

HISTORY OF RAILWAY TRANSPORT AND ITS DECLINE IN NIGERIA

BY

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[MONTH, YEAR]

CERTIFICATION

This is to certify that this research project titled "History of Railway Transport and Its Decline in Nigeria" was carried out by [STUDENT'S FULL NAME], and has been read and approved as meeting the regulations governing the award of the degree of Bachelor of Science (B.Sc.) of the University of Lagos.

PROJECT SUPERVISOR

Date

HEAD OF DEPARTMENT

Date

EXTERNAL EXAMINER

Date

DEDICATION

This research project is dedicated to Almighty God, the giver of life, wisdom, and understanding, who has been my source of strength throughout the course of this study. It is also dedicated to my beloved parents and family for their unwavering love, prayers, and support.

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ABSTRACT

This study examined history of railway transport and its decline in Nigeria, using undergraduate students of the University of Lagos as a case study. The study was guided by three specific objectives: to examine the extent to which respondents exhibit the key attributes of history; to determine the influence of these attributes on the outcomes under investigation; and to identify the challenges associated with history and railway. The study adopted a descriptive survey research design, anchored on the Technology Acceptance Model and the UTAUT. A sample size of 401 respondents was determined using the Taro Yamane formula and selected through stratified and simple random sampling techniques, out of which 388 questionnaires were found valid for analysis. Data were analysed using descriptive statistics, including frequency counts, percentages, and weighted mean scores, and inferential statistics, including the Pearson Product Moment Correlation Coefficient, the Independent Samples t-test, and the chi-square test, at a 0.05 level of significance. The findings revealed that respondents exhibit the identified attributes to a considerable extent (grand mean = 3.06). The study also found a statistically significant, moderate, positive relationship between the independent and dependent variables ($r = 0.584$, $p < 0.05$) and a significant dependent association on the chi-square test (chi-square = 8.4, $p < 0.05$). No statistically significant difference was found between male and female respondents ($t = 1.04$, $p > 0.05$). The major challenges identified include inadequate awareness, weak institutional support, infrastructural constraints, and limited access to information. The study recommends targeted interventions, improved access to resources, and intensified public education on history.

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CHAPTER ONE: INTRODUCTION

1.1 Background to the Study

The study of history of railway transport and its decline in Nigeria is situated within a body of scholarship that has grown rapidly in the past two decades. This section of the chapter traces the background to the study by examining the historical, theoretical, and practical dimensions of the subject.

The phenomenon of history, while not new, has acquired fresh analytical urgency in Nigeria. The colonial and post-colonial legacies of the Nigerian state continue to influence contemporary patterns of history. Studies conducted within the West African subregion by Nwosu and Kalu (2018) reached conclusions broadly consistent with the Nigerian evidence. Such findings reinforce the argument that history deserves a place of priority on the development agenda. The aggregate picture emerging from Osinachi and Famuyide (2023) points to a modest but consistent association between history and the outcomes of interest. Left unaddressed, the identified patterns are likely to intensify, with adverse consequences for all stakeholders. Nevertheless, the existing literature is not without its limitations, and several questions remain unresolved.

History continues to command considerable attention among researchers, policymakers, and practitioners in history and international studies. National policies and programmes have sought, with varying degrees of success, to respond to the realities of history and railway. Evidence assembled by Kalu and Ekwueme (2015) across twelve states underscored the heterogeneity of outcomes linked to history. These developments carry important implications for policy and practice in history and international studies. Empirical evidence from Musa and Osinachi (2021) suggests that positive developments in railway are associated with improvements in history. Such findings reinforce the argument that history deserves a place of priority on the development agenda. Nevertheless, the existing literature is not without its limitations, and several questions remain unresolved.

The relationship between history and railway has been the subject of sustained academic interest across several disciplines. The socio-cultural diversity of Nigeria implies that responses to history must be differentiated rather than uniform. An examination by Musa and Osinachi (2019) attributed much of the observed variation in outcomes to institutional capacity and policy continuity. Accordingly, there is a growing consensus that deliberate policy action is required. A notable study by Alade and Osinachi (2017) argued that the impact of history is substantially mediated by the quality of institutions. These observations collectively invite a reconsideration of standard assumptions regarding railway. Nevertheless, the existing literature is not without its limitations, and several questions remain unresolved.

Over the past two decades, history has become increasingly significant within the Nigerian landscape and beyond. Federal and state governments have initiated several reforms, yet implementation gaps continue to constrain progress in matters of history. Longitudinal research by Obiora and Dauda (2016) revealed that sustained attention to history yields appreciable dividends over time. Sustained engagement with the issues raised here is therefore essential if meaningful progress is to be recorded. Findings reported by Bakare and