



Ross MacIver from Saskatoon, Saskatchewan supervises a team working on a locomotive engine at Kabwe repair shop.

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Zambia's railway line was first opened in 1904 to reach the rich mineral deposits in what was then Northern Rhodesia. It crosses the Zambezi River just below the famous Victoria Falls and trundles north across rolling savannah for 650 miles to emerge in Congo-Kinshasa, just north of Zambia's copperbelt. On the way it passes through the capital city of Lusaka and the mining town of Kabwe, formerly Broken Hill and now the headquarters of Zambia Railways.

Mr. Fast and his team aim to overhaul Zambia Railway by introducing a more flexible and more commercial system of management. They intend using the same plan that changed the face of CN in Canada—a plan that took ten years to fulfil. But Mr. Fast is confident that it will take much less than ten years to bring a new look to Zambia Railways.

Incorporated into the five-year contract is an obligation for the Canadian team to train Zambians to take over their jobs, so arrangements have been made to organize a management training programme covering an average of 16 man-months per year.

The Canadians also hope to improve Zambia Railways' passenger service and to introduce such facilities as dining and sleeping cars. But the problem here is shortage of equipment. Zambia Railways operates on 3 ft. 6 ins.-wide tracks—an unusually narrow gauge—and second-hand equipment is hard to find.

However, Mr. Fast is now investigating the possibility of shipping equipment to Zambia from the one place in Canada with a 3 ft. 6 ins. gauge railway—Newfoundland.