electric lighting is provided in the engine room, on the bridge and for navigational purposes by a 12-volt generator driven from a pulley on the forward end of the engine crankshaft. Engine starting is normally effected by use of compressed air bottles self-charged from the engine.

Local labour—Asian technicians and African labourers under European supervision—was used throughout and all materials were fabricated in the dockyard. The design is extremely robust, and the photograph shows that the need for towing power has not been permitted to dispense with pleasing lines, giving the craft a good appearance. Manœuvrability

is excellent and the full power of the tug can be utilized with complete freedom from vibration.

The initial speed on trial, running free, was 8.3 knots and gave adequate tow-rope pull when towing two laden lighters, each of approximately 200 tons capacity.

The craft has proved so successful both from the point of view of construction and power weight ratio that it is intended to standardize on this type.

NAMING NEW STATIONS

Not the least interesting of the tasks in connection with the building of new stations is the selection of appropriate names. Sometimes the name is an automatic choice as when a station is built near a township or prominent geographical feature but not infrequently stations which are required for purely operating purposes are sited in remote country. When this happens it is not an easy matter to find a suitable name.

In Kenya, with the guidance of the Standing Committee on Geographical Names—sponsored by the Director of Surveys—names were recommended recently for sixteen new stations shortly to be built. Some of them will be built in featureless country and their naming presented a problem. One between Broderick Falls and Bungoma is to be called Sudi, the name of a well-known local Chief; another between Darajani and Mito Andei will be named Kathekani which is Kamba for "in the bush"; and a station to be built between Kiboko and Makindu (the name of which has not yet been finally decided) may commemorate an incident which occurred near Kiboko in 1910 when Mr. Abdul Hamid Khan, Permanent Way Inspector, whose death is reported elsewhere in this issue, succeeded in killing a leopard which attacked him.

OTHER RAILWAYS

*From our London Correspondent,
March, 1953*

De-centralization of British Railways

The Transport Bill, the passage of which has now reached an advanced stage in the House of Commons, was introduced last year by the Conservative Government. Its aim is to amend the Labour Government's legislation of 1947 under which the railways were nationalized and a great deal of the road haulage of the country, railway-owned hotels, docks, inland waterways and the London Passenger Transport Board were brought within the control of the state-owned British Transport Commission. The purpose of the present Bill is to effect a large measure of de-centralization so far as the railways are concerned, and to re-establish the old system of General Managers, which have been replaced by Chief Regional Officers with limited powers and responsibilities. The road haulage interests of British Transport Commission are to be offered for sale and to the extent that they are purchased by private interests will again become competitive with the national system.

Increases in Railway Fares

In the London area, passenger fares, both main line and London Transport, are now 83 per cent above pre-war, which compares with a rise in the general level of costs of 130 per cent. London Transport is expecting a deficit of about £2 millions this year, whereas, as far as is known, the main-line railways are paying their way. A project for a further increase in fares in the London area is meeting with a good deal of opposition, and the unwisdom from the revenue viewpoint of any increase in railway fares is being strongly canvassed.

Diesel Development on British Railways

The introduction of light, two-car diesel sets in the West Riding is an unspoken comment on their long-standing utility on the electrified sections of the Southern Region. These units, which can readily be combined to form four-, six-, or eight-coach trains, are admirably suited for heavy traffic fluctuations and combine the advantages of maximum availability, high rate of acceleration and daily mileage with cleanliness.

Track-recording Development

A Mauzin car, a French innovation in track-recording instruments, was tried out recently on the Western Region of British Railways. It differs from the Hallade track recorder used on British Railways over the last 20 years in that it measures the vertical and horizontal alignment of, and not the response of the vehicle to, the track. Colonel H. B. Everard, then Chief Officer, Engineering (Maintenance), Railway Executive, outlined the functions of the Mauzin car, which, weighing 50 tons and running on 16 wheels, provides a load of about six tons on each axle, a weight sufficient to indicate deficiencies in the packing of ballast under the sleepers. Data recorded on a continually moving graph include the relative levels of the rails, irregularities in each line of rail, variations in the cant of the rails on curves and in the horizontal plane of the accuracy of the gauge, and the degree of curvature. Any previous record can be coincidentally passed through the recording machine while it is in progress, so that direct visual comparison of the track may be made.

Teletype Wagon-recording in Canada

The success which has attended the introduction of the teletype and wagon-tracing system on the 686-mile main line from Windsor (Ontario) to Montreal has prompted the adoption of this device on other Canadian Pacific Railway routes. There are now 23 teletype machines in operation on the C.P.R. western lines.

New Canadian National Railways Freight Service

A new freight service has recently been introduced on the Canadian National Railways system. Specially constructed trailers are hauled by rail-owned lorries to railway freight terminals. There the trailers are placed on low, flat wagons to enable maximum height for load-clearance, conveyed by fast freight trains to their destination and delivered by lorry to works and warehouses. Ramps to facilitate operation and handling have been built at Montreal and Toronto, between which points the first application is being made.

New Zealand Railways Commission

A measure designed by the New Zealand Government to result in economies and increased profits is the formation of a railway management committee consisting of three Government servants and two representatives of private enterprise. Administration and development will be carried out through a permanent General Manager working directly under the Commission, which will in turn be responsible finally to and controlled by the Government.

New American Ticket-selling Method

In America, where a long-distance journey may involve transitions between separate railways, making the purchase of a through ticket a complicated and lengthy process, a system has been devised by the Southern Pacific Railroad to increase passengers' convenience. Passengers are directed to a telephone booth where they 'phone their requirements to the ticket salesman, who in turn passes the instruction to the central ticket make-up office. While the passenger is waiting for his ticket to arrive by pneumatic tube to the main floor, he waits in a lounge. In due course he is "paged" by a public address system and collects his ticket.

SOUTH AFRICAN RAILWAY NEWS

In his annual review of progress on the South African Railways during 1952, the General Manager, Mr. W. Heckroodt, stated: "The end

of the year finds the railways rapidly nearing the stage when resources and equipment will measure up to any traffic demands that may be received, if delivery of new locomotives and other equipment is made according to schedule. . . . Congestion for months on end at several of the ports caused considerable concern both to the Administration and to the business community. . . . There is some cause for concern in the financial position . . . the volume of traffic carried this year was higher than during the corresponding period last year, but the railways had to pay more for their requirements, and in comparison with last year, there was a sharp increase in labour costs".

Mr. D. H. C. du Plessis, former Deputy General Manager, South African Railways, has been appointed General Manager in succession to Mr. W. Heckroodt, M.Inst.T., who recently retired. Mr. du Plessis is the seventh General Manager of the South African Railways, which came into being as a nationwide organization after the union of the four provinces in South Africa in 1910.

Orders for almost 90,000 tons of rails to the value of nearly £3 millions have been placed in the United States of America by the South African Railways. The shortage of rails having become progressively worse and the firm promise of delivery by a specific date were important factors in the decision to place these orders in America.



Two members of the Kilindini Fire Brigade in action

Mr. J. B. Bennion, G.M., formerly Port Firemaster at Mombasa, has been appointed to the newly created post of Fire Superintendent and will take up his duties at Headquarters, Nairobi, this month. He will be responsible for co-ordinating the separate fire-prevention efforts of departments, advising on equipment, and building up an efficient fire-fighting organization throughout the System.

Miscellanea

"This Ain't No Way to Run a Railroad"

"May I frankly notify you that O——, travelling pointsman on No—— Up train, this day was unbelievably abnormal due to drunkardness with effect from —— Station. This man was dancing in the brake van, eating way bills and laughing by himself. This made us lose three minutes in the section."

—*Report from African Guard.*

* * *

"Whereas the European railways try to group their rates in one single volume easy to handle, based on a fairly obvious guiding principle, there are no less than 12,000 volumes for the American railway tariffs, and even the expert cannot claim to know more than a very small part of them."

—*From "Railroads in the U.S.A.", the report of a group of European Railway Experts.*

* * *

Who Said That!

"This Administration is a good one to work for—they not only give you a pension but you age more quickly."

"Committees, like many other things, are good servants but bad masters, and they should be used as foci of co-operation and co-ordination while avoiding actual management, with the consequent dangers of inaction and delay due to the inability of a committee to take executive action."

—*British Engineering*."

* * *

Off the Track

"An old blind Turkana woman got off the track she was on and became lost at nightfall. She found a tree with thickly spreading branches and crawled close up to its bole and went to sleep. During the night she was awakened by the scream of an elephant. The animal felt her with its trunk and must have come to the conclusion that she was dead for it proceeded to tear off branches from the tree she lay under and also from other trees nearby and place them gently on top of her. When

found the next morning by a search party, she was covered by six feet of foliage and quite unable to extricate herself until most of it had been removed. Apart from having been badly frightened the old lady was completely unhurt."

—*Warden's Report, Marsabit National Reserve.*

* * *

Nuts?

"It is perhaps not generally realized that, on the average, about seven candidates are interviewed at the Crown Agents' office for every one eventually engaged. We feel that life would be easier if men and women could be ordered to rigid specifications—like nuts and bolts."

—*Crown Agents Review.*

* * *

Tons and Tons and Tons

Just put down your pens boys
And bear with me awhile,
Whilst I tell you of the tons
I meet, in almost every file.
There's the long ton, the short ton,
The tons per train ton mile,
The harbour ton, the freight ton,
The tons per weight scale dial;
The deadweight ton, the crane ton,
The tons per lineal foot,
(You'd be surprised the places where
These tons they try to put).
The metric ton, the cubic ton,
The train ton miles per hour,
And the net ton miles converted
Into terms of engine power;
The gross ton, the net ton,
And the tons per boy per day;
The tons per bill of lading,
And the tons now on the way.
Registered tons, canal tons,
The tons per draw bar pull,
And the tons that can't come in
Because the port is over full.
The devil take the tons I say,
Long, or short, or freight,
After multiple conversions
I find I'm losing weight.

—*Jacaranda.*

District Notes

*News of general interest
from several centres*

DAR ES SALAAM

On 4th February the first 12-ton concrete block of the quay wall was laid at the site of the new deep-water berths in Dar es Salaam harbour. In all, 10,000 of these blocks, some of them weighing up to 16 tons, are to be laid to form the quay wall. Work on laying 2½-foot-thick concrete foundation slabs has been completed.

Two hundred and fifty children and five adult escorts travelled from Dar es Salaam and Morogoro back to school at Kongwa by special train on 18th January. From the one 24-seater restaurant car on the train no fewer than 538 meals were served during the day. The hard-pressed catering staff also found time to sell 650 bottles of mineral water, 70 bars of chocolate and 150 picture postcards during the journey.

Work is in progress on the construction of the new Port canteen which will provide hot meals for stevedore labour on the ships as well as for Port employees. The canteen will be equipped with an all-electric kitchen.

The opening of a new train lighting maintenance depot has recently been celebrated when Mr. H. B. Marshall, Acting Senior District Mechanical Engineer, and members of his staff concerned with electrical and mechanical work and several guests from other departments were present. The line which is to serve the new depot was declared open when the first vehicle was admitted for electrical overhaul. Mrs. V. E. Potter, wife of the Acting Electrical Foreman, cut a ribbon held across the line and at the same time Mrs. M. Summers, wife of the Yard Foreman smashed a large electric bulb on the end of the vehicle. The "launching" ceremony was endorsed by the cheers of the onlookers. Among the Asian staff present was Mr. Ramji Dewji who, with 30 years' service in Tanganyika to his credit, is Chargehand in the new depot.

NAIROBI

The Stationmaster and station staff, Nairobi, are to be congratulated on the gaily decorated Christmas tree which stood in the centre of No. 1 platform opposite the main entrance. A fairy doll, which adorned the top of the tree, was presented to a small girl passenger travelling on Christmas Day.

The crowds of third-class passengers that used to cause congestion at the main entrance to the station at train times are now a thing of the past. A new third-class booking office, with a separate entrance to the station, has been provided and has proved a most useful adjunct.

A mixed train was leaving Limuru tunnel recently when an African watchman (who was not on duty at the time) noticed that the wheel of a goods wagon was off the rails and was tearing up the track. He managed to exhibit danger signals to the driver and the train was stopped. It was found that the wheel of a trailing bogie had collapsed and that the bogie had derailed. This employee's action possibly resulted in the avoidance of a serious accident and it certainly prevented serious damage to the permanent way. He has been commended and awarded.

This year's entry of African apprentices to the Mechanical Department was 31, making a total of 135 now in training.

Three locally built inspection coach bodies were recently sent from the Nairobi Mechanical Workshops to Dar es Salaam where underframes will be fitted. These new coaches will be put into service on the Central Line shortly and will add greatly to the comfort of the staff on travelling duties.

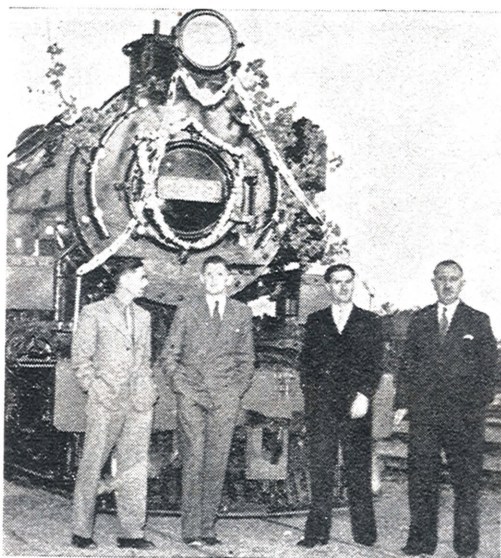
DODOMA

A severe water shortage during the latter half of December and early January resulted in the introduction of emergency measures. Water for railway requirements, including locomotives, staff quarters and Dodoma Hotel, normally obtained from the township supply, had to be met from our own resources. To do this the Engineering Department laid a temporary pipeline from the locomotive high-service tanks to the staff quarters and the hotel and emergency boreholes were brought into use. The Operating Department arranged a daily shuttle service of four tank bogies from Saranda and the Locomotive Foreman was given the doubtful privilege of apportioning the precious water between his own engines, the staff quarters and the hotel. Altogether, 40,000 gallons were collected and distributed daily.

The second batch of new Albion third-class buses (making a total of 30) from Johannesburg arrived most opportunely at the end of November and thus were available to assist in coping with the journeys of schoolchildren for the Christmas holidays. It is pleasing to record that through the presence of these new buses many old difficulties disappeared and the programme went through with practically no trouble at all. Expressions of appreciation have been received by the District Traffic Superintendent's Office from several school principals—a heartening sign after the grim years when bricks had to be made without straw and an ever-growing number of scholars carried with woefully inadequate resources.

NAKURU

The new locomotive shed was officially handed over to the Mechanical Department by the District Engineer at a pleasant social ceremony on 6th December, at which His Worship the Mayor of Nakuru and a number of prominent Nakuru residents were present.



(Left to right) the District Mechanical Engineer, Eldoret, Mr. J. R. P. McCrindle, the District Engineer, Nakuru, Mr. C. J. Railton, the Locomotive Foreman, Mr. F. Soar, and the Locomotive Inspector, Mr. A. Gardiner, in front of locomotive No. 2909 which broke the tape in the official opening ceremony of the new locomotive shed at Nakuru

[Photo by courtesy of Repex Ltd.]

Metkei, a new station between Ainabkoi and Kipkabus, was opened for crossing purposes only, on 22nd December. The station will be

opened for passenger and goods traffic when the permanent station buildings are built later in the year. Two further new stations are planned for the Eldoret/Tororo Section and it is hoped these will be completed during the year.

Work has started on the new goods shed, and if the present progress rate is maintained it would not be unduly optimistic to predict that it will be ready for occupation in July or August.

The new railway bridge at Morendat, 13 miles from Gilgil was opened for traffic on 28th January. It has two spans of 40-foot steel girders and one span of 60-foot steel girders carried on stone-faced concrete piers and abutments, and has been built on a slightly altered alignment alongside the old bridge.

The old bridge, which had a 100-foot span, was built in 1900 when the original Uganda Railway was constructed. It was a weak link in the whole length of line from Mombasa to Nakuru with a severe speed restriction.

MOMBASA

Future development plans for the Port were outlined to His Excellency the Governor, Sir Evelyn Baring, when he made a tour of the harbour in the pilot boat *Rubani* on 3rd February. Captain C. W. Hamley, Superintendent of Ports and Lights, conducted the Governor on his visit. Sir Evelyn was introduced to the Port Manager, Captain A. M. Smith, the General Manager of the Landing and Shipping Co. (East Africa), Ltd., Captain G. R. Williams, and the Senior Harbour Master, Commander L. E. Fordham.

The Governor was shown the existing deep-water berths, the site of the two new berths where work is now in progress, and the old Magadi wharf at present being demolished. Next he saw the pile-driving pontoon *Twiga* which is engaged on exploration work and test drillings off the foreshore at Kipevu.

After the tour His Excellency remarked he had been very interested to see the Port and the possible Port development from the sea.

Quayside cranes had not sufficient lifting power to convey a 30-ton transformer from a ship to a railway wagon recently and so the conventional practice was reversed and the transformer was taken off from the sea by the Administration's recently purchased 60-ton floating crane. The transformer is for the Owen Falls hydro-electric scheme at Jinja.

STAFF NOTES



PERSONALIA

The best wishes of his many railway friends go to Mr. H. Lowles, Stores Superintendent, who leaves Nairobi in March on retirement after more than 30 years' service in East Africa. Mr. Lowles was appointed to the Midland Railway, Derby, in 1914 and served in the Army from 1918-1919, being commissioned in the Sherwood Foresters in 1918. He rejoined the Midland Railway in 1919 and was appointed Sub-Storekeeper on the Tanganyika Railways on 30th December, 1922, being promoted to the position of Storekeeper in 1936. In his early days in Tanganyika Mr. Lowles was a keen soccer player and played a stalwart game at half-back. In July, 1939, when the forces operating in Tanganyika badly needed an experienced officer to develop and take charge of their Stores organization, Mr. Lowles was seconded to the King's African Rifles and in October

and entered the service of the East Bengal State Railway as an apprentice in 1908, later transferring to the Darjeeling Himalayan Railway as a Permanent Way Inspector.

He first came to East Africa in 1916 as a member of the Indian Expeditionary Force, and became a Permanent Way Inspector on the East African Military Railway, which was being operated by the British Forces in what at that time was German East Africa. When German East Africa became Tanganyika Territory, under British mandate, Mr. Russell continued to serve in the newly formed Tanganyika Railways and spent the rest of his career entirely in Tanganyika.

He was promoted to Clerk of Works in 1945, and Assistant Engineer in 1947. Later he was appointed Acting District Engineer, Dodoma, which post he held up to the time of his retirement.



Mr. H. Lowles



Senior Supt. F. C. Brookes



A/I Katiku Ikuta

of that year was appointed Deputy Assistant Director of Ordnance Services. In 1942 he was promoted to Chief Ordnance Officer, East African Army Ordnance Corps, with the rank of Lieutenant-Colonel.

Mr. Lowles was recalled to the Railway service in November, 1943, and was appointed Chief Storekeeper, Tanganyika Railways in April, 1944. Two years later he was appointed Stores Superintendent, Kenya and Uganda Railways and Harbours, and on the formation of the East African Railways and Harbours in May, 1948, Mr. Lowles became Stores Superintendent of the entire system.

During Mr. Lowles's period of service as Stores Superintendent of the amalgamated system the turnover in stores which in 1948 amounted to just under £7 million more than doubled itself to a total of over £14 million in 1952.

Mr. W. J. Russell, M.B.E., Assistant Engineer, Engineering Department, retired from the service in January. Mr. Russell was born on 13th March, 1891,

In the New Year's Honours List, 1953, the M.B.E. was conferred on Mr. Russell in recognition of his 37 years of outstanding railway service in East Africa. Before he left, many tributes were paid which demonstrated in ample measure the affectionate regard in which Mr. Russell was held by all the staff.

Congratulations are extended to Senior Superintendent F. C. Brookes, in charge of East African Railways and Harbours Police on the award of the Colonial Police Medal for Meritorious Service in the New Year's Honours List. Mr. Brookes joined the Kenya Police as a European Constable in 1929, was promoted Assistant Superintendent in 1939, Superintendent in 1948, and Senior Superintendent in 1951. Mr. Brookes was awarded the King's Police Medal for Distinguished Service in the Northern Frontier during the Italian-Abyssinian War in 1937. In 1950 he was placed in charge of the East African Railways and Harbours Police and since then has assisted in the inauguration of the Tanganyika and Uganda Railway Police units.

Mr. Brookes has an outstanding record of all-round sporting achievements; he has represented Kenya at boxing, rugby, soccer, cricket, water-polo and hockey. He has captained the Kenya Police at rugby, soccer, cricket and hockey. Mr. Brookes is the present Chairman of the Amateur Boxing Association of Kenya and is a member of the Kenya Rugby Union Council.

Assistant Inspector Katiku Ikuta, who was awarded the Colonial Police Medal for Meritorious Service in the last New Year's Honours List, joined the Kenya Police in 1930. In 1940 he was promoted to Corporal, three years later to 3/Sergeant and in 1950 received accelerated promotion to 1/Sergeant. He was awarded the Colonial Police and Fire Brigades Long Service Medal in September, 1949. Katiku has proved an excellent investigator and his efforts during his service with the Railway Police have resulted in the recovery of much valuable stolen property for which he has been commended and rewarded on no fewer than 15 occasions.

It was with regret that members of the Mechanical Department in Dar es Salaam bade farewell and a happy retirement to Mr. B. H. Ryder, Senior Carriage and Wagon Inspector, who, on 1st September, 1952, went on leave pending retirement. Mr. Ryder is, incidentally, a very keen model engineer and has constructed an excellent 2-in. scale steam traction engine, which may be on view at the forthcoming Arts and Crafts Exhibition in Nairobi.

The retirement of Mr. T. S. Brierley, Inspector of Works, Nakuru, on 31st January, after 26 years' service, will remind those who were on the Railway before the last war, of his numerous athletic triumphs and prowess on the soccer field. Mr. Brierley has been succeeded by Mr. H. Lockwood who comes to Nakuru for the first time from Kampala.

Mr. Alimasi Muhuza, Permanent Way Inspector, Bukene, recently proceeded on leave pending retirement after 27 years' service in Tanganyika. He commenced working for the Tanganyika Railways and Ports Services in 1926 as a Headman with the Engineering Department. His conscientious work and devotion to duty earned him promotion to Permanent Way Inspector in 1943, a post which he held until he retired. The best wishes of his former colleagues go with him in his well-earned retirement.

Mr. H. W. Williams, Senior Storekeeper, Stores Department, Nairobi, who retired on 1st February, joined the service in December, 1929. He was a prominent member of the Nairobi Railway Club for many years and an all-round sportsman.

OBITUARY

We regret to announce the death at Gravesend, Kent, of Mr. A. E. R. Mayne, O.B.E., a former Chief Accountant of this Administration, which occurred on 31st December, 1952. Mr. Mayne joined the service in 1914 as an accounts clerk and became Chief Accountant in 1931. He retired in 1935. Mr. Mayne's ashes are, at his own request, to be scattered on the Athi Plains.

With the passing of Abdul Hamid Khan at the age of 70, yet another link with the original Uganda Railway has been severed.

Recruited from India in 1900 for the early construction work, he took up an appointment with the Engineering Department of the Railway as a ganger in 1904 and worked his way up to the rank of Permanent Way Inspector, a post which he held until he finally retired in 1950 with a break of only three years.

He was a Permanent Way Inspector of outstanding merit and possessed the unique faculty of being able to train his maintenance gangs by dint of example and patient handling. Of fine character and kindly disposition he commanded the respect of all the staff with whom he came in contact.

Throughout his many years on the line and in the "field" his prowess as a hunter could scarcely be rivalled. His feat amongst many others of destroying a large pride of lion which attacked him, and his ultimate shot which killed the remaining two of the pride with one bullet, earned him the name of "Simba Mbili", by which name he was known throughout the Railway system and by many members of the public.

It was at Mtito Andei, his official station for so many years, that "Simba Mbili" elected to retire, and with the railway track on one side of his home and the wide open spaces on the other, one may hope that his remaining years of well-earned rest were happily spent.

We regret to record the death of Mr. Hamisi Ali, who was employed at Korogwe, which took place on 18th November, 1952, as the result of a snake bite. Mr. Hamisi Ali entered the service of the Administration in 1930 as a Signaller and was subsequently promoted to the position of Station Master, Grade II "C". By his death the Administration has lost the services of a loyal and conscientious employee.

It was with regret that his many friends and colleagues learned of the death of Mr. C. M. Patel, Clerk, Special Grade, Commercial Department, which occurred on 11th December, 1952, after nearly 40 years' service. Mr. Patel, who was born and educated at Karamsad, came to East Africa in 1911 and joined the service of the Railway Administration in 1913. He took a keen interest in sport and social welfare and closely associated himself for many years with the Railway Asian Institute, Railway Asian Union and the Asian Sports Association. Mr. Patel was also a member of the St. John Ambulance Brigade (Railway Division). He leaves a widow and seven children, the eldest of whom is in military service in India.

Mr. Daniel Njoroge, Sub-Permanent Way Inspector, who died suddenly at Rongai from a heart attack on 8th November, 1952, had probably the longest service among all the African staff employed by the Railway. He was only two years short of 50 years' service. Born in 1885 in the Kiambu district, he joined the service as a gangman in 1905 and was promoted Sub-Permanent Way Inspector in 1924.

RAILWAY CLUBS

Dar es Salaam

Christmas festivities opened with the annual children's party on the afternoon of Christmas Eve, when 150 children were entertained. The club had been very tastefully decorated for the occasion, the centre of attraction being a giant Christmas tree.

Following the children's party, a fancy dress dance was held in the evening for members and their guests. Some very original fancy dresses were seen and the parade was judged by Mr. and Mrs. C. W. Leverett and Lt.-Commander and Mrs. H. I. Fisher.

A large crowd attended the club on Boxing Day evening to play tombola and take part in quiz competitions. The winner of the "snowball", Mr. Sablick, returned part of his winnings towards the cost of the children's party.

Kisumu

The children's Christmas party at the Kisumu European Club was a great success. During the Boxing Day dance a billiard cue and case were presented to the winner of a well-organized snooker tournament. The club welcomed the New Year in appropriate fashion.

The committee of the Asian Institute are working hard to organize a fête which it is hoped will attract large numbers of the public. The hockey pitch is being prepared in early anticipation of an enjoyable season.

Masindi Town

The Railway African Club, which was re-formed two years ago with a membership of 33 now boasts 73 members. A new club building at present under construction will accommodate a library, tea room, and a community hall, and it is hoped to organize a children's welfare school at the club where children under school age will be looked after.

Nairobi

The Christmas party at the Nairobi Railway Club was attended by 300 children, all of whom were given presents from a beautifully decorated Christmas tree. During the afternoon there was a Punch and Judy show and pony rides for the children.

The New Year's Eve ball was one of the most successful ever held. Three hundred and sixty people were present and 1953 was ushered in to the strains of the Caledonian Pipers.

The Railway Players have been honoured by a request to participate in the plans for Kenya's Coronation Celebrations through the presentation of a Shakespeare Festival series play. "King Henry VIII" has been selected by the Players because of its appropriateness to the occasion with its reference to the future greatness of England under the Princess Elizabeth. It will be produced by Mr. A. J. R. Master, M.B.E., Assistant Superintendent (Hotels and Catering) who was elected a Governor of the Stratford-on-Avon Shakespeare Memorial Theatre in 1950 in recognition of his services to the theatre in East Africa.

The 51st anniversary of the founding of the Railway Asian Institute, Nairobi, was celebrated on 7th March when a children's sports meeting was held followed by a sundowner party at which several senior Railway officials were present. Mrs. A. Johnston, wife of the President, presented the prizes at the conclusion of the sports meeting.

Tabora

The inaugural meeting of the Tabora Railway African Club, which was held in the club building on 20th December, was attended by some 230 members of the African staff. The Chairman, Mr. E. J. M. Hayward, explained the objects of the club, after which the rules and by-laws were adopted and a managing committee was elected. It was decided that the Tabora Railway African Football Club would be absorbed into the new club from the date of its formation.

WELFARE

The Assistant Welfare Officers would be glad to receive periodicals, magazines, books and any other reading matter no longer required by members of the staff and Railway Clubs for distribution throughout the various districts.

PHOTOGRAPHIC COMPETITION

Many members of the staff who are keen amateur photographers have unique opportunities of taking photographs of interesting railway and port subjects throughout the System. We want to publish such photographs in this Magazine which we think will be of interest to readers and it is proposed, therefore, to run a photographic competition. The idea is to print two or more readers' photographs in each issue of the Magazine and to pay Sh. 40/- for the picture which is judged the best, Sh. 25/- for the second picture, and Sh. 15/- for any other photograph published.

Photographs submitted must have been taken by the entrants themselves, but professional assistance in developing, printing and enlarging is permissible. They should be on a glossy or white smooth surface and should preferably measure 8 in. by 6 in., but should not be less than 6 in. by 4 in. Each photograph must bear on the reverse side the entrant's name in block letters, department and address, and also a description of the photograph together with the approximate date on which it was taken.

Photographs entered for the competition should be adequately protected against damage during transit and should be addressed to The Editor, Staff Magazine, General Manager's Office, East African Railways and Harbours, P.O. Box 121, Nairobi. The closing date for the receipt of entries for the first competition is 30th April, 1953.

Promotions between 31st October, 1952 and 31st January, 1953

Accounts Department

T. F. Bell, Dar es Salaam, to District Accountant.
 C. L. Duly, Dar es Salaam, to Assistant Accountant.
 A. F. Henry, Nairobi, to Assistant Accountant.
 Michael D'Souza, Nairobi, to Clerk, Grade III "B".
 Lawrence William, Dar es Salaam, to Clerk, Grade III "C".
 Meshak Ouma, Nairobi, to Clerk, Grade IV "C".
 Charles Makubuya, Nairobi, to Clerk, Grade IV "C".
 John Luke Mihari, Nairobi, to Clerk, Grade IV "C".
 Nyile Kathembe, Nairobi, to Clerk, Grade IV "C".

Commercial and Operating Departments

R. B. Morris, A.M.Inst.T., Dodoma, to District Traffic Superintendent.
 J. M. Caird, Dar es Salaam, to Assistant Traffic Superintendent.
 T. C. W. Tippin, A.M.I.Mech.E., M.I.Mar.E., Extra 1st Class B.O.T. Cert., Kisumu, to Senior Marine Engineer.
 Taru Singh, Nairobi, to Clerk, Grade III "B".
 Mohan Singh, Kampala, to Clerk, Grade III "B".
 Sadrudin J. Nathoo, Karatina, to Clerk, Grade III "B".
 Ramanbhai I. Patel, Mombasa, to Clerk, Grade III "B".
 Karnail Singh, Mombasa, to Clerk, Grade III "B".
 Saroop Singh, Nairobi, to Clerk, Grade III "B".
 Saifuddin H. Tayabali, Mombasa, to Clerk, Grade III "B".
 Munawarhusein, Mombasa, to Clerk, Grade III "B".
 Himatlal S. Doshi, Mombasa, to Clerk, Grade III "B".
 Harry Musard, Iringa, to Leading Artisan, "B".
 Tara Singh Chaggar, Kisumu, to Clerk, Grade I "B".
 J. C. Brito, Nairobi, to Clerk, Grade II "B".
 Noor Mohamed Alarakhia, Kisumu, to Tugmaster (Marine), "B".
 Kamau Mithori, Visoi, to A.S.M., Grade III "C".
 Harun Amwayi, Mito Andei, to A.S.M., Grade III "C".
 Eluid Mwochi, Mazaras, to A.S.M., Grade III "C".
 Weru Jeremiah, Turbo, to A.S.M., Grade III "C".
 Mwanzi Gicheru, Lugari, to A.S.M., Grade III "C".
 Ayuyo Oyando, Timboroa, to A.S.M., Grade III "C".
 Joram Wanjohi, Lugari, to A.S.M., Grade III "C".
 Josephat Mbugwa, Njoro, to A.S.M., Grade III "C".
 John Mathenge, Rongai, to A.S.M., Grade III "C".
 Zachary Umbasa, Leseru, to A.S.M., Grade III "C".
 James Kanegeni, Kipkabus, to A.S.M., Grade III "C".
 Julian Njage, Mau Summit, to A.S.M., Grade III "C".
 Evans Makokha, Kumi, to A.S.M., Grade III "C".
 Edward Kinyota, Kakira, to A.S.M., Grade III "C".
 Edward Mukora, Nairobi, to Telegraphist, Grade III "C".
 John S. Chege, Nairobi, to Clerk, Grade III "C".
 Nasanairi Walube, Nairobi, to Clerk, Grade III "C".
 Harrison Karathi, Nairobi, to Clerk, Grade IV "C".
 Permenas Mungai, Nairobi, to Clerk, Grade IV "C".
 Isara Githiri, Nairobi, to Clerk, Grade IV "C".
 Yekoyakimu Mulondo, Kilindini, to Clerk, Grade IV "C".
 George G. Gitau, Kamuli, to A.S.M., Grade III "C".
 Francis Onyango, Nagongera, to A.S.M., Grade III "C".
 Justin Mwakugu, Darajani, to A.S.M., Grade III "C".
 I. B. Kiburu, Kahawa, to A.S.M., Grade III "C".
 Yeseru Okumu, Nakuru, to Telegraphist, Grade IV "C".
 Samuel Ndungo, Nakuru, to Telegraphist, Grade IV "C".
 John Njoro, Nairobi, to Telegraphist, Grade IV "C".
 Elisha Kisha, Kitale, to Clerk, Grade IV "C".
 Lawrence M. Waiyaki, Mombasa, to Clerk, Grade IV "C".
 John Kyomya, Soroti, to Clerk, Grade IV "C".
 John Mark Okech, Nakuru, to Clerk, Grade IV "C".
 Isaiiah Bakungu, Entebbe Pier, to Clerk, Grade IV "C".
 Alexander Onyango, Eldoret, to Telephone Op., Grade IV "C".
 Khambi Rehani, Iringa, to Artisan, Grade IV "C".
 Salum Masasi, Iringa, to Motor Driver, Grade IV "C".
 Fabian L. Senga, Soga, to Clerk, Grade III "C".
 Mohamed Kaluma, Dar es Salaam, to Clerk, Grade IV "C".
 Augustinus Otiro, Dodoma, to Wireless Op., Grade IV "C".
 Aloysius Mwita, Dodoma, to Guard "C".
 Theodore Odhiambo, Dodoma, to Guard "C".
 Wilson Walumwo, Arusha, to Motor Driver, Grade IV "C".
 Titus Kalinga, Iringa, to Motor Driver, Grade IV "C".
 Robert, Butiaba, to Pilot (Marine), Grade III "C".
 George, Butiaba, to Pilot (Marine), Grade III "C".

Direction Department

J. J. Lobo, Nairobi, to Clerk, Grade II "B".

Engineering Department

J. M. Kesson, B.Sc. (Hons.), A.M.I.C.E., Mombasa, to Construction Engineer (Harbour Development).
 P. H. Hicks, B.Sc. (Eng.), A.M.I.C.E., A.C.G.I., Kampala, to Senior District Engineer.
 C. G. H. Rodgers, B.A. (Hons.) (Cantab.), A.M.I.C.E., Nairobi, to Senior District Engineer.
 R. H. Leadbeater, B.Sc., A.M.I.C.E., Dodoma, to District Engineer.
 C. L. Keegan, B.A. (I.), B.E. (I.), A.M.I.C.E., Nairobi, to District Engineer.

E. B. Williams, Mombasa, to Assistant Surveyor "A".
 C. F. St. V. Mercier, Nairobi, to Junior Surveyor "A".
 G. Green, Nairobi, to Senior Clerk, Special Grade "A".
 J. E. Horsman, Nairobi, to Senior Clerk, Special Grade "A".
 F. J. Cullen, Nairobi, to Clerk, Grade I "A".
 U. M. Patel, Kampala, to Clerk, Special Grade "B".
 Imam Baksh, on leave, to Clerk, Special Grade "B".
 G. Fernandes, Dodoma, to Clerk, Senior Grade "B".
 W. Abeyundera, on leave, to Clerk, Senior Grade "B".
 Walaiti Ram, Nairobi, to Clerk, Senior Grade "B".
 Ali Mohamed, on leave, to Clerk, Senior Grade "B".
 S. S. Gill, on leave, to Clerk, Grade I "B".
 Gurspersad Sood, Dar es Salaam, to Clerk, Grade I "B".
 Mathra Dass, Tabora, to Clerk, Grade I "B".
 Des Raj Tuli, Dodoma, to Clerk, Grade I "B".
 Amar Raj Verma, Tanga, to Surveyor, Senior Grade "B".
 George Muigai, Nairobi, to Draughtsman, Grade II "C".
 E. M. Reuben, Nairobi, to Clerk, Grade IV "C".
 Peter Sengoba, Kampala, to Clerk, Grade IV "C".
 J. W. Eshuima, Kampala, to Clerk, Grade IV "C".
 Yonasani Mbekula, Tanga, to Sub-Permanent Way Inspector, Grade IV "C".
 Festo Kahe, Makuyu, to Sub-Permanent Way Inspector, Grade IV "C".
 Nyamai Muthinya, Londiani, to Sub-Permanent Way Inspector, Grade IV "C".
 Olochu Agwanda, Tororo, to Sub-Permanent Way Inspector, Grade IV "C".
 Munyoki Kitabi, Mito Andei, to Sub-Permanent Way Inspector, Grade IV "C".
 Atanasi Lango, Tororo, to Sub-Permanent Way Inspector, Grade IV "C".
 Mwarema Mwaikwaru, Tabora, to Housing Estate Overseer, Grade IV "C".
 Peter B. Alwoli, Nairobi, to Motor Driver, Grade IV "C".
 Paulo Tanga, Nairobi, to Motor Driver, Grade IV "C".
 J. Chege, s/o Toro, Kampala, to Motor Driver, Grade IV "C".
 Munywoki Nganda, Kampala, to Motor Driver, Grade IV "C".
 Mwakwenda Zaiko, Dar es Salaam, to Motor Driver, Grade IV "C".
 Hogai Onyango, Nairobi, to Artisan, Grade II "C".
 Marisho Zaidi, Tabora, to Artisan, Grade III "C".
 Hosea Ndogo, Nairobi, to Artisan, Grade III "C".
 Salum Ali, Dodoma, to Artisan, Grade III "C".
 A. Zaphenia, Nairobi, to Artisan, Grade III "C".
 Wakele Okoth, Nakuru, to Artisan, Grade IV "C".
 Owiti Onaga, Nairobi, to Artisan, Grade IV "C".
 Jacton Masine, Nairobi, to Dresser, Grade IV "C".
 Kithingo Kasingu, Maktau, to Passed Ganger "C".
 Mchawia Mwarondi, Voi, to Passed Ganger "C".
 Iddi O. Alimasi, Tabora, to Passed Ganger "C".
 Dismasi Kusakara, Dar es Salaam, to Past Ganger "C".
 Munyalo Kimanthi, Mombasa, to Passed Ganger "C".
 Moridiki Wabala, Eldoret, to Passed Ganger "C".
 Bazuo Muzeyi, Eldoret, to Passed Ganger "C".
 Mburungo, Nairobi, to Passed Ganger "C".
 Wilson Thegtha, Nairobi, to Passed Ganger "C".
 Luka Butire, Kampala, to Passed Ganger "C".
 Ochieng Otuto, Kampala, to Passed Ganger "C".
 Eriap Babiba, Kampala, to Passed Ganger "C".
 Macharia, Mombasa, to Passed Ganger "C".
 Kithengo, Mombasa, to Passed Ganger "C".
 Alli Kuta, Dar es Salaam, to Passed Ganger "C".
 Petro Thomas, Tabora, to Passed Ganger "C".
 Livingstone Nyagia, Mombasa, to Passed Ganger "C".

Mechanical Department

W. J. Young, Nairobi, to Chargehand "A".
 C. V. Rossenrode, Nairobi, to Chargehand "A".
 D. D. Anderson, Nairobi, to Chargehand "A".
 A. C. Lindup, Nairobi, to Chargehand "A".
 A. J. Bishop, Nairobi, to Clerk, Grade II "A".
 H. C. Steel, Mombasa, to Foreman "A".
 J. L. Dickinson, Mombasa, to Loco. Inspector, Grade I "A".
 A. E. Longley, Voi, to Foreman "A".
 F. J. Giblett, Eldoret, to Loco. Inspector, Grade I "A".
 H. J. Potter, Dar es Salaam, to Inspector, Grade II "A".

Nairobi

Ibrahim Fakir, Time Office, to Clerk, Grade III "B".
 Mohinder Singh, Time Office, to Clerk, Grade III "B".
 Naranjan Singh, Drawing Office, to Tracer "B".
 Kalsi Nasib Singh, Production, to Clerk, Grade III "B".
 D. Pinto, Headquarters, to Clerk, Grade III "B".
 L. S. Coutinho, D.M.E.'s Office, to Clerk, Grade III "B".
 J. S. Leitam, Loco. Shed, to Clerk, Grade III "B".
 Purshotam Lal, Loco. Shed, to Artisan, Grade III "B".
 Noor Mohamed, Loco. Shed, to Artisan, Grade III "B".

Om Parkash, Loco. Shed, to Driver, Grade III "B".
 Mohamed Sadik Khan, Loco. Shed, to Driver, Grade III "B".
 Harbans Singh, Loco. Shed, to Driver, Grade III "B".
 Naranjan Singh, Elcc. Maintenance, to Artisan, Grade II "B".
 Sultan Khan, Shop 002, to Artisan, Grade II "B".
 Fazal Din, Shop 003, to Leading Artisan "B".
 Dharshi Bhai, Shop 003, to Artisan, Grade I "B".
 Mohamed Sharif, Shop 003, to Artisan, Grade II "B".
 F. X. D'Souza, Shop 003, to Artisan, Grade II "B".
 Ismail Mohamed, Shop 003, to Artisan, Grade II "B".
 Abdul Ghani, Shop 003, to Artisan, Grade II "B".
 Hari Singh, Shop 003, to Artisan, Grade II "B".
 Lekh Raj, Shop 003, to Artisan, Grade II "B".
 Gurdas Ram, Shop 003, to Artisan, Grade III "B".
 Allah Detta, Shop 003, to Artisan, Grade III "B".
 J. Fernandes, Shop 004, to Chargehand, Grade I "B".
 Ismail, Shop 004, to Chargehand, Grade I "B".
 Imdad Ali, Shop 004, to Chargehand, Grade II "B".
 Inder Singh, Shop 004, to Artisan, Grade I "B".
 Mohamed Sharif, Shop 004, to Artisan, Grade I "B".
 Mohamed Amin, Shop 004, to Artisan, Grade I "B".
 Baldev Singh, Shop 004, to Artisan, Grade II "B".
 Karnail Singh, Shop 004, to Artisan, Grade II "B".
 S. M. Rocha, Shop 004, to Artisan, Grade II "B".
 Sadhu Singh, Shop 004, to Artisan, Grade II "B".
 Nand Lal, Shop 004, to Artisan, Grade II "B".
 Mukhtar Singh, Shop 004, to Artisan, Grade II "B".
 Hira Lal Patel, Shop 004, to Artisan, Grade II "B".
 Mohamed Tufail, Shop 004, to Artisan, Grade III "B".
 Kirpal Singh, Shop 004, to Artisan, Grade III "B".
 Nazir Mohamed, Shop 004, to Artisan, Grade III "B".
 Gurbachan Singh, Shop 005, to Artisan, Grade II "B".
 Banta Singh, Shop 006, to Leading Artisan "B".
 Fakir Mohamed, Shop 006, to Artisan, Grade II "B".
 Wali Mohamed, Shop 006, to Artisan, Grade II "B".
 Sohan Singh, Shop 006, to Artisan, Grade II "B".
 S. D. Costa, Shop 006, to Artisan, Grade II "B".
 Mohamed Abdalla, Shop 006, to Artisan, Grade III "B".
 Dhana Singh, Shop 007, to Artisan, Grade II "B".
 Bhag Ali, Shop 008, to Leading Artisan "B".
 Atta Mohamed, Shop 008, to Leading Artisan "B".
 Lal Singh, Shop 008, to Artisan, Grade I "B".
 Boota Singh, Shop 008, to Artisan, Grade I "B".
 J. F. D'Souza, Shop 008, to Artisan, Grade II "B".
 Tara Singh, Shop 008, to Artisan, Grade II "B".
 Kabul Singh, Shop 008, to Artisan, Grade II "B".
 Bakhshish Singh, Shop 008, to Artisan, Grade II "B".
 Puran Singh, Shop 008, to Artisan, Grade II "B".
 Kartar Singh, Shop 008, to Artisan, Grade II "B".
 Sardar Mohamed, Shop 008, to Artisan, Grade III "B".
 Bhag Singh, Shop 008, to Artisan, Grade III "B".
 S. Pereira, Shop 009, to Artisan, Grade I "B".
 Bhagat Ram, Shop 009, to Artisan, Grade I "B".
 Gulam Rasul, Shop 009, to Artisan, Grade I "B".
 Amir Alam, Shop 009, to Artisan, Grade II "B".
 Sadhu Singh, Shop 009, to Artisan, Grade II "B".
 Kartar Singh, Shop 009, to Artisan, Grade II "B".
 Mohamed Yusuf, Shop 009, to Artisan, Grade II "B".
 Ali Mohamed, Shop 009, to Artisan, Grade II "B".
 Rattan Singh, Shop 009, to Artisan, Grade II "B".
 Ahmed Din, Shop 009, to Artisan, Grade II "B".
 Fred Vaz, Shop 009, to Artisan, Grade II "B".
 Abdul Rehman, Shop 009, to Artisan, Grade II "B".
 Darshan Singh, Shop 009, to Artisan, Grade III "B".
 Sarwan Singh, Shop 009, to Artisan, Grade III "B".
 Mohamed Ali, Shop 009, to Artisan, Grade III "B".
 Mohamed Aslam, Shop 009, to Artisan, Grade III "B".
 Ram Parshad, Shop 024, to Leading Artisan "B".
 Teja Singh, Shop 024, to Leading Artisan "B".
 Gopal Singh, Shop 024, to Leading Artisan "B".
 Kamar Din, Shop 024, to Artisan, Grade I "B".
 Imam Din, Shop 024, to Artisan, Grade I "B".
 Ujagar Singh, Shop 024, to Artisan, Grade I "B".
 Teja Singh, Shop 024, to Artisan, Grade II "B".
 Bhag Singh, Shop 024, to Artisan, Grade II "B".
 Isher Singh, Shop 024, to Artisan, Grade II "B".
 Noor Hussein, Shop 024, to Artisan, Grade II "B".
 Sham Singh, Shop 024, to Artisan, Grade II "B".
 Abdullah, Shop 025, to Artisan, Grade II "B".
 Jagat Singh, Shop 026, to Artisan, Grade II "B".
 A. R. Fernandes, Shop 026, to Artisan, Grade II "B".
 Ram Tirath, Shop 026, to Artisan, Grade II "B".
 Narain Singh, Shop 029, to Leading Artisan "B".
 Gurbux Singh, Shop 029, to Artisan, Grade I "B".
 Rattan Singh, Shop 029, to Artisan, Grade I "B".
 Banta Singh, Shop 029, to Artisan, Grade I "B".
 Amar Singh, Shop 029, to Artisan, Grade II "B".
 Jamal Din, Shop 029, to Artisan, Grade II "B".
 Joginder Singh, Shop 029, to Artisan, Grade II "B".
 Amrik Singh, Shop 029, to Artisan, Grade II "B".
 Gurdial Singh, Shop 029, to Artisan, Grade II "B".
 Sher Singh, Shop 029, to Artisan, Grade II "B".
 Abdul Ghafoor, Shop 029, to Artisan, Grade II "B".
 Sunder Singh, Shop, 029, to Artisan, Grade II "B".

Hazara Singh, Shop 029, to Artisan, Grade II "B".
 Swarn Singh, Shop 029, to Artisan, Grade II "B".
 Ujagar Singh, Shop 029, to Artisan, Grade II "B".
 Milkha Singh, Shop 041, to Leading Artisan "B".
 Teja Singh, Shop 041, to Artisan, Grade II "B".
 Sadhu Singh, Shop 041, to Artisan, Grade II "B".
 Tara Singh, Shop 041, to Artisan, Grade II "B".
 Charan Singh, Shop 041, to Artisan, Grade II "B".
 Teja Singh, Shop 041, to Artisan, Grade II "B".
 Gurbux Singh, Shop 042, to Chargehand, Grade I "B".
 Mohamed Sadik, Shop 042, to Leading Artisan "B".
 Sher Singh, Shop 042, to Artisan, Grade I "B".
 Babu Singh, Shop 042, to Artisan, Grade I "B".
 Bhagwan Singh, Shop 042, to Artisan, Grade II "B".
 Jarnail Singh, Shop 042, to Artisan, Grade II "B".
 Lachman Singh, Shop 042, to Artisan, Grade III "B".
 Lanchman Singh, Shop 043, to Leading Artisan "B".
 Hari Singh, Shop 043, to Artisan, Grade II "B".
 Magar Singh, Shop 043, to Artisan, Grade II "B".
 Hari Singh, Shop 045, to Chargehand, Grade II "B".
 Ujagar Singh, Shop 046, to Leading Artisan "B".
 Atma Singh, Shop 046, to Artisan, Grade I "B".
 Kartar Singh, Shop 046, to Artisan, Grade II "B".
 Darshan Singh, Shop 046, to Artisan, Grade II "B".
 A. F. Carvalho, Shop 052, to Chargehand, Grade II "B".

Depots Other Than Nairobi

N. C. Patel, Mombasa, to Clerk, Grade III "B".
 Govind Lall, Kilindini, to Artisan, Grade II "B".
 Talu O. Khan, Kilindini, to Artisan, Grade III "B".
 L. Vaz, Tanga, to Artisan, Grade II "B".
 Ali Mohamed, Tanga, to Artisan, Grade III "B".
 R. P. Mohan Lal, Tanga, to Artisan, Grade III "B".
 Dulla Bhai, Voi, to Artisan, Grade II "B".
 Wattan Singh, Voi, to Driver, Grade II "B".
 Y. P. Mohindru, Nakuru, to Clerk, Grade III "B".
 Amar Singh, Dar es Salaam, to Chargehand, Grade II "B".
 Bhand Dulab, Dar es Salaam, to Artisan, Grade II "B".
 M. B. Modessa, Dar es Salaam, to Artisan, Grade II "B".
 Joginder Singh, Dar es Salaam, to Artisan, Grade II "B".
 Yung Chang Yung Toy, Dar es Salaam, to Artisan, Grade III "B".

Nairobi

P. Dickson Mupe, Headquarters, to Training School Instructor, Grade I "C".
 M. Meri, Loco. Shed, to Driver, Grade II "C".
 Namyange, Loco. Shed, to Driver, Grade II "C".
 J. Okumba, Loco. Shed, to Driver, Grade II "C".
 Chacha, Loco. Shed, to Artisan, Grade III "C".
 Mwangi, Loco. Shed, to Artisan, Grade III "C".
 Mwaura, Loco. Shed, to Artisan, Grade III "C".
 Mwangi, Loco. Shed, to Artisan, Grade IV "C".
 Onganyi, Loco. Shed, to Artisan, Grade IV "C".
 Barasa, Loco. Shed, to Artisan, Grade IV "C".
 O. Namana, Loco. Shed, to Shunter "C".
 Aparo, Shop 041, to Crane Driver, Grade IV "C".
 J. Ondayo, Shop 049, to Artisan, Grade IV "C".

Depots Other Than Nairobi

G. Henry, Mombasa, to Clerk, Grade IV "C".
 Musau, Mombasa, to Driver, Grade II "C".
 T. Raolande, Mombasa, to Driver, Grade II "C".
 Joseph Oduor, Mombasa, to Shunter "C".
 H. Ismail, Mombasa, to Shunter "C".
 H. Oloande, Mombasa, to Shunter "C".
 E. Otieno, Nakuru, to Shunter "C".
 E. Musisi, Kampala, to Shunter "C".
 S. Musoke, Kampala, to Shunter "C".
 Martin Otedo, Jinja, to Shunter "C".
 R. Kafua, Eldoret, to Artisan, Grade III "C".
 R. S. N. Andrew, Dar es Salaam, to Clerk, Grade IV "C".
 Antippo Lishon, Dar es Salaam, to Clerk, Grade IV "C".
 Simon Lishillinge, Dar es Salaam, to Clerk, Grade IV "C".
 K. Emmanuel, Dar es Salaam, to Clerk, Grade IV "C".
 Charles Otieno, Dar es Salaam, to Clerk, Grade IV "C".
 F. Andrea, Dar es Salaam, to Clerk, Grade IV "C".
 Mohamed Kivuli, Dar es Salaam, to Clerk, Grade IV "C".
 J. N. Christopher, Dar es Salaam, to Clerk, Grade IV "C".
 G. L. Malamba, Dar es Salaam, to Clerk, Grade IV "C".
 G. Kazimari, Dar es Salaam, to Clerk, Grade IV "C".
 Juma Salimu, Dar es Salaam, to Clerk, Grade IV "C".
 Hassani Mshambu, Dar es Salaam, to Fitter, Grade IV "C".
 Ibrahim Mohamed, Dar es Salaam, to Fitter, Grade IV "C".
 Mohamed Shomri, Dar es Salaam, to Artisan, Grade IV "C".
 Saliboko Goso, Dar es Salaam, to Painter, Grade IV "C".
 Kassam Alli, Dar es Salaam, to Shunter "C".
 John Bogwa, Mkwawa, to Fitter, Grade IV "C".
 Juma Mohamed, Mkwawa, to Shunter "C".
 Hussein Milala, Tabora, to Shunter "C".
 Amon Mwangyange, Tabora, to Clerk, Grade IV "C".
 Adriano Kipese, Tabora, to Clerk, Grade IV "C".
 Saidi Mtondi, Dodoma, to Driver, Grade II "C".
 J. B. Mdoe, Dodoma, to Shedman "C".

Stores Department

F. F. Dattoo, Dar es Salaam, to Clerk, Grade II "B".
 F. D'Silva, Dar es Salaam, to Clerk, Grade II "B".



Sir Otto Lund inspecting the newly formed Primary Division of the Nairobi Railway Corps. Also in the picture are Corps Superintendent H. Harvey, Corps Surgeon A. Adalja, and Divisional Superintendent Jacob Konya

St. John Ambulance Brigade and Association

East African Railways and Harbours Section

The Commissioner-in-Chief, St. John Ambulance Brigade, Lt.-General Sir Otto Lund, K.C.B., D.S.O., K.St.J., inspected all the Nairobi units of the Brigade at the Nairobi Railway Club ground on the 15th February. There were over 300 members on parade, of whom over 150 were from the Railway Corps. After the inspection, a demonstration of first aid was given which included twelve "accident" cases resulting from a mock accident in which a lorry ran into a crowd of school children. Eight of the cases were treated by the Railway Units, two by the Nairobi City Division and two by Cadets.

During Sir Otto Lund's visit to East Africa he also inspected Railway Units of the Brigade at Mombasa, Kisumu, Dar es Salaam and Kampala. At the conclusion of his tour he expressed himself as very pleased with all that he had seen and with the great interest that was being taken in St. John ambulance work throughout the entire Railway system.

* * *

The first Primary Division of the Brigade, consisting of African apprentices working in the Chief Mechanical Engineer's Department, Nairobi, was formed on the 3rd February, 1953. Sixty out of the seventy-four who sat for the examination were successful—a very encouraging result. The division will be maintained as a permanent source of recruitment for the adult divisions and should prove to be most useful in building up their strength in future years.

* * *

First aid examinations were held recently in Kampala when eleven members were successful. All of them have joined the Kampala Railway Division, the renewed interest in which is due largely to the Assistant Welfare Officer, Mr. J. W. Johnston.

* * *

The work of the St. John movement throughout the Railway in Tanganyika is progressing well, and six members of the staff have recently earned the honour of being gazetted as lay lecturers. They are Messrs.

H. J. Fisher, C. H. Potter and W. C. Hill at Dar es Salaam; H. L. Riddle at Morogoro; F. J. Stone at Tabora and A. R. Collier at Lindi. It is obvious from the amount of work now being done that the present divisions will grow and new divisions will be formed this year. Members of the staff of all races who are interested should communicate with any of the lecturers already mentioned or with the Assistant Welfare Officers at Dar es Salaam and Tabora.



W. C. Hill receiving his St. John Ambulance Long Service Medal from His Excellency the Governor of Tanganyika, Sir Edward Twining, K.C.M.G., M.B.E., at the Railway European Club, Dar es Salaam

Our Sporting World

Dar es Salaam

An inter-departmental cricket competition has been arranged for European and Asian members of the staff at Dar es Salaam. The competition consists of six games, the first of which was played on 17th January, and the matches are being played at fortnightly intervals. The last match will take place on 28th March. Results of the competition will be published in the next issue of the Magazine.

On Christmas morning, the annual football match took place at the Railway European Club between the over 35's and the "watoto". It is understood that over 60 players were on the field. There appears to be some doubt as to which side won the game because before the referee could give a decision he was forcibly ordered off the field!

Eldoret

The Eldoret Railway African football team had a successful season, being runners-up to Kakamega in the Municipal Shield. They also reached the final for the Hopper Cup, being narrowly beaten by one goal to nil by Maragoli. Next season the club is hoping to put two teams into the field.

Kampala

The Railway African Children's Sports, Kampala, took place on the Police Ground, Nsambya, on 31st January, 1953, before an appreciative audience. The organizers are grateful to the Police Authorities for the loan of the ground, to all who assisted in the actual conduct of the sports and to the members of the Railway St. John Division who were in attendance.

Kisumu

The Cricket Section of the Kisumu European Club has played its first Shield match and, although beaten, was not ignominiously routed! The second match is soon to be played and the team will be on its toes against formidable opposition.

Another tennis "Dash", an event which has proved popular in the past, is to be organized nearer Coronation day.

The Railway football team from Mombasa was entertained by the Railway African Club during a two-day visit. Two matches were played at the Stadium, both of which were most sporting games. The first, between the clubs, was won by the home team by two goals to nil, and the second, against a Kisumu combined team, was won by Kisumu, the result being 2 goals to 1.

The inter-departmental league, in which seven teams competed, was won by the Marine Workshops team with 14 points. Runners-up were "Transportation" with 10 points. The Senior Marine Engineer presented the trophy to the winning team.

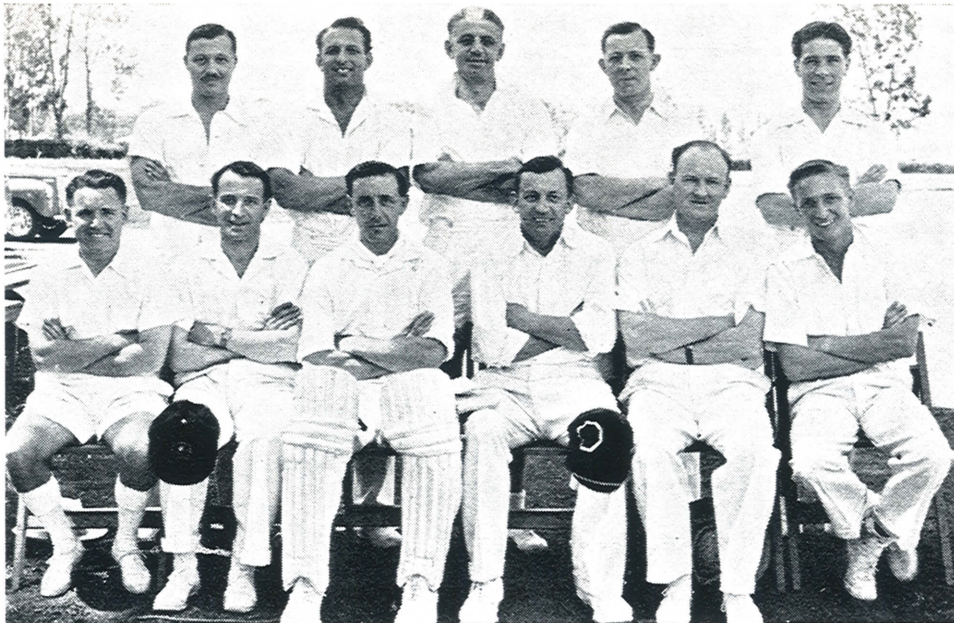
Masindi Town

The Masindi Town Railway African Club football team had a most successful season, winning the local league competition for the Haddon Shield and the Indian Independence Cup and the R.A. Omukama Cup.



Members of the Nakuru Railway African football team with the Menengai Shield which they won last season

[Photo by courtesy of Repex Ltd.]



The "Transportation" cricket team which won the Nairobi Inter-Departmental competition. Front row (left to right): J. Rollo, V. Oakley, J. E. Hare, R. H. Whittington, G. Ellis, J. M. Armstrong. Back row: P. G. Brice, M. S. Brooks, J. T. Twohey, C. N. Watkins, J. W. Jones

Nairobi

The final of the Nairobi Railway Club inter-departmental knock-out cricket competition was played at the Club ground on Sunday, 15th February, when the "Transportation Department" (combined Operating and Commercial departments) beat Associate Members and so retained the trophy.

Associates batted first and were all out for 73, P. Brice taking 6 wickets for 34 and R. H. Whittington 4 for 31. Transportation passed their opponents' score for the loss of 2 wickets, J. Hare making 47 not out and R. H. Whittington 22 not out.

The trophy was presented to Mr. Whittington by the Chief Commercial Superintendent, Mr. C. T. Hutson, at an informal sundowner party held in the Club after the match.

Nakuru

The Nakuru Railway African Football Club playing in the first round of the Morgan Cup, lost to the Municipality by the only goal scored in the game after extra time. On the whole, Railway played the better football, but lost their chances in front of their opponents' goal.

More pleasing was the fact that the Railway team won the Menengai Shield for the second year in succession, topping the Nakuru League with the following record: matches played, 12; won, 11; drawn, 1; goals for, 40; against, 6—total points 23. The same team is engaged in the Simpson League Cup, the first two games of which have ended in victory, the Asians being beaten by 4 goals to 1 and the Police by 3 goals to 1. If the present form is maintained Railway's chances of winning the trophy are excellent.

There is hardly any close season for football at Nakuru these days, for with big league and cup programmes to be completed, the new season commences almost as soon as the old one is finished. Interest, however, never wanes, and large crowds pack the Stadium to watch every game.

Namasagali

On New Year's Day both the Railway Asian Institute and the Railway African Club held their annual sports meetings. These events were thoroughly enjoyed by the competitors and the spectators and their success reflects credit on the organizers. The tug-of-war, won by "Transportation", was the most popular event of the day but the most exciting item was the African 440 yards race in which Bwoga beat Mikele by a narrow margin. The tournament, organized by the Asian Institute was almost monopolized by A. S. G. Rodrigues who, with different partners, won the billiards, tennis and badminton doubles. He also won the badminton singles and was runner-up in the tennis singles.

Tanga

In addition to winning the Boscawen Cup as reported in the December issue, the Railway African Football Club, Tanga, has succeeded in winning the Bennett Cup, scoring a 2 goal to nil victory over the African Sports Club.

Tororo

The Tororo Railway African Club football team has completed a successful season by winning the Khosla Cup in addition to the Tororo league as mentioned in our last issue.



HISTORICAL PAGE

It is a far cry from travelling by train in an open wagon with an umbrella to the new luxury first-class coaches which are described on another page. Yet it may have been fun!

Our top picture shows the Mazeras Bridge which was begun on 5th October, 1896, and completed 21 days later on the 26th of the same month. It represented a triumph of improvisation. The greater number of the bolts required were made locally and all the timber used was framed at Macupa and run to the site by trains so that nothing remained but to hoist the trestles. Consisting of 26 spans the centre of the bridge was 53 feet high. The bridge remained in use until February, 1899, when it was dismantled, having become redundant because of the realignment of the line at Mazeras.

The bottom picture shows in 1896, in camp at "Maji Chumve" some of the men who built the railway. Left to right they are: H. G. Carpmael, Senior Assistant Engineer, O. Boyce, District Engineer, and L. J. Carré, Medical Officer. The Medical Officer's salary is given in the records as £350 a year.

