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The Socio-Economic Impact of the Railway

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APPENDICES

Appendix 1: Freight traffic at the stations

Sources: The data for the following tables were compiled from the Railway Department Annual Reports for the periods covered in the tables.

Table 3.2 Beans freight, 1916–1919

Station	1916			1917			1918			1919		
	Outward			Outward			Outward			Outward		
	ton	cwt	£.s.d.	ton	cwt	£.s.d.	ton	cwt	£.s.d.	ton	cwt	£.s.d.
G/Dabosa	1	0	0	11	11	£32.8s.6d.	0	10	3s.	2	7	£7.9s.1d.
Anchau	0	0	0	0	0	0	0	3	1s.4d.	0	0	1s.
Faiki	2	0	£5	0	15	£1.1s.4d.	0	0	0	0	0	0
Dangora	0	0	0	0	0	0	0	3	8s.3d.	2	5	£7.16s.
Madobi	1	0	£2	6	13	£20.4s.5d.	19	3	£40.5s.1d.	14	15	£18.1s.2d.
Challawa	28	0	£99	527	18	£1636.3s.7d.	110	17	£352.8s.5d.	324	14	£1104.1s.8d.

Table 3.3 Guinea corn freight, 1916–1919

Station	1916			1918			1919		
	Outward			Outward			Outward		
	ton	cwt	£.s.d.	ton	cwt	£.s.d.	ton	cwt	£.s.d.
Likoro	0	0	0	0	4	5s.2d.	0	0	0
G/Dabosa	6	1	£4.9s.	3	6	18s.5d.	27	5	£3.42s.5d.
Anchau	4	16	£2.9s.4d.	1	2	£1.6s.	1	2	11s.0d.
Faiki	1	11	£1.16s.9d.	0	0	0	0	0	0
Dangora	0	0	0	2	14	£4.2s.2d.	1	2	6s.8d.
Madobi	5	19	£11.7s.2d.	0	3	1s.	27	6	£22.6s.8d.
Challawa	5	19	£11.7s.11d.	0	6	1s.1d.	0	0	0

Table 3.4 Locus bean freight, 1916–1923

Station	1916			1917			1918			1919			1923		
	Outward			Outward			Outward			Outward			Outward		
	ton	cwt	£.s.d.	ton	cwt	£.s.d.	ton	cwt	£.s.d.	ton	cwt	£.s.d.	ton	cwt	£.s.d.
Likoro	0	1	1s.	0	1	1s.	0	10	18s.1d.	0	0	0	0	0	0
G/Dabosa	0	0	0	70	19	£109.8s.11d.	43	15	£104.11s.9d.	36	12	£18.11s.7d.	0	0	0
Anchau	0	0	0	3	7	£6.7s.9d.	3	16	£12.7s.7d.	0	10	15s.11d.	0	0	0
Faiki	1	0	£2	23	2	£50.16s.3d.	0	0	0	0	0	0	0	0	0
Dangora	0	0	0	0	0	0	21	12	£62.1s.4d.	61	6	£152.12s.9d.	0	0	0
Madobi	1	0	£4	23	17	£64.4s.10d.	29	15	£85.19s.3d.	59	1	£173.7d.	0	0	0
Challawa	0	0	0	547	4	£1,434.1s.4d.	93	0	£248.15s.3d.	50	14	£149.2s.23d.	0	1	1s.

Table 3.5 Pepper freight, 1916–1919

Station	1916			1917			1918			1919		
	Outward			Outward			Outward			Outward		
	ton	cwt	£.s.d.	ton	cwt	£.s.d.	ton	cwt	£.s.d.	ton	cwt	£.s.d.
G/Dabosa	1	0	£1	1	5	£1.4s.7d.	0	2	4s.7d.	1	0	£1.1s.2d.
Anchau	0	0	0	0	0	0	1	1	£1.3s.	1	2	£1.1s.2d.
Faiki	0	0	0	0	2	18s.5d.	0	0	0	0	0	0
Dangora	0	0	0	0	0	0	0	8	19s.9d.	6	12	£12.17s.5d.
Madobi	0	0	0	0	2	3s.6d.	0	1	3s.6d.	2	1	£6.16s.4d.
Challawa	0	0	0	0	9	£2.1d.	5	11	£20.7s.9d.	33	1	£106.12s.5d.

Table 3.6 Shea nut freight, 1913–1917

Station	1913	1914	1915	1916	1917
	Outward	Outward	Outward	Outward	Outward
	ton	ton	ton	Ton	Ton
G/Dabosa	408	10	123	0	740
Anchau	0	0	0	0	75
Faiki	163	0	0	7	99

Table 3.7 Livestock freight, 1916–1923

Station	1916		1917		1918		1919		1923	
	Outward		Outward		Outward		Outward		Outward	
	no	£.s.d.	No	£.s.d.	No	£.s.d.	No	£.s.d.	No	£.s.d.
G/Dabosa	0	0	2	6s.5d.	2	13s.6d.	0	0	1	8d.
Anchau	0	0	0	0	5	£2.16s.3d.	0	0	2	3s.1d.
Faiki	21	£29.5s.	60	£77	1	4s.6d.	0	0	0	0
Dangora	0	0	0	0	0	0	154	£34.1s.6d.	6	£1.1s.10d.
Madobi	5	£1.2s.	0	0	4	10s.9d.	0	0	210	£67.8s.5d.
Challawa	1	5s.	480	£91.2s.6d.	220	£36.8s.3d.	242	£60.16s.6d.	2	16s.
Yako	0	0	0	0	0	0	0	0	2	16s.
Kwankwaso	0	0	0	0	0	0	0	0	12	£2.15s.5d.

Table 3.8 Tin ore freight, 1916–1923

Station	1916			1917			1918			1919			1923		
	Outward			Outward			Outward			Outward			Outward		
	ton	cwt	£.s.d.	ton	cwt	£.s.d.	Ton	cwt	£.s.d.	ton	cwt	£.s.d.	ton	cwt	£.s.d.
Faiki	13	0	£350	61	5	£562.4s.6d.	0	0	0	0	0	0	0	0	0
D/gora	0	0	0	0	0	0	24	3	£221.15s.	10	13	£109.7s.9d.	1	2	0

Table 3.9 Kola freight, 1916–1919

Station	1916			1917			1919		
	Inward			Outward			Outward		
	ton	cwt	£.s.d.	ton	cwt	£.s.d.	ton	cwt	£.s.d.
Likoro	0	0	0	0	0	0	1	3	£3.3s.7d.
G/Dabosa	1	0	£1	1	0	0	0	0	3
Anchau	0	0	1	0	0	0	0	0	0
Faiki	9	0	£80	0	12	16s.6d.	0	2	1s.8d.
Challawa	0	0	0	0	18	£1.9s.1d.	0	0	4s.7d.
Madobi	3	0	£16	1	0	0	0	6	7s.2d.

Table 3.10 Yam freight, 1918–1919

Station	1918			1919		
	Outward			Outward		
	ton	cwt	£.s.d.	ton	cwt	£.s.d.
Likoro	1	16	£1.12s.9d.			0
G/Dabosa	2	7	£2.15s.17d.	0	0	0
Anchau	0	2	2s.	0	0	0
Dangora	0	0	0	0	2	1s.8d.
Challawa	0	0	0	0	1	1s.

Table 3.11 Rice freight, 1918–1919

Station	1918			1919		
	Outward			Outward		
	ton	cwt	£.s.d.	ton	cwt	£.s.d.
Likoro	0	1	1s.	0	0	0
Dangora	8	6	£8.16s.15d.	10	14	£17.5s.

Madobi	2	0	£3.2s.2d.	0	16	£1.5s.6d.
Challawa	0	12	16s.4d.	5	17	£19.14s.2d.

Table 3.12 Palm oil freight, 1916–1919

Station	1916			1919		
	Outward			Outward		
	ton	cwt	£.s.d.	ton	cwt	£.s.d.
Madobi	1	0	£3	0	1	2s.7d.
Challawa	0	0	15d.	0	2	£1.10s.11d.

Table 3.13 Potash freight, 1917

Station	1917		
	Outward		
	ton	cwt	£.s.d.
Madobi	6	0	£16
Faiki	2	0	£16.0s.1d.

Table 3.14 Shea butter freight, 1918

Station	1918		
	Outward		
	ton	Cwt	£.s.d.

Likoro	1	9	£2.10s.2d.
Anchau	0	8	£1.19s.18d.
Gimi	2	4	£3.0s.5d.

Table 3.15 Yam flour freight, 1917

Station	1917		
	Outward		
	ton	cwt	£.s.d.
Faiki	0	2	1s.1d.
Madobi	0	4	1s.

Appendix 2: Keys, sleepers and other iron materials stolen from the railways in Northern Nigeria, 1946–1956

Table 6.1 *Keys, sleepers, and other iron materials stolen from the railways in Northern Nigeria, 1946–1956*

Date	Section	Mileage	Stolen keys	Replaced keys	Sleepers	Others
06/3/1946	Dangora	643	-	-	-	1 level-crossing sign board
27/3/1946	Dangora	643	84	84	-	-
15/3/1946	Kano-Nguru	668¾-669	158	158	-	-
23/3/1946	“	674-674½	127	-	-	-
30/3/1946	“	MG-KN	26	-	-	-
13/4/1946	Dangora	643-643½	84	84	-	-
8/4/1946	-	689-689 ¾	82	82	-	-
“	“	673½- 674½	125	125	-	-
16/4/1946	Dabi	745¾-743	133	133	-	-
9/5/1946	KC	677½-678	92	92	-	-
“	“	680-680½	44	44	-	-
22/5/1946	“	672½-673	92	92	-	-
“	Dabi	732-766	913	107	-	-
2/5/1946	Mallam Madori	824½- 824¾	18	18	-	-
25/9/1946	-	483½	-	-	-	1 fish plate

8/10/1946	Likoro	622-622½	150	-	-	-
“	Madobi	677-677½	141	-	-	-
29/4/1946	Dabi	714-717	70	70	-	-
30/4/1946	KC	682¾- 683¼	88	88	-	-
25/10/1946	MC-Kano	677-677½	141	-	-	-
28/10/1946	-	489	-	-	-	2 fish plates & 8 bolts
14/11/1946	-	460½-461	50	-	-	-
5/12/1946	-	479½-482	-	-	-	2 fish plates & 8 bolts
6/12/1946	Zaria-Kano	673½- 673¾	163	-	-	-
12/12/1946	Hadejia	807¾- 811¾	31	-		-
21/1/1947	-	480½- 485½	120	-	-	1 fish plate & bolts
4/02/1947	Zaria-Kano	666½- 674½	899	-	-	-
“	“	669-699½	162	-	-	-
“	“	683½-681	130	-	-	-
“	Kano-Nguru	807¾- 811¾	31	-	-	-
04/12/1948	-	491-492½	90	-	-	-
09/12/1948	-	4½-8½	100	-	-	-
23/12/1948	-	19¼	50	-	-	-
24/12/1948	-	56¾-Jos	253	-	-	-

28/12/1948	-	482¾	-	-	-	1 fish plates & 4 bolts
29/12/1948	-	-	7½	253	-	1 fish plate
22/10/1948	-	604¾- 61¼	200	-	-	-
11/12/1948	-	4½-8½	100	-	-	-
17/1/1949	-	480¾- 484½	56	-	-	-
17/1/1949	-	466¾- 491¼	45	-	-	-
19/1/1949	-	491	36	-	-	2 fish plates & 8 bolts
19/1/1949	-	496½-500	40	-	-	-
2/2/1949	-	12¾-17	40	-	-	-
3/2/1949	-	485¼	-	-	-	1 fish plate & bolts
11/2/1949	-	471¼	36	-	-	1 fish plates & bolts
13/2/1954	Jogana- Zakirai	712-712¾	44	-	-	-
15/2/1954	Dabi- Ringim	736-744	68	-	-	-
18/2/1954	Kano- Jagona	708-712	165	-	-	-
27/6/1954	Challawa	-	-	-	30	Large quantity of fish plates
14/02/1955	Zakirai	-	69	-		-
“	Ringim	-	104	-	-	-
“	Mallam Madori	-	55	-	-	-
6/04/1956	Kajuru	535-538	31	-	-	-

29/10/1956	Challawa	-	-	-	-	Brakes gear of wagons removed several times
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Sources: NAK ZarProf RLY/2, Offences on Trains and railway stations; NAK KanProf RLY/3, Theft of Railway Materials 1946–1956; NAK ZarProf 570, Theft of Railway Materials.

Appendix 3: Keys and sleepers distributed to blacksmiths

across the Northern Provinces, 1954–1955

Table 6.2 Keys and sleepers distribution to blacksmiths across the Northern Provinces, 1954–1955

Province	Native Administration	Quantity
Adamawa	Muri	3,048
	Adamawa	1,000
Bauchi	Katagum	300
	Misau	100
	Bauchi	3000
Borno	Borno	1000
	Fika	Iron worth £100, including freight charges
	Bedde	Iron worth £50, including freight charges
	Biu	Iron worth £40, including freight charges
	Ilorin	1000
Kabba	Pategi	80
	Lafiagi	120
	Kaima	200
	Bussa	250
	Kabba	200
	Yagba	500
	Igala	500
	Bassa Komo	50
	Kwarra	60
	Igbira	2000
Kano	Kano	10,000
	Gumel	350
	Hadejia	180
	Kazaure	200

Katsina	Katsina	1200
	Daura	400
Niger	Bida	400
	Agaie	200
	Kontagora	80
	Zuru	200
	Gwari	100
	Kamuku	40
	Abuja	200
	Lapai	150
Plateau	Jamaa	200
	Pankshin	200
	Kanam	150
	Lowland	150
	Jos	700
	Southern	450
Sokoto	Sokoto	900
	Sokoto	1100
	Gwandu	1700
	Argungu	160
Zaria	Zaria	1100
	Birnin Gwari	100
	Kagoro	200
	Jaba	200
	Moroa	100

Source: National Archives Kaduna (NAK) RLY/15, Distribution of scrap sleepers by Nigerian Railway Corporation, 1954–1957.