



The Canadian management team in Zambia pose with a locomotive used for training purposes.

CANADIAN NATIONAL RAILWAYS IN AFRICA

Canadian National Railways has sent a team of 23 men to Zambia, Central Africa, on a job that spells out a new enterprise for this modern railway—the exporting of expertise.

The 23 experts, headed by Harry Fast, formerly manager of CN's Rideau region at Belleville, Ontario, have taken over the management of Zambia Railways under a contract backed by a \$2,500,000 loan agreement signed by the Canadian and Zambian governments last November. Under the terms of this agreement the Canadian interest-free loan is to help finance the management of Zambia Railways over a five-year period which began on December 1, 1970.

The management contract and its supporting loan agreement are the result of a world-wide search by landlocked Zambia, anxious to update the services of its essential 650-mile link with the rest of the world. Zambia first asked Canada to send a team of consultants to Africa, but soon decided it would be better if Canadian railwaymen took over management of the railway.

Canada's public-owned railway has been involved in overseas railways before, but only on a consultancy basis. The Zambian agreement marks CN's first venture into the actual management of another railway.

Zambia's railway is linked with the systems of Rhodesia and Mozambique to the south and south-east, and Congo-Kinshasa and Angola to the north and north-west. Overcoming co-operation problems with some of these countries poses a big problem since most of Zambia's essential freight—imports of maize and coal and exports of copper—**must** travel by rail.

A major job for Mr. Fast is negotiating with the general managers of the neighbouring railways to secure a better service for Zambia. He says there are many things that can be done to improve services without violating political considerations.

(Continued on Page 10)