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SWISS INVESTMENTS IN NIGERIA

A new company, Arewa Textiles Limited, has just been formed for the purpose of building and running a cotton spinning-mill at Kaduna in Nigeria. The cost of the project is estimated at 1.6 million Nigerian pounds of which 250,000 are to be supplied by the International Finance Corporation (IFC), a subsidiary company of the World Bank, in the form of loans and capital subscription. Barclays Overseas Development Corporation of London and Handelsfinanz of Zurich (Switzerland) are participating in the IFC loans.

[O.S.E.C.]

RECENT FOREIGN ORDERS PLACED WITH THE ATELIERS DE VEVEY

The firm Electra de Viesgo at Santander (Spain) has just placed an order with Ateliers de Vevey for two Kaplan turbines for its power-plant at Arbon, each of which develops 38,100 h.p. in a maximum chute of 29.4 metres. These turbines will be constructed in collaboration with the firm Material y Construcciones S.A. at Barcelona.

Among the special products manufactured, mention should be made of an order for installations made by Ateliers de Vevey for the recovery of fish waste which will be used to equip the S.S. Genepesee VIII, built by the Breda shipyards at Mestre (Italy). Two other trawlers of this same company will also be equipped with "Vevey" installations of a new type.

[O.S.E.C.]

SULZER ENGINES FOR NIGERIAN RAILWAYS

In the face of fierce U.S. competition, Britain has been awarded its largest single contract for diesel locomotives since 1962.

The £2,200,000 order for twenty-nine 1,400 h.p. diesel locomotives came from the Nigerian Railways Corporation. A.E.I., the main contractors, will supply the electrical equipment. Diesel engines will be supplied by Sulzer Bros. (London) Ltd., and mechanical parts by Metropolitan Cammell Carriage & Wagon Co. Ltd.

One influencing factor in gaining this contract was the sheer weight of experience. 1,400 Sulzer engines have been ordered by British Railways in the past nine years. British Railways have greatly assisted in the field of locomotive exports by specifying engines which can also be sold overseas. The standard British Railways Sulzer/A.E.I. power equipment can easily be adapted to suit local gauges and conditions.

The A.E.I./Sulzer combination recently won a contract for the Nyasaland Railways. Apart from British Railways and Nigeria, Australian Commonwealth Railways, New South Wales, South Australia, Peru, Sierra Leone, and India have also placed orders. The total number of this type of traction motor supplied by A.E.I. for these contracts is more than 2,000.

Sulzer's order of one engine a day has made Vickers-Armstrongs — who manufacture these engines — the largest builder of locomotive diesel engines in Europe.

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