

Railroader Digital Newsletter

8/2018

“Freedom Train” to the rescue

By Nyasha Mufuka

The “Freedom Train” is proving popular with commuters following the re-introduction of the commuter train in Bulawayo in November 2018.

The National Railways of Zimbabwe (NRZ) listened to the pleas of commuters in Bulawayo and re-introduced the Freedom Train on the City to Cowdray Park route where commuter omnibuses were charging astronomical fares for a trip.

The NRZ is charging 50 cents a trip while commuters who buy multi-ride tickets get a 10 percent discount on 10 tickets.

So successful has been the commuter train that commuters from other areas are clamouring for the service to be extended to their shores.

The administration is now in the process of identifying and refurbishing coaches so that the service can be extended to other suburbs in Bulawayo and Harare.

The City- Cowdray Park train is operating at an average 70 percent capacity utilisation.

Commuters lauded the NRZ for introducing the service saying they were now making huge savings on transport costs.

“The train is very helpful to us because it is cheap and affordable as it charges 50c per trip and there is also a discount for those who purchase their tickets at once which will cover them for the whole week. As for us who work in the industrial sites, we really appreciate the train because it drops us near our working places,” said Mr



Commuters board the morning train at Esigodweni in Cowdray Park

Mxolisi Moyo, one of the regular passengers.

“We are glad that the NRZ has re-introduced the commuter train and it is really helping us as it is quite affordable and punctual. However, the train delays a lot at Mpopoma which causes unnecessary delays, most of the time the passenger train has to wait for a goods train to pass as such we are hoping that the NRZ will fix this issue as the passenger train will be carrying people going to work” said Mrs Nonhlanhla Moyo, another regular passenger.

The supervisor for the commuter train Mr Collen Chipagara said more people use the

train in the mornings compared to the evening service.

“The number of passengers in the morning ranges from 500 to 600 on a good day whilst in the evening the number of passengers averages 300” he said. The commuter train started operating on 5 November between Bulawayo Station and Esigodweni following a public outcry by commuters over the spiralling increases in transport charges by road public service providers like commuter omnibuses, buses, taxis and the illegal Honda Fit operators.

Inter-Rail-Tech focuses on making business

By Bukukile Dube

The National Railways of Zimbabwe (NRZ) Inter-Rail-Tech brand targets contracts with mining and engineering companies as a follow-up to the Mine Entra 2018.

One of the employees manning the Inter-Rail-Tech stand at the exhibition, Ms Khetiwe Nyoni, said there were a lot of inquiries on services offered by the brand during this year's three-day Mine Entra Expo.

"It's amazing because we've also been getting a lot of enquiries from different people and there is a chance that we will be working with them," Ms Nyoni said, an electrician. The organization was also praised for taking part at the 2018 Mine Entra as this presented an opportunity to showcase the brand.

Mr B. Masuku said exhibitions such as Mine Entra were good for the Inter-Rail-Tech brand. "We believe that focusing on these exhibitions has made us more competitive and an innovative company", he said. Meanwhile, Inter-Rail-Tech landed a Bronze Medal in the Services category at the 2018 Mine Entra.

The brand was making its second appearance at Mine-Entra after debuting in 2017. This year's exhibition was held under the theme "Unlocking engineering capacity- Catalyst for Economic Growth" and a total of 183 companies participated.

Inter-Rail-Tech consists of NRZ's Mechanical, Signals, Electrical and Bridgeward sections whose operations now take outside jobs to provide a one stop solution to the mining and engineering industries. Its services include designing, fabrication, manufacturing, reconditioning, repairs, rewinding, servicing and consultancy as well as boiler and wire rope maintenance inspections. Inter-Rail-Tech has technical



The Inter-Rail-Tech stand at Mine Entra 2018

staff comprising engineers, technicians and artisans. It also boasts of a wide range of industrial machinery and equipment including CNC-Computerized lathe machine; balancing machine for balancing rotors, turbines and armatures; pressing machines which can press up to 150 Tons; a foundry; jack hammers for civil works; vacuum pressure impregnation plant; mobile cranes and bulldozer. The NRZ formed the Inter-Rail-Tech brand after a realization that there was excess capacity in the workshops in the form of idle machinery and accommodating outside jobs would unlock value and increase capacity utilization. There is also a gap in the market for services offered by

Inter-Rail-Tech as a result of a number of companies based in Bulawayo, Midlands and other parts of the country closing down due to operational and economic challenges. Inter-Rail-Tech seeks to adopt Total Quality Management and is working towards ISO certification.

Dete train disaster victims remembered 18 years on

By Daisy Nyoni

The National Railways of Zimbabwe (NRZ) joined the Dete community at Nengasha to remember the over 50 people who died and more than 65 who were injured when a goods train and a passenger train collided just outside Dete on 1 February 2003, a national tragedy dubbed Mambanje train disaster.

The commemorations were held on 27 October 2018, at a grave yard close to the accident site where unidentified crash victims were buried. More than 65 people were injured in the accident which was declared a State of Disaster by the Government as it was the worst ever train accident in the country.

The commemorations have had no fixed date but the community leaders have requested that they be held in August every year to appease the spirits of the dead passengers as "strange things" are being witnessed at the accident scene.

"We want the NRZ to realize that there are strange things happening at this burial site and at the crash site hence the need to have this traditional ceremony every year during the month of August," said Mr. Benjamin Ncube, a community leader. Mr Ncube, who was amongst the first people to arrive at the accident scene, said the traditional ceremony was done at the accident site to appease the spirits of the dead passengers.

Remains buried at the cemetery were those of passengers who could not be identified and those who spent months at the Hwange Colliery Hospital mortuary without their bodies being collected.

A village head, Mr Victor John Bitu, said the traditional ceremony involves brewing sorghum beer which is poured at the entrance to the grave site by elders who will "consult" the spirits of the deceased to continue resting in peace.

Traditional dancers also would spend the whole night at the grave site beating drums in preparation of the beer pouring ceremony after which people drink the remaining beer at



Members of the Dete community and NRZ officials remember victims of the Mambanje train disaster at a cemetery at Nengasha where unidentified accident victims where buried.

the site until it is finished and they go back to their homes.

Mr Bitu pleaded with the NRZ to make resources available so that the youths from the surrounding villages continue to take care of the cemetery which had its perimeter fence built by the NRZ using rail to prevent wild animals from trampling on the graves as the area in which the accident occurred is a game reserve.

"We need the NRZ to fulfill its obligations of making sure the cemetery is well kept at all times", he said.

NRZ Public Relations Manager Mr Nyasha Maravanyika said the organisation was taking part in the commemorations for the second time and would use the opportunity to learn how the community has been remembering the accident victims at such events.

"We remember those that lost their lives and those whose lives were changed as a result of the Mam-

banje and Dibangombe crashes. We are here today, so we listen to what you have to tell us so that we know how we can be involved in future," he said.

The Dete train accident occurred when two trains going in the opposite directions collided on a blind curve.

Inflammable materials caught fire which spread to the coaches.

The passenger train was carrying more than 1100 passengers from Zimbabwe and other neighbouring countries.

NRZ adopts green energy on cabooses

The Mechanical Engineer's (ME's) Workshops in Bulawayo have fitted solar panels on one of the cabooses used on cross trippers as a pilot project to replace generators being used by crews for lighting.

The installation of the solar panels will allow crews on cross trippers to have energy throughout the year without fear of breakdowns.

It will also cut down on costs of buying diesel to run the generators.

Workshops Engineer Vincent Ndlela said the project to install solar panels came into being after realising that most generators used on cabooses were old, frequently breaking down while spare parts were difficult to get.

He said tests conducted on the caboose fitted with solar panels had been successful and they were now awaiting for funds to roll-out the project to all cabooses.

He said the plan was to fit all the cabooses used on cross trippers with solar panels, once the necessary materials were available.

The panels on each caboose can provide enough power to run a refrigerator, lighting, fan, television and microwave oven.

Eng. Ndlela said they worked with a company called Solatek which provided the batteries.

The installation of solar power on cabooses should be good news for crews on cross trippers which operate 24 hours a day as they were assured of energy all the time.

Eng Ndlela said there had been instances in the past when crews were left in darkness after a generator failed while in the system.

"Each caboose has a generator but these have become obsolete. If there is a breakdown at night, crews will be stuck while waiting for a technician to come and repair it," he said.

However, this is now a thing of the past as the caboose will use solar power during the day and battery backup at night which requires al-



A caboose after being fitted with solar panels at the Mechanical Engineer's (ME's) workshops

most zero maintenance.

Cabooses provide resting quarters for crews on cross trippers who would be either waiting to start duty or would have knocked off. It is also where crew meals are prepared.

This allows the train to operate without stopping until it has reached its destination.

Eng. Ndlela said the solar power project will cost a total of \$64 000 for the eight cabooses earmarked to be fitted with the solar panel.

The cabooses are used system wide where cross trippers operate.

He said plans were also underway to replace coal stove on the caboose with gas stove.

The project by the ME's Workshops involved putting rubber mountings on the roof of the caboose.

"We have put rubbers to absorb vertical and lateral vibrations," he said.

The caboose fitted with solar panels has been undergoing tests in the system and following the successful

tests the project is now going to be extended to seven other cabooses

The expansion continues



A new route to the Indian Ocean - the first passenger train from Bulawayo to Lourenco Marques (now Maputo) carries a Rhodesia Railways headboard on the front of a class 15 Garratt, new from Franco-Belge's shops.

By John Batwell

The provision of an additional rail outlet to the Indian Ocean over and above the port of Beira became essential soon after World War II.

The port of Beira was restrictive owing to size and its silting and a link with Lourenco Marques (now Maputo) was put in place.

The building of 330 km of new track was undertaken whilst the branch line to Shabani (Zvishavane) was relayed with heavier track between Somabhula and Bannockburn. The new construction reached the border with Mozambique at Malvernia (Chicualacuala).

This construction was, unbeknown at the time of the mid-fifties, going to facilitate two more major rail constructions in a twenty year period, dictated

by economy and politics.

By the mid-fifties the Rhodesia Railways (RR) had begun purchasing diesel traction, again initially from British sources which were English-Electric and later Brush.

A large diesel depot was erected at Lochinvar. Diesel traction came on to the Maputo link within a short period as brackish water short-lived steam's survival. Opened on 1 August 1955, the first passenger service ran on 20 July 1956 and was a weekly train. As well as being an alternative route for exports and imports the new line served mineral developments – asbestos, chrome and iron ore deposits. Its economic and strategic importance as a regional rail-

way made it a top target for sabotage during the liberation struggle of the seventies.

In 1964, the sugar cane development in the irrigated lowveld led to the first of the further rail constructions mentioned.

A branch line was built from Mbizi to Chiredzi to serve the agricultural growth in the south-east.

The branch line was further extended the following year.

1964 was significant too in that on 1 January ownership of the Rhodesia Railways unitary system passed to the governments of Rhodesia and Zambia on a fifty-fifty basis.

The Federation had folded in 1963, political independence, government by the majority, was becoming the flavour of the time having already occurred in North and East Africa countries.

Three years later two separate railway systems emerged, Rhodesia Railways (RR) and Zambia Railways (ZR) whereby each owned and operated train services within their territory. The RR still operated the railway through newly independent Botswana as well and did so for a further twenty years.

Nyasaland had become the new independent state of Malawi, with its own internal railway, after the Federation's capitulation.

The RR in the fifties and sixties was also a trailblazer technically.

At the bottom of Africa a colonial railway was experimenting early on with Centralised Train Control (CTC), coloured signalling operated from a centralised panel at a main station.

The earliest installation was in 1951 between Heany outside Bulawayo and Shangani on the line to Gwelo.

By 1958, CTC was extended to

the line to Victoria Falls and by 1964 over 2 000km of main line was under CTC, a notable achievement by any standards and complete transition to a modern organisation for its time, ahead of Western countries! Political change in the sub-continent, the 'Winds of Change', was bearing down on Rhodesia and the Unilateral Declaration of Independence (UDI) by the ruling minority government in late 1965 led to RR taking strain following the imposition of economic sanctions on the country.

The break-up of the unitary system became inevitable with the operational difficulties that emerged through political pressure and as mentioned the RR and ZR became autonomous entities from midnight on 30 June 1967.

Six years later Zambia closed its rail border at Victoria Falls with train loads exchanged on the famous Victoria Falls bridge. It remained closed until almost the end of 1979.

Sanctions always provide enterprising business people with opportunities to circumvent rules and conduct clandestine, 'back-door' deals.

South Africa, Austria, Portugal, France, Spain and Germany were some of the countries that became 'sanctions-broachers' for their own ends. A point in case of vibrant sanctions-busting was the beleaguered RR securing just over 200 principally diesel locomotives alone from variable sources during the fifteen years of such so-called punitive measures. Countries like South Africa also loaned locomotives to RR.

The problem with 'taking what one could get' back in those years is that the procurement of spares and maintenance of such a motley fleet of motive power was eventually a very expensive



The launch of serious dieselisation on RR - a class DE2 unit, out of English Electric, heads for the docks in England for shipping out to Rhodesia.

reality and after independence in 1980 the fledgling National Railways of Zimbabwe (NRZ) settled for a rationalised fleet of uniform American motive power out of General Motors from both a technical and economic stand. It is the same now- aged fleet of American diesel locomotives that has barely kept the wheels turning on a broke NRZ.

Such an increased diesel fleet during the seventies prompted a large new depot being built next to Mpopoma marshalling yard and steam traction was able to be replaced by diesels on the long haul undertaken by RR through Botswana to Mafeking (Mahikeng).

South of Gwelo a huge hump marshalling yard was constructed from November 1974 at Dabuka to handle sanctions-busting export/import traffic.

It was five years before the whole scheme came into full operation by which time it had already been extended to accommodate a container transfer depot.

The mid-seventies also saw the realisation of yet another new railway coming off the Maputo line that had been

built in the 1950s.

The increasing belligerence of independent neighbours made management realise that a new route to friendly South Africa was expedient. The line peeled off at Rutenga heading south for almost 140km to Beitbridge.

Completed in only six months, this rail connection with South Africa was realised in October 1974 - construction had included two major bridges over the Bubi and Nuanetsi Rivers. It was a timeous decision as Mozambique closed its borders with Rhodesia in 1976 and they were re-opened in February 1980.

Needless to say this new crucial railway route was prone to sabotage by insurgents in the latter years of the struggle.

There were 482 incidents over the whole system until the cessation of the liberation struggle. On 17 August 1978 the railways were renamed Zimbabwe Rhodesia Railways (ZRR) with the electorate having gone for a transitional government in the country.

To be continued...

Mazodza in pioneering CUT class

A National Railways of Zimbabwe (NRZ) employee, Mr Daniel Mazodza has joined the pioneering class at Chinhoyi University of Technology (CUT) to graduate with a Master of Science degree in Supply Chain Management (Transport and Logistics).

CUT is the first university in the country to offer the degree at a Masters level.

Mr Mazodza, the Assistant Marketing Manager (commercial) in the Eastern Area said he was proud to be among the first to hold such a qualification from a local university.

“There was no university in Zimbabwe that was offering an MSc in Supply Chain Management (Logistics and Transport) until 2016 when CUT introduced this programme. I feel very proud to be part of the first group of students to acquire an MSc in Supply Chain Management with a local university. I owe it to the Almighty who has taken me this far,” he said.

Mr Mazodza started the two-year programme in January 2016 and graduated this year.



He said he decided to embark on the course because of its relevance to the NRZ.

“I am employed by a logistics and transport company. It made sense for me to bolster my practical logistics and transport experience with a high level qualification.

“I wanted to sharpen my specialist skills in logistics and transport. As a manager, one thing that you must avoid at all cost is to expose yourself that you don’t know especially in this knowledge era where even subordinates are busy advancing themselves. It is therefore always good to be confident, comfortable

and relevant in what you do at the workplace,” he said.

Mr Mazodza was, however, concerned about the apparent lack of recognition of the advanced qualification in NRZ vacancy notices.

He said the degree was not listed among the required qualifications in most job advertisements.

“Looking at some job advertisements that appear in Weekly Notices, I seem to observe what I would call an omission on the requirements. All other degree programs from Administration, Marketing and Economics etc could be mentioned, surprisingly you find some advertisements going quiet on Logistics and transport as a requirement. This gives me some doubts over the importance being placed on Logistics and Transport,” he said.

But he expressed confidence that this would change with time, adding that it must be mandatory for people in management positions in the organisation to have a qualification and transport and logistics. He said although the NRZ no longer support-

ed workers undertaking relevant courses with fees refunds, staff members must be encouraged to upgrade themselves academically.

“In the past the organisation used to refund monies spent by employees in advancing themselves but this is no longer sustainable. However, as managers we can encourage staff to develop themselves by talking about it openly at meetings.

“I also feel that the best way to motivate staff is through the way we conduct ourselves as learned managers. I have serious problems with anyone who is learned but behaves in a manner that speaks otherwise.

“There must be a difference in quality of supervision and decision making between a learned person and one who is not. We must

also demonstrate that through our studies, we are able to turn around fortunes of the organisation. The grading system on the NRZ requires review.

“A learned person and one who is not enjoy the same pay. There is not even a salary notch difference. There is need to reopen and further reequip our library, a facility which used to benefit a number of employees by accessing books,” he said.

Mr Mazodza also holds the following qualifications which he acquired after joining the NRZ:

- National Certificate in Business Studies (HEXCO)
- National Diploma In Business Studies (HEXCO)
- Higher National Diploma In Business Studies (HEXCO)
- International Certificate in Logistics and

Transport (CILT,UK)

- International Diploma in Logistics and Transport (CILT,UK)
- International Advanced Diploma In Logistics and Transport (CILT,UK)
- Bachelor of Commerce in Marketing Management (Honours) ZOU

He joined the NRZ as a Trainee Commercial Clerk in 1990 and was confirmed in the grade in 1992.

He was promoted to Trainee Station Master in 2004 before being confirmed in the grade in 2005.

In 2006, he was promoted to Train Manager, a position he held until February 2009 when he became a Management Trainee before becoming a junior officer in July 2010.

On 1 December 2011, he was appointed substantive Traffic Officer (Yard Operations, Harare), a position he held until March 2013 when he made an in-grade transfer to Marketing Branch as Assistant Marketing Manager (Commercial).

Railroader is also available on the NRZ website on the following link <http://nrz.co.zw/railroader/>

Please also follow us on twitter [@nrz263](https://twitter.com/nrz263)

Like us on Facebook: <https://www.facebook.com/National-Railways-of-Zimbabwe/>

Announcements

Long Service Awards

The following workers completed 25, 30, 35 and 40 years of continuous service between January and November 2018.

25 years

MANDISHONA WEBSTER, Operating Clerk
MATUMBIKE WILLIAM, Carriage & Wagon Attendant
MUKORONI SIMON, Messenger
MAPURANGA LYTON, Skilled Worker Class 3
MANDITYIRA ALFRED, Senior Engineman
SIBANDA ATWELL, Traffic Instructor
JENGERA TRUST, Senior Engineman
MATEREKE TARIRO, Sergeant Major
MABHENA BEZEL, Conductor
ZIREVA EDMOND, Conductor
MUWI ATHANASIOS, Mechanical Instructor
MATEMA NEVER, Manual Worker C
GONESE KEBIAS, Manual Worker C
KAMBOMBONDA PEPS, Carpenter
DAMBUDZO FARAI, Coach Builder
CHIGWANHA JOSEPH, Senior Foreman
MUZAH WILMORE, Senior Foreman
NYAMWEDA PATRICK, Senior Engineman
MANONGORE JEFIAS, Guard Special
NDLOVU KUDAKWASHE, Plate-layer
MACHEKANO HENRY, Station Foreman

30 Years

TSAMBAYI TOBIAS, Leading Carriage & Wagon Examiner/Repairer
NJIVA CASTEN, Sergeant Major
BRIATE ALIVESTA, Track Patrolman
MOYO BENSON, Track Patrolman
TAPFUMANEYI MISHECK, Track Patrolman
CHIPUNZA FARAI, Station Master 2
MOYO ALEXANDER, Station Master 1
GWANGWAVA SIMBARASHE,

Senior Engineman
MANDA SILAS, Guard Special
MAWUYE PATRICK, Leading Carriage & Wagon Examiner/Repairer
MUNGEYI RICHARD, Administration Clerk 2
MUNATSI FUNGAI, Commercial Clerk G1
ZIYERA WILLIAM, Passenger Services Inspector
MUDHENGE DAVISON, Accounts Clerk G2
CHARI AMOS, Security Guard
KAPETA GODFREY, Security Inspector
MOYO LOVEMORE, Track Worker
MOYO NAXON, Track Worker
PHIRI JOSEPH, Track Welding Operator
SENGERE PAUL, COOK10
SIZIBA NICKTON, Skilled Worker 4 Signals
MANGENA STANLECK, Storeman
HOVE WILLIAM, Artisan's Assistant
NKALA THULISA, Yardman
SIANDA STEPHEN, Trains Inspector
CHIRADZA JAMES, Guard Special
GUNZO ALFRED, Chief Engineer Traction and Rolling Stock
NCUBE COSTA, Sergeant Major
MELESI MOSES, Administration Clerk G3
CHIKANGA SIPHO, Senior Operating Clerk G3
MATWASA SITHEMBILE, Supplies Officer
TINARWO TICHAONA, System Administrator
BANDA JABULANI, Senior Internal Auditor
MSIMANGA ABSALOM, Training Officer
NDHLOVU ZEPHANIAH, Security Controller
MUTEMBWA DRECK, Senior Internal Auditor
SIBANDA TSULULELO, Security Controller
MUPFURANHEWE SHUNGU, Senior Accounts Clerk G2
SIBANDA ZIVANAI, Accounts Clerk G4
GUMPO BAHLULI, MAT INSP
TAPERA JEFREY, Stores Inspector
MADZIVIRE CLEOPAS, Senior Personnel Clerk G4
MUSA LUCY PHIRI, Typist/Clerk G3

MADOVI MEKEN, Senior Personnel Clerk G2
MOYO KHOHLWANI, Work Study Practitioner
MABEZA JANE, Senior Personnel Clerk G2
NYONI JONASI, Handyman G3
BANDA LOYIWE, Typist/Clerk G4
KAMASHO WILSON, Security Guard
KAWALA SHABANI, Industrial Relations Assistant
NYATHI REMINGTON, Work Study Practitioner
MUDAMBURI THANDIWE, Senior Supplies Clerk G4
MAHACHI AARON, MANAGER
NKOMO CHRISTINE, Operating Assistant
PHIRI ROBERT, Signalman
NGOMA DANIEL, Messenger
GWITIMAH CISILIA, Mainline Planner
NYOKA CLORENCE, BHD
SCRTRY
MARIMUSI KEABETSOE, Typist/Clerk G3
MASIMO JOHN, Parcels Attendant
NDOLWANE GAZIMBI, Commercial Foreman
MADZANA EDSON, Station Foreman
MAKOTORE PHILLIP, Passenger Services Inspector
NKOMO AKIM, Handyman G4
MATHE MATOMORA, T/TOOL REC
HOWES ERIC, Track Welding Inspector
MHLANGA DANISILE, Track Welding Operator
KHONDLO MTSHUTSHISI, Handyman G4
MPOFU LINOS, Machine Attendant
PHIRI FIGHT, Skilled Worker C4
NCUBE ALBERT, Manual Worker C
SIBANDA BISHOP, Handyman G5
SITHOLE SAUNDERS, Track Patrolman
TEKWA STANLEY, Track patrolman
NGWENYA ANTHONY, Fuel Attendant
MOYO LOVEMORE, Manual Worker C
MASUKU JABULANI, Handyman G5
BANDA PAUL, Track Worker
SIBANDA THEMBA, Handyman G5
SINKALA DAIKA, Manual Worker C4
SIBONGO LYAMBA, Crane Driver/

Handyman 3
 SIBINDI NDABA, MCHMLDR/CM
 NYONI VINCENT, Skilled Worker
 C3
 PHIRI LUKA, Machine Moulder /
 Coal Maker
 NGWERE TOGARASEYI, Leading
 Carriage and Wagon Examiner/
 Repairer
 MOYO CUTHBERT, Leading Car-
 riage and Wagon Examiner/Repairer
 MOYO MHLUPEKI, Manual Work-
 er C
 MULELE PHUMULO, Manual
 Worker C
 MOMBA JEFFREY, Carriage
 & Wagon Examiner/Repairer Assis-
 tant
 NDORO NORMAN, Handyman G3
 MUKONDA STANLEY, Track Pa-
 trolman
 HLONGWANE FRANCIS, Track
 Worker
 MLAUZI MOSTER, Carriage&
 Wagon Examiner/ Repairer
 MASHONGERA DOUGLAS, Car-
 riage & Wagon Examiner/ Repairer
 MOYO COSTA, Carriage & Wagon
 Examiner/ Repairer
 CHAUKE RISIMATI, Manual
 Worker C
 TEMBO KEKERANI, Manual
 Worker C
 NYAMANDI JOHN, Coppersmith
 MAGAGULA BARTHOLOMEW,
 Foreman5
 MALIWA SIPHO, Senior Engine-
 men
 NGWENYA GEORGE, Artisan's
 Helper
 MOYO BIG, Carriage & Wagon Ex-
 aminer/ Repairer
 MWANDISANGUDZA MWAN-
 YARA, Track Worker
 MPOFU ELISON, Track Worker
 SATO ALFRED, Track Patrolman
 SHUMBA LLOYD, Wagon Reporter
 MBI NHLANHLA, Yardman
 MOYO CORNELIUS, Cook10
 MOYO ELIAH, Track Patrolman
 MAHLANGU CLEMENT, Track
 Patrolman
 LUHANGA CLAUDY, Sergeant
 Major
 NKOMO NHAMO, Track Patrolman
 SHANGA JACOB, Skilled Worker 3
 Carpentry
 NJANJA DAVISON, Track Patrol-
 man
 MADYIRA JULIUS, Track Patrol-
 man
 CHIMHAMHIWA NHAMO, Track
 Patrolman
 DZINOREVA MOSES, Guard Spe-
 cial
 BANDA SABUDU, Skilled Worker
 3 Signals
 SIBANDA CLEMENT, Wagon Re-
 porter
 NDLOVU ISAAC, Messenger
 MARSHALL NICHOLAS, Cook10

MULAWUZI POFELA, Carriage &
 Wagon Examiner/ Repairer
 CHISALE PETER, Carriage & Wag-
 on Examiner/ Repairer
 MWANZA EDWARD, Carriage &
 Wagon Attendant
 ZULU GIFT, Carriage & Wagon
 Examiner/ Repairer
 ZULU BISHOP, Track Patrolman
 ZULU MARTIN, Artisan's Assistant
 MAZANA DOUBT, Artisan's As-
 sistant
 CHIWHETA JACOB, Senior En-
 gineman

35 years

GURURE FRANCISCA, Telepho-
 nist/ Teleprinter Operator
 MURADZIKWA JOSEPH,
 Handyman G3
 MADHUKU SYDNEY, Senior
 Foreman
 MUCHAYI COLLEN , Fore-
 man
 SHORIWA CASMIA, Foreman5
 MARANGE KENIAS , Fore-
 man5
 BANDA AYOSI, Manual worker C
 KAMANGA MARK, Foreman
 MANDISODZA BLESSING, Diesel
 Electrician
 CHIKUNGUWO GOODWILL,
 Foreman5
 MAPFUWA ERISHAH, Foreman
 TAIBU RUKIYO, Fuel Attendant
 CHUMA PHILLIP, Administration
 Clerk G3
 MUSHIPE EVERISTO, Service
 Driver
 CHIRAIRO EMISON , Track
 Worker
 GURUZI KINGSTONE, Foreman5
 KAMANGA BINARA, Estimator
 MHUNGU EMMANUEL, Black-
 smith
 DUBE PATRICK, Internal Auditor
 G1
 DANANA TSVARAI, Section Engi-
 neer
 MUNDEMBE LOVEMORE, Elec-
 trical Engineer
 CHIPURIRO ROGERS, Staff De-
 velopment Officer
 MUKOZHO ELIMON, Safety and
 Environment Officer
 CHITONGO LUCKY , Admin-
 istration Clerk G1
 MKANDHLA DUMISANI, Senior
 Technical Assistant
 BANDERA LENARD, Personnel
 Assistant
 ZIBA GWENDOLYN, Senior Per-
 sonnel Assistant
 NDLOVU GILBERT, Security
 Guard Dog Handler
 KAGURU WELLINGTON, Princi-
 pal Officer
 KAGORE ANDREW, Area Engi-

neer
 NYATHI VUSUMUZI, Work Study
 Manager
 BOWDEN FRANCIS, Senior Plan-
 ning Officer
 ECONOMOU KALLIOPE, Admin-
 istration Clerk G2
 DUBE AUSTIN, Vehicle Plant Con-
 troller
 NDLOVU ALFRED, Service Driver
 ZENASI LUKA, Handyman G4
 MKANDLA KENNEDY, Manual
 Worker C
 LUNGA ANDARAZI , Handy-
 man SP
 KALIOFASI KINGSTON, Diesel
 Fitter
 NDUNDA MIRAH, Carriage &
 Wagon Examiner/ Repairer
 CHIPUNGU ANDREA, Instructor
 Mechanical
 PIKI TONZI, Turner
 SUWALI ALEC, Maintenance Audi-
 tor
 STEWART ROBERT, Coppersmith
 JENKINS THOMAS, Foreman5
 MPALA LEORNARD, Carriage &
 Wagon Examiner/ Repairer
 NCUBE MATTHEW, Carriage &
 Wagon Attendant
 MAPARARA MIEDZO, Senior
 Foreman
 CHIRUME DOUGLAS, Track Pa-
 trolman
 MUZA PETRONELLA, Senior
 Goods Supervisor
 KADAMWA CHRISTOPHER, Sen-
 ior Engineman
 NCUBE AARON, Track Patrolman
 MHLANGA NALUMINO, Cook10

40 Years

SIBANDA JOSEPH, Permanent
 Way Inspector
 MAPATA MUPINGA, Track Patrol-
 man
 MUSANHU HOWARD, Senior
 Controller CTC
 MAJONI JAMES, Platelayer
 MAKUYA OBED, Painter
 BURUURU JAMESON, Manager
 Midlands Area
 MURENJE STANLEY, Chief Mar-
 keting Manager
 BANDA HARVEY, Administration
 Assistant
 TSHUMA GIBSON, Traffic Record-
 er
 TEMBO PAUL, Handyman G3
 MABHENA RICHARD, Skilled
 Worker 2 Electrician
 MBEBHA HAPE, Foreman Carriage
 & Wagon Examiner
 NDABA DENNY, Cook10
 MUZANGWA JEREMIAH JO-
 SEPH, Station Foreman
 HUNDA DANIEL, Cook 10
 CHINJONJO BONIZA, Track Pa-
 trolman

May your souls rest in eternal peace, colleagues

The National Railways of Zimbabwe lost the services of the following employees who died in service between February and November 2018. The Administration extends its sympathy to their families, relatives and friends. May their souls rest in peace.

DLAMINI JABULANI, Security Guard, February 3

NCUBE DANISA, Manual Worker,

February 12

MUTSAMWIRA TICHAONA, Messenger, February 21

MABVURUNGE RONNY, Handyman, May 2

SHAVA CHARLES, Carriage & Wagon Attendant, June 1

CHAUKE HITAHETA, Diesel Fitter, June 18

NSINGO RANGANAI, Security

Guard, June 25

MUDAVANHU VORONICA, Security Guard, June 28

MUTIZE DENMORE, Internal Auditor, July 21

WEZA PRECIOUS, Skilled Worker, August 4

ZULU NOMXOLISI, Manual Worker, August 13

MARAPUKA CHIMBAODA, Security Guard, September 17

MUSIRI PHIDLESS, Senior Commercial Clerk, November 3

My View

While some snore on the job, consequences would be deadly

The recent incident in which a bus en route to South Africa caught fire near West Nicholson killing scores of passengers highlighted the dangers of carrying inflammable material on public transport.

More than 30 people were burnt beyond recognition when a suspected gas canister exploded, igniting an inferno which caught sleeping passengers unawares.

The accident brings bitter memories of the 2003 Mambanje train disaster, officially known as the Dete Train Disaster.

More than 50 passengers perished when a goods train collided with a passenger train on 1 February, 2003. Most of the deceased passengers were burnt beyond recognition after a fire broke out on impact.

A subsequent inquiry found that some people were illegally transporting fuel on the passenger train, which contributed to the fire.

It is against NRZ regulations to carry inflammable materials on passenger trains.

However, some passengers tend to disregard this and this has deadly consequences in case of the material igniting.

While passengers will always push

their luck and try to smuggle prohibited items into coaches, it is the duty of all NRZ employees to ensure that dangerous materials do not find their way onto the train, especially those whose duty is to ensure the safety of passengers and NRZ property.



A gas canister aboard a commuter train

A picture on this page shows a gas cylinder in the aisle of a commuter train. This picture was taken in November 2018 on the City-Cowdray Park commuter train.

The cylinder must have been packed with gas because it was the

evening run.

A leak and a spark could have ignited an inferno on that train. While the chances of this happening are slim, why take a risk with people's lives. It is surprising that the gas canister managed to find its way on to one of the coaches, considering that train was stabled on platform two.

How could all people who work on the station not notice that illegal contraband was being smuggled onto the commuter train?

If someone can be brazen to carry prohibited items during the day, what other dangerous materials are being smuggled on the train under the cover of darkness?

The Mambanje disaster took place nearly 20 years ago and some may have forgotten about it or do not know about it because they had not joined the NRZ by then.

But it is a bitter lesson of what can happen if inflammable material is carried on coaches.

The tragedy must never be repeated again and this can only happen if NRZ employees remain vigilant to ensure that safety regulations are enforced.

It could be time the Safety and Environment branch give a pep talk to

staff on passenger trains on what to look out for and what to do in case they come across prohibited goods.

Passengers must also be empowered to report cases where they see prohibited items on the train.

The NRZ can offer a small reward like tickets for the route on which the incident occurred to encourage them to come forward.

The Guide to Station Masters and Checkers on Hazardous Substances sets out how these materials are

transported.

The guide bans the carrying of inflammable material of any type on passenger coaches while those transported by goods trains in wagons have to be declared to ensure proper handling.

NRZ in Pictures



Marketing Branch Headquarters staff pose for a picture after a small do to mark Assistant Marketing Manager (Pricing and Research) Mr Shadreck Mdhlo's 31 years of service with the NRZ



A conductor sells tickets while a security guard watches aboard the City– Cowdray Park commuter train



NRZ employees deployed to the City-Cowdray Park commuter train



Members of the Dete community play drums at commemorations to mark the Mambanje train disaster

The Railroader Digital Newsletter welcomes contributions from all NRZ employees. Please contact us if you have activities that you want covered in your branches and sections. Pictures are also most welcome.

Please contact the Editor A. Mutemi on amutemi@nrz.co.zw; telephone BLR Extension 3794