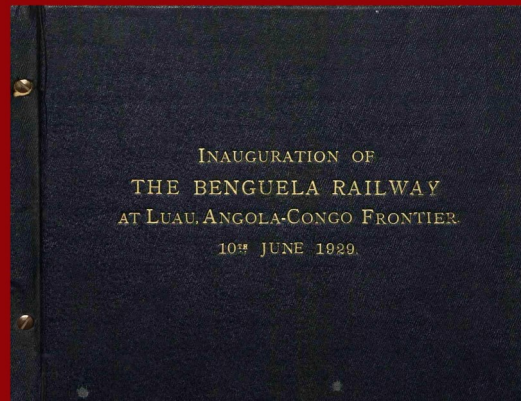
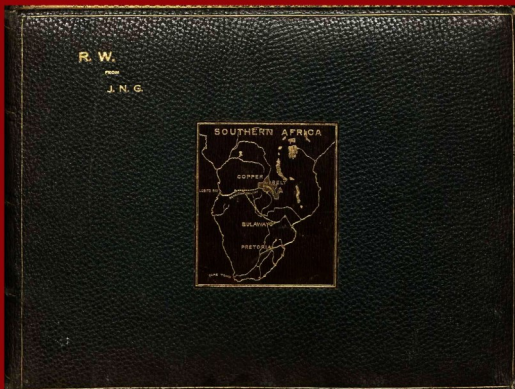
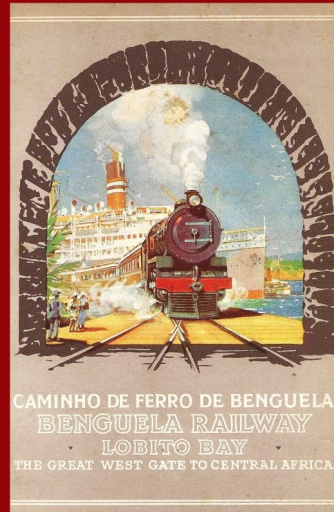
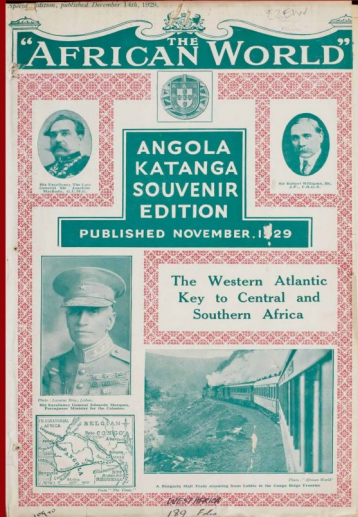


BENGUELA RAILWAY



- 2024 -

EBOOKS

E B O O K S

INTRODUCTION

The Benguela Railway known in Angola as the Caminho de Ferro de Benguela (CFB) runs due east from Lobito on Angola's Atlantic coast for 1,348km to the eastern bank of the Luau River on the border with the Democratic Republic of Congo (DRC).

The railway to the DRC border was completed in 1928, 26 years after its initiation. It took a further 3 years to extend the railway to Tenke and connect to Elizabethville (today's Lubumbashi) and so link Angola with the railway systems of Central and Southern Africa.

It would never have been achieved without the tenacity of its founder, the Scottish engineer and entrepreneur Sir Robert Williams, who foresaw the need for a shorter route to transport the mineral resources of Katanga (primarily copper in the early days) to the coast and then to Europe.

The railway also effectively opened up the interior of Angola, led to the evolution of cities like Huambo, Cuito and Luena, employed around 20,000 persons, was a lifeline for the transport of Angolans and an artery for local trade, and in its prime offered through first class sleepers from Lobito to Elizabethville twice weekly.

Between 1965 to 1974, before the Angolan civil war halted the export of copper in 1975, the CFB line was briefly the world's most profitable railway. By 1992, only 340 km of the railway was in operation. When the 99-year concession expired in 2001, only 34 km remained in service, along the coastal strip from Benguela to Lobito.

The revamping of the CFB had been President José Eduardo Dos Santos's dream for many years but it was not until 2 years after peace was finally restored to Angola that an oil-for-infrastructure \$1.5bn loan deal was struck with China Railway 20th Bureau Group Corporation in 2004, to rehabilitate the line and the port of Lobito. The CFB line was officially reopened to Luau in 2015.

However, the lack of similar investment into the dilapidated railway infrastructure in the DRC has limited Angola's participation in the exploitation of Katanga's mineral wealth, currently estimated to supply 50% of the world's cobalt, together with immense deposits of copper, iron, manganese and nickel. Although the CFB line has been rehabilitated it is far from a fully-functioning railway today.

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INTRODUCTION (CONTINUED)

There are numerous short-comings in the Chinese-refurbished line, infrastructure, locomotives, wagons, operation and management. These contributed to the Angolan government seeking tenders two years ago to manage the CFB rail tracks inside Angola.

A consortium of European companies (Trafigura, Mota-Engil and Vecturis) won a 30-year concession for the Lobito Atlantic Railway (LAR). The core goal of the Lobito Corridor is to create the quickest, most efficient route for exporting critical minerals for clean technology from the central African copper belt (DRC and Zambia) to the US and Europe.

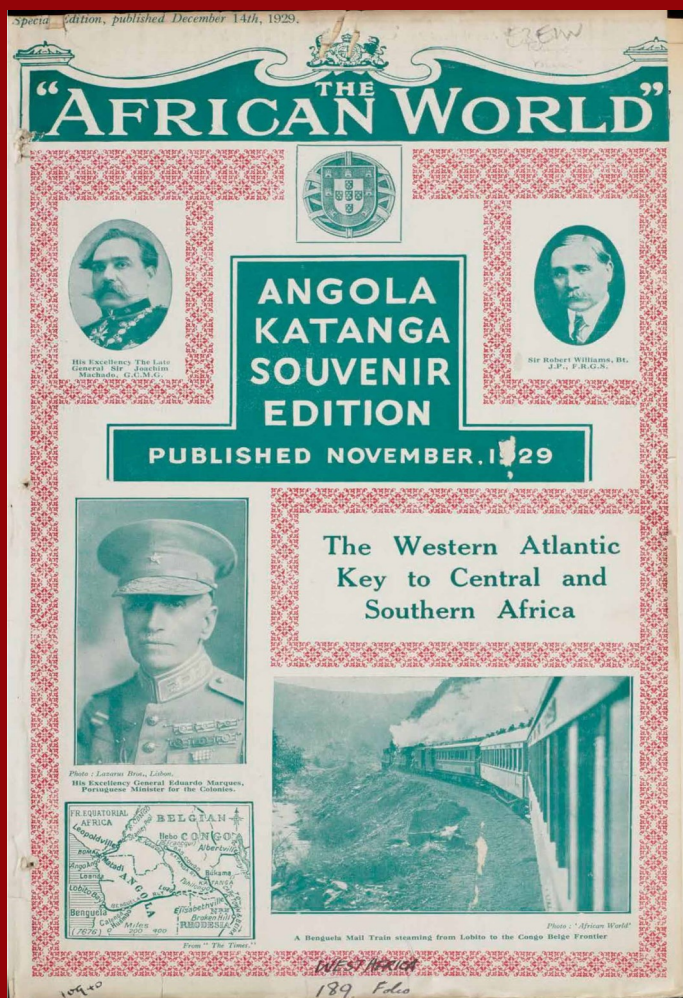
The US and the European Union, mindful of the necessity to secure access and influence over supplies of raw materials in the DRC mining sector, where Chinese companies currently dominate, are now financing the Lobito Corridor promoting an alternative economic and financial model for the viability and activation of the corridor.

In October 2024 a concession agreement was signed between the Africa Finance Corporation and the Angolan and Zambian Governments to construct an entirely new railway line of approximately 800 km to directly connect the Benguela railway in Luacano, Angola, to the existing Zambian railway line in Chingola.

This new line will not only augment the role of the Lobito Corridor in exporting Zambia's copper but is expected to create significant economic benefits for both countries and provide an improved rail connection between the Atlantic and Indian Oceans.

With LAR now assuming the operation of the CFB we can be hopeful that the Benguela Railway will ultimately assume its pre-war standing. Recent events have certainly stimulated awareness in all things to do with the Benguela Railway and in this respect our promotion of digitized historical documents facilitates this increased interest.

The Opening of the Benguela Railway. The Western Atlantic Key to Central and Southern Africa [eBook PDF]



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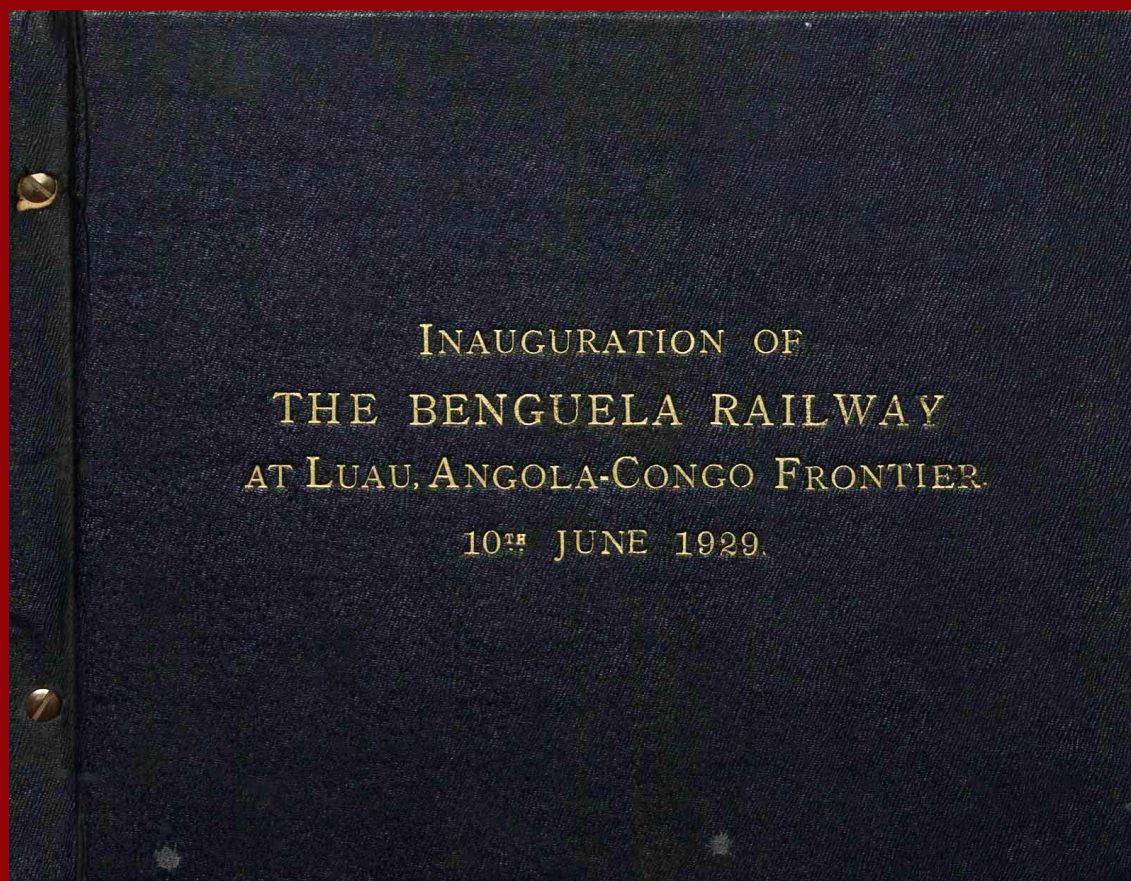


INTRODUCTION. BY THE EDITOR.

This special edition of The African World gives a full record of one of the outstanding, if not the most important, events of the year, as far as the development of Africa is concerned, and as such it will be welcomed by everyone interested in the peaceful conquest of the Continent in the cause of civilisation and in its prosperous economic development.

In the presence of many distinguished men, including the representatives of the three Rulers of the great African territories concerned and so closely linked together, there was an impressive ceremonial function on the 10th of June last on the banks of the River Luao, which will remain a treasured memory to all privileged to be present.

Inauguration of the Benguela Railway at Luau, Angola-Congo Frontier, 10th June 1929 [eBook PDF]



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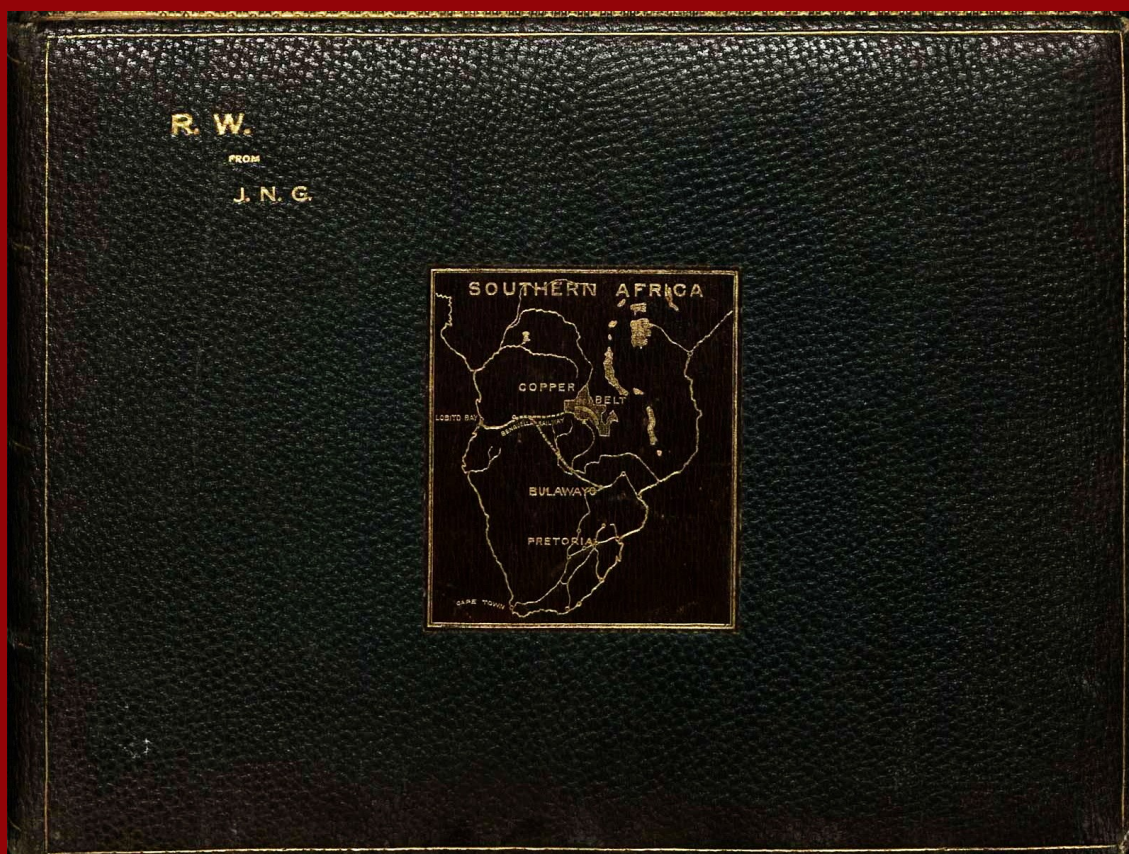
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This eBook is a reproduction of a Photograph Album presented to Sir Robert Williams to commemorate his visit to Angola during the Inauguration of the Benguela Railway. Sir Robert Williams was granted by the Portuguese Government the concession to construct and operate the Caminho de Ferro de Benguela (Benguela Railway) on 28th November 1902.

The railway took a further 26 years to complete. Sir Robert Williams lived in Park House, Drumoak, Aberdeenshire, Scotland. He was granted the Freedom of the City of Aberdeen, and was created a Baronet (Bt.) of Park in 1928. The Album was among items of Sir Robert Williams's estate that were bequeathed to the City of Aberdeen on his death in 1938.

Benguela Railway 1907 - A Photo Album [eBook PDF]



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<https://bit.ly/3zC8eJp>



Photo Album on the First Phase of the Construction of the Benguela Railway, 1904 to 1907

This eBook is a reproduction of an Album of Photographs of the construction of the Benguela Railway gifted to Sir Robert Williams (R.W.) by J. Norton-Griffiths (J.N.G.). In an attached letter dated 12 December 1907 it is described "as a small token for Xmas and the New Year, with best wishes and the hope that 1908 will see your (R.W.'s) great work well on its way towards completion".

In reality the railway took a further 21 years to complete. The Album was among items of Sir Robert Williams's estate that were bequeathed to the City of Aberdeen on his death in 1938.

The Great West Gate to Central Africa, A Brief History of the Benguela Railway [eBook PDF]



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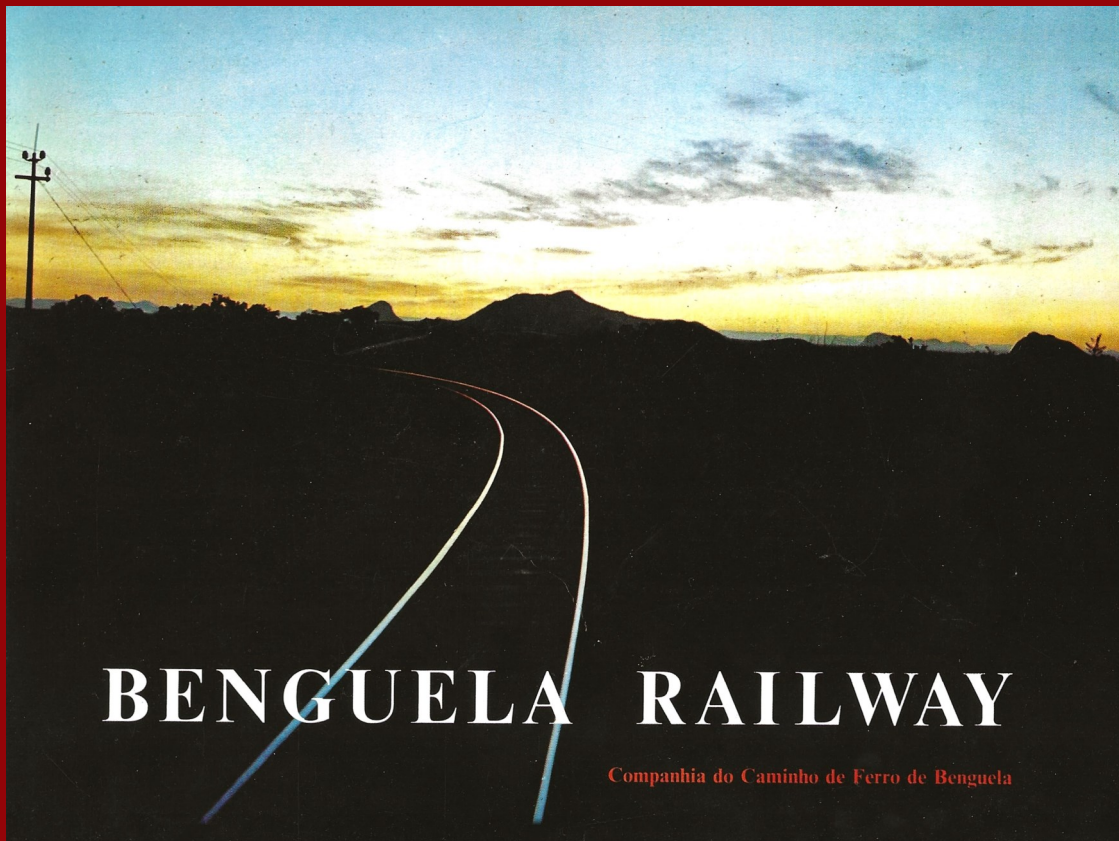
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A BRIEF HISTORY of the BENGUELA RAILWAY. Describing its Construction through Angola, Portuguese West Africa, and the important role it is destined to play in the development of SOUTHERN & CENTRAL AFRICA.

This eBook is a reproduction of a book first published by the Benguela Railway Company, London in 1929.

Benguela Railway - Companhia do Caminho de Ferro de Benguela 1962 [eBook PDF]



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This eBook is a reproduction of a publicity brochure first published for the Benguela Railway Company, London by W.P. Griffith & Sons Ltd. in December 1962.