

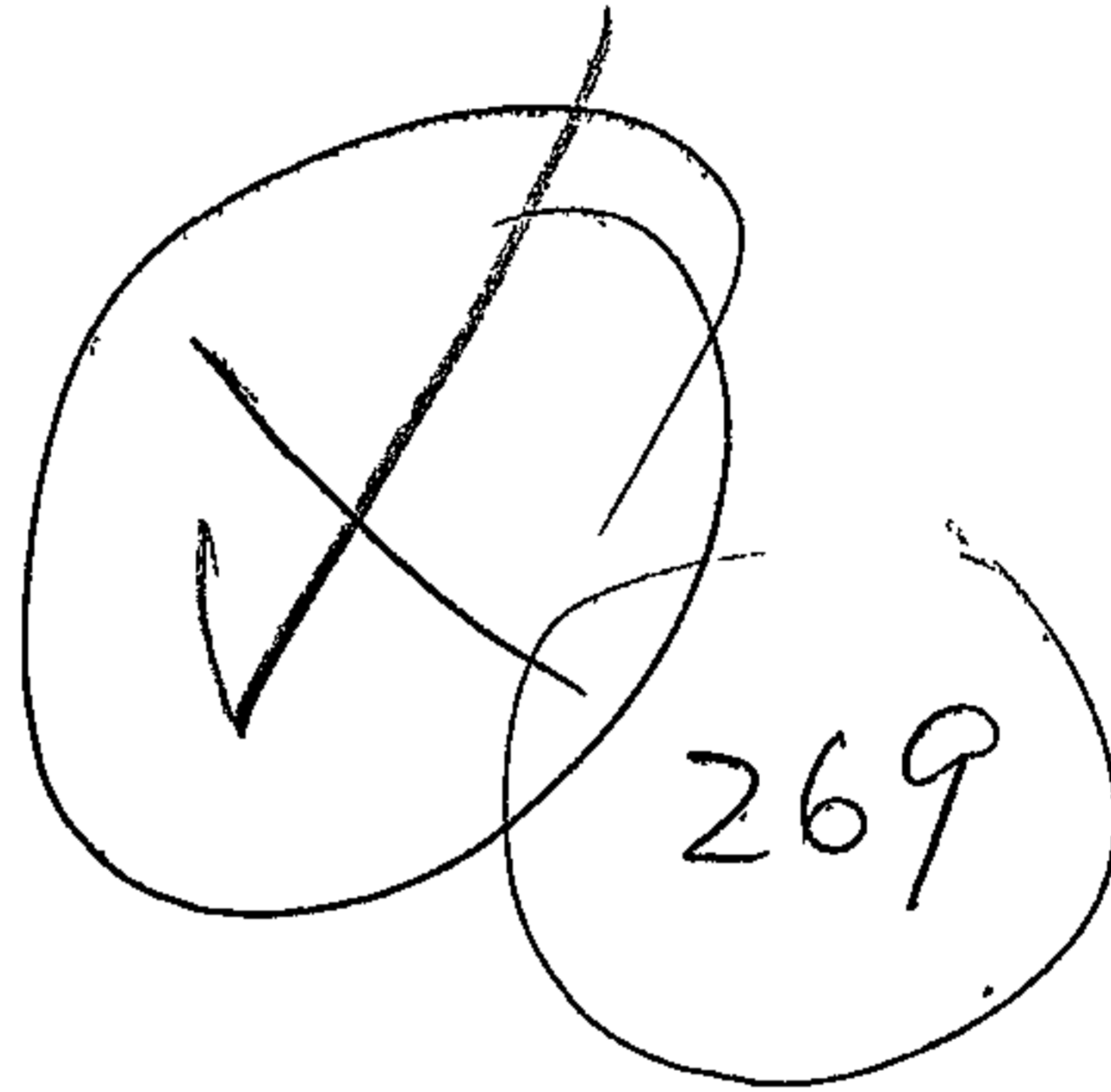
PUBLIC SECTO

TRANSPORT GENERAL.

From: 12-1-79

31-12-79

To: ~~31-8-79~~



URBAN TRANSPORT

More carrots

A problem which has long troubled urban planners — and fuel conservationists — is how to get car-loving South Africans to use buses and trains. Despite the latest fuel crisis, Secretary for Transport Adriaan Eksteen insists that more carrots, rather than bigger sticks, are the answer.

Says Eksteen: "I don't want to use legislation to drive people to public transport, but I want them to make use of it willingly. Improving the quality and quantity of public transport is what we have in mind." Like his predecessor, Johan Driessen, Eksteen stresses that much depends on the generosity of the Treasury.

Government is reluctant to press ahead with the punitive "levy and permit" system, recommended three years ago by the Driessen Committee on urban transport. This method of keeping cars out of the CBD requires motorists to pay a levy before entering a "restricted area."

But if the South African's hankering for his car is to be successfully suppressed, improvements to urban transport will have to be impressive. As Eksteen points out, "many methods have been tried to coerce the solitary occupant from his motor-car. None has been spectacularly successful." For example, South Africans have turned a deaf ear to calls for the formation of lift clubs.

The difficulties facing local authorities are highlighted by a recent study in Randburg and Sandton, which found

Approval for R4 m freeway scheme

Municipal Reporter

A JOINT meeting of the City Council's town planning and utilities and works committees yesterday decided to proceed with a R4 million interim scheme for the Buitengracht Freeway.

This scheme was recommended by the City Engineer, Mr J G Brand, and it should meet the needs of the City at least till the middle of the next decade.

The meeting also decided not to make a decision on the long-term plan for traffic problems in the area, for which both an elevated and a depressed freeway have been suggested.

The interim scheme calls for a link between the Western Boulevard and the Foreshore Freeway and the construction of ground-level service roads alongside the present Buitengracht St. This would form the first stage of the major elevated freeway, the permanent solution preferred by Mr Brand.

Controversy

It was also decided to rescind an earlier motion for widening Hout Street and Shortmarket Street.

Controversy has surrounded the scheme amid fears about the impact of elevated roadways on the historic Lutheran Church complex in Strand St.

Late last year consulting engineers appointed by the City to study the alternatives for the freeway came to the conclusion that only the elevated freeway would be able to cope with the predicted traffic volumes and they found that the interim solution was not viable.

The meeting has called for a more detailed investigation of the interim scheme costs.

Quick bus service to lure public in Pretoria

R.D.M. 2/2/79 269

Quick bus service to lure public in Pretoria

Pretoria Bureau

PRETORIA is to get a quick peak-hour bus system to certain suburbs to cut down travelling time and make busing more attractive to the public.

The Pretoria City Council approved final details of the scheme this week.

The new system will operate along Voortrekker Avenue-Beatrix Street-Church Street East routes.

Plans are to introduce the system in mid-April, when a one-way system is expected to be introduced in Voortrekker Avenue.

One of the features will be the use of a special bus lane travelling against the general run of traffic.

The "contro-flow" lanes will be in operation in Beatrix Street in the morning and in Hamilton Street in the evening, when traffic using the outbound and inbound lanes respectively is considerably lower.

The lanes will be in operation during peak periods only.

Another bus-priority-lane will also be created.

The total cost of the scheme is expected to be about R25 000, which will include the provision of bollards, traffic signs and traffic lights.

Later it is hoped to introduce a second phase of the project comprising a park-and-ride system, which will offer commuters a bus every 10 minutes during rush hours and every 20 minutes during the rest of the day.

Although the bus scheme is expected to speed up services on less than 25% of the journeys made daily on municipal buses, commuters on other routes could also find their journeys quicker as a result of using part of the route.

likely to be achieved than from the expansion of production is unlikely in the countryside, more costly of a service infrastructure. Rather than the present offer to explore the value of small scale beef farming certain supplies and supervised network of to a cash crop in the arrangement would allow economy. Meanwhile a the grazing of livestock represent a significant countryside. Taking as represented by the trib in commercial ranching argument might be 70% c million would strengthen crop agriculture, to pa fatteners and would provide additional services required.

Drought Relief and the

The National Development rural economy during periods if beef prices should contribute revenue, for trade, for That is not the same as interest as to how the countryside should the

Drought management requires relief machinery. There should be a simple mechanism which allows relief to flow where it is needed when it is needed without the encumbrance of major national political and financial decisions. An analogy is that regions need their own thermometers with which to take their temperatures

of income from livestock low level of income from crop re is greater security in the al side and the development of production processing and marketing. Rather than the present offer to explore the value of small scale beef farming certain supplies and supervised network of to a cash crop in the arrangement would allow economy. Meanwhile a the grazing of livestock represent a significant countryside. Taking as represented by the trib in commercial ranching argument might be 70% c million would strengthen crop agriculture, to pa fatteners and would provide additional services required. The National Development rural economy during periods if beef prices should contribute revenue, for trade, for That is not the same as interest as to how the countryside should the Drought management requires relief machinery. There should be a simple mechanism which allows relief to flow where it is needed when it is needed without the encumbrance of major national political and financial decisions. An analogy is that regions need their own thermometers with which to take their temperatures

2/2/79

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The Johannesburg committee has been functioning for the past 18 months. Having identified the problems and completed a number of surveys, the group is now ready to make firm recommendations to government.

According to committee chairman Dr John Mortimer, who is Johannesburg's O&M director, if peak periods could be extended by an hour or so, congestion would drop by 10%, reducing both travel time and fuel wastage. In addition, fewer trains and buses would be needed to transport the same number of passengers, since more trips would be possible.

But there are problems. If work hours are changed, many citizens would have to alter their living habits, by, for example, eating later in the evening or earlier in the morning. It has been found that South Africans generally prefer to start work relatively early in the day.

The eight-hour working day also limits the scope for staggered working hours. In SA this problem is exacerbated by the amount of time which blacks spend travelling to and from work. The Johannesburg committee found it takes an average of 85 minutes to travel from Soweto to the CBD by public transport. In addition, many blacks reckon it takes 40 minutes (including chatting and eating time) to get from the transport terminus in the city to their places of work.

Mortimer claims that some progress has been made in persuading companies to change their clock-in times. For example, Wits University has agreed to start later and to slot low volume lectures into early morning periods. And cheap, off-peak season tickets for bus travellers have encouraged some voluntary staggering.

The Durban committee only started work last September. City engineer Don Macleod, who chairs the committee, says that once all relevant information has been gathered a number of organisations will be asked to act as guinea pigs.

Within the next few months a committee will be set up in Pretoria, where government and municipal departments already start work at different times. Ironically, however, the CSIR (which has studied the capital's traffic problems) has not been able to discern any significant reduction in congestion since civil servants' working hours were staggered.

What's happened to flexitime, often advocated as one way in which workers can voluntarily help ease peak hour congestion? According to Richard Black, a consultant at Flexitime (which advises companies on the introduction of flexible working hours), about 250 firms on the Reef have opted for the system, and most are satisfied with it.

"During the recession we went through a slack period," he says, "but business has definitely picked up."

Question 3 (how many African technicians a firm are tabulated on the following page.)

	55		23	
1	2	1	1	evening
5	8	2	3	evening
1	6	-	-	evening
4	15	2	12	evening
1	1	1	1	evening
6	19	3	6	evening
3	4	-	-	evening

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FIGURE FOR

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Firms	Technicians
1 9 8 0	
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**STAGGERED HOURS
Looking for volunteers**

Staggered working hours are one way to ease traffic congestion and cut fuel consumption. Not surprisingly, moves to smooth the morning and evening peaks in this way are gathering momentum.

Government sponsored committees have already been set up in Johannesburg and Durban. Among interests represented are government and municipal departments, Railways and organised commerce and industry.

TO: MINISTER OF TRANSPORT

(1) P16 891 335

(2) (a) R1 308 225

(b) R1 611 656

(3) (a) 151 514

(b) 225 582

(4) Yes

(a) 24 877

(b) 1 204

(c) 124 254

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South African Railways and Harbours Sick
Fund
Mr. ... asked the Minister
of Transport

- (1) What was the amount of the subsidy paid to the South African Railways and Harbours Sick Fund during 1970.
- (2) (a) What amount was collected during that year in respect of the levy on passengers and (b) what was the Railway Administration's contribution.
- (3) What was the number of (a) members and (b) dependents registered in respect of the Fund.
- (4) Whether any non-White employees are entitled to benefits, if so, how many in (a) Natal, (b) Indian and (c) Districts.

AIR FARES

Nosediving

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m/16/2/79

Airline fare discounting, a desperate bid by airlines (especially smaller national ones) to increase their share of SA's limited international air travel market (worth between R210m and R220m annually) is growing apace. But these allegations from the travel industry are difficult to prove, and are categorically denied by all airlines flying out of Jan Smuts.

Illegal air fare racketeering, claims one airline professing innocence on discount operations, is worth "R6m-R10m in dirty money on international travel out of Johannesburg."

Discounting has spread to international cargo (now worth some R35m-R40m annually). Some airlines, claims the executive, discount up to 25% on cargo.

Discounting takes on many guises. Big money is involved. For example, in airlines granting 13%-22% discount on business house travel accounts, either directly or through travel agents. One guesstimate says 75% of major business houses are involved in this cream-off.

The illegal trafficking takes many forms: agents splitting commission with business house customers; waiving of minimum stay requirements in the use of restricted period tickets; airlines paying cash discounts to passengers purchasing tickets directly from carrier's offices; carriers granting free domestic travel to long haul international passengers; carriers making cash payments to individual travel clerks for each passenger booked; trade exchanges where the value of publicity or goods received varies considerably from the value of the tickets given in exchange. This applies, for instance, to an exchange of airline advertising in house and other magazines for "free" air tickets.

"We're being blackmailed into discounting," moans a small airline. "We can only compete with the big airlines if

we offer sizeable discounts too." Adds another small carrier, "Seat miles are something you can't stock up. If you don't sell your seats on each flight they're lost forever. You have to adapt to the market else revenue is lost. It's all a bargaining game, striking a balance between what the market can afford and what we can afford. Unfortunately, we're condemned to being profitable."

Travel agents stand to lose considerably with carriers negotiating direct with business houses, cutting out their 9% sales commission. However, not all agencies are suffering, despite dire predictions by one airline chief that dirty operations will force smaller agencies to the wall.

Says Paul Berghaus, MD of Associated Air Travel "Reports of discounting are exaggerated. We haven't been cut out by airlines." Disagreement from Max Aronstam, MD World Travel "We're affected, but it's difficult to assess losses. Discounting is extensive in what's become an extremely dirty market. I don't mind kickbacks to commercial houses till my livelihood's affected."

Comments Thomas Cook "With the discount cleaning up committee active last year, discounting slowed down a bit. But it has picked up since then and all airlines are involved. You can take your pick. Business houses tend to stay with the agents, so we're not cut out."

Anthony Salusbury, Musgrove & Watson MD, concurs "Discounts are given but airlines are still supporting agents. It would be a case of cutting off their noses if they bypass them. Smaller agents are unlikely to be affected too much as they're not the ones to get the big commercial house business." He relates rumours that agents dole out kickbacks to get business. "Murgins preclude this. We'd be giving away half our profits."

Airlines maintain that discounting

would be difficult should the national carrier have a firm policy against such practice. However, SAA stands accused by several airlines of actually initiating discounting in 1975 when its share of overseas pool partnerships proved too low. An outraged SAA pleads innocence and refuses further comment. "A clean up committee appointed by the Board of Airline Representatives is investigating these matters," says SAA.

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SOUTH African Airways announced in Johannesburg yesterday that its Boeing 747 services, which operate via Salisbury twice a week in both directions, would no longer call at Salisbury as from yesterday.

SAA said the decision was made in consultation with Air Rhodesia and the Rhodesian government.

Convenient connecting flights to convey passengers between Salisbury and Johannesburg to connect with both the out-bound and in-bound London services at Jan Smuts Airport will be announced shortly, the statement said.

All SAA flights between Johannesburg and Victoria Falls are also being withdrawn immediately, and the marketing of tours to Kariba and Victoria Falls is to be stopped, SAA said.

SAA services between Johannesburg and Salisbury and between Johannesburg and Bulawayo will remain in operation on the present timetable, it said.

Meanwhile in Salisbury, the Joint Ministers of Transport, Mr James Chikerema and Mr Bill Irvine, said yesterday that Dakota aircraft are to be re-introduced on the Salisbury to Kariba run because they are less susceptible to missile attack than the Viscounts now used.

The ministers said no positive results had yet been received from experts investigating the cause of Monday's Viscount disaster.

SAA cuts flights through Salisbury

The almost total destruction of the wreck by fire made the investigation difficult, they said.

In an interview in the Rhodesian Financial Gazette, Mr Chikerema said Rhodesia would call for an urgent meeting of the International Federation of Airline Pilots on how to prevent aircraft being shot at.

Mr Chikerema said a report on Monday's disaster would probably be ready on Monday.

He said he believed the plane had been shot down by members of Mr Joshua Nkomo's Zipra terrorist forces using Russian-made Sam heat-seeking missiles.

"If this incident is left unchecked," he said, "the IRA will start shooting down British planes... the Basques will start shooting down Spanish planes... the Red Brigades will start shooting Italian planes... and the PLO will start shooting down Israeli planes," he said. — Sapa.

a:i	baadjie	
ei	beentjie	
ɛj	bedjie	
ɔi	lintjie	pitjie
ɔi	potjie	mondjie
oi	pootjie	
ui	voetjie	skoentjie

Plea to hold down rail fares

Parliamentary Staff

HOPES were expressed in the Assembly yesterday that the sound state of the Railways' finances would help to prevent any crippling increase in rail tariffs this year.

This financial success was reflected in the debate on the Railways and Harbours Additional Appropriation Bill which was taken through all its stages in the Assembly with Opposition support.

The Bill provides for the use of a further R66,589,300 from the Railways and Harbours Fund for the services of the railways and harbours for the year ending March 31 this year.

During the debate it was said that the Railways' finances showed an under-expenditure of R82,5-million, and a budget reduction of 1,5 percent.

BOEINGS

Expenditure for which provision had to be made included: About R500,000 to be paid to Iscor; the purchasing of two new Boeing 747 aircraft for SA Airways at an estimated cost of R103,7-million; the proposed buying of two buildings for office accommodation, at a cost of R22,6-million.

Mr R J Lorimer (PFP Orange Grove) said the Railways administration was to be congratulated on its budgeting.

He said the savings raised hopes that any tariff increases in the main Railways budget would not be too crippling.

SA, Mozambique sign rail deal

704
9
49
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23
14
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171
1 540
754
644
19

JOHANNESBURG — South Africa and Mozambique signed a new railway agreement yesterday and it's a business deal which could lead to a better understanding between the two states.

Dr. Kobus Loubaer, general manager of the South African Railways, told the Mozambique delegation, as well as representatives of industry, commerce and the press at the signing ceremony at SAR headquarters here: "Politics play no part. The successful operation of a railway, airways or harbour is far too complicated to have time for political considerations."

providing labour and material, and repairing machinery and installations;

Each railway to be liable for the cost of services rendered by the other;

The recognition of the importance of the harbours of Maputo and Matola for the handling of traffic traditionally routed via these ports; and

The basis of hire charges on rolling stock and equipment and the terms of the administration.

Mr Alcantara Santos, the national director of the Mozambique railway...

Total 1958-1971

awarded 1958-1971

Thomas for Tech

and National

(now N3) pass

the number of

administrations to

each other

requested to do so, for

assistance by rendering

professional adv

the 1 course by 1973

Note: NTC IV and V were being phased out and replaced by

Annual Surveys.

Source: South African Institute of Race Relations,

Year	NTC I	NTC II	NTC III	NTC IV	NTC V
1974	3 303	3 659	2 508	-	280
1973	3 521	3 353	2 117	93	1 055
1972	3 108	2 966	1 980	958	1 161
1971	2 455	2 434	2 249	1 369	1 217
1970	2 397	2 405	2 434	1 390	754

Table 2. NTC I - V passes, 1970-1974.

It should be noted that the term 'technical' is misleading when referring to the above institutions, since they do in fact offer a wide range of courses over and above strictly technical courses, e.g. commercial and art courses. The following three tables give an idea of the number of students completing actual technical courses.

SAR signs agreement with Maputo

CAPL TIK LS
27/2/79

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Own Correspondent

JOHANNESBURG — South Africa and Mozambique signed a new railways agreement yesterday which could lead to better understanding between the two countries

Dr Kobus Loubser, general manager of the South African Railways, told a Mozambique delegation and representatives of industry, commerce and the press at the signing ceremony at SAR headquarters yesterday. "Politics play no part. The successful operation of a railway, airways or harbour is far too complicated to have time for political considerations

"The most important benefits to be gained from this agreement are the continuation of healthy business practices between neighbouring states and the ties of friendship which flow from it

"This must inevitably lead to better understanding and subsequently to co-operation in other spheres of mutual interest."

Assist

According to the agreement:

● The Mozambican and South African railway administrations will assist each other when requested to do so, for instance, by rendering professional advice, providing labour and material and repairing machinery and installations.

● Each railway will be liable for the cost of services rendered by the other

● The importance of the harbours of Maputo and Matola for the handling of traffic traditionally routed via these ports is recognized

● The basis of hire charges on rolling stock and equipment while on the lines of the other

administration is spelt out.

Mr Alcantara Santos, national director of the Mozambique railway administration who, with Dr Loubser, signed the new agreement, said: "We are businessmen, we must find realistic solutions. No one must be surprised at this agreement when we consider that Maputo and Matola are the two natural ports of the Transvaal.

Understanding

"Mozambique has passed through difficult times since the departure of many technicians and the economic inertia left by the colonial power. But the difficult times are over. All are welcome to Maputo. You will find understanding and we will be able to contribute towards peace in this part of Africa."

South Africa exports over 15 000 tons of goods through Mozambique every day.

This could rise to 30 000 tons in the next two years if South African industrialists and businessmen can be persuaded to use the new facilities that have been provided by Mozambique.

Dr Loubser said the agreement was designed to eliminate difficulties encountered in the past by the Mozambique rail system in handling large volumes of South African export traffic.

"Now, if the potential for traffic grows, we can handle any bottleneck," he said.

"Our policy is to keep the lines open, to get food to the people, materials to the people. We'll do our best to keep out of politics and keep open this lifeline.

"And that goes for the rest of Southern Africa too," Dr Loubser said.

SUGGESTED SOLUTION

3. Payback period =

$\frac{\text{Incremental Cost}}{\text{Incremental revenue p.a.}}$

$$= \frac{11\ 000 - 6\ 930 + 900}{(15\ 000 \times 0,168) - (600 \times 0,4) + (1\ 890 - 1\ 020)}$$

NOTE:

Wear and tear 1 700 x 6

Maintenance 1 200 x 4

Present M

1,58

3 150

4 970

2 520

4 970

870

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Railway line between Nyanga/Mitchell's
Hansard Plain
Cat 228 28/2/79
*11 Mr C W EGLIN asked the Minister
of Transport

(a) What progress has been made in the construction of the railway line between Nyanga and Mitchell's Plain (b) when is the line expected to be completed and (c) what is the estimated average daily number of persons who will use this line

- The MINISTER OF TRANSPORT
- (a) Approximately 25 per cent of the work has been completed
 - (b) June 1980
 - (c) Approximately 25 000

1 170

720

1 890

the middle berths as shelves for our things. We had a capital breakfast at Elandsfontein and did not grudge the 4/- charged for it as our dinner the night before consisted of buns and coffee at the railway restaurant at Pretoria. While we were at Elandsfontein we saw Lord Milner's train pass through on its way to

guard of 50 men in a truck
attach

Atlantis: railway line
Hansard 4 (267) 2(377)
*3 Mr C W EGLIN asked the Minister
of Environmental Planning and Energy

In th
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Glencoe
to Dundee

(1) Whether the negotiations in respect of the financing of a railway line to serve
Atlantis have been completed, if so, with what results.
(2) what progress has been made in the construction of this line
arton and dined there. During
's Nek tunnel but saw nothing
comes down the hill. It
's Nek tunnel is 5 000 feet
tion is 4 000 feet. We got to
and then went by the branch line
paper at Glencoe and got the

first copper change I have received in South Africa. Dundee is only eight or ten miles from Glencoe. We camped beside the station and spent the day unloading our trains as they came in.

The MINISTER OF ENVIRONMENTAL
PLANNING AND ENERGY

(1) No
(2) Falls away
tion is 4 000 feet. We got to
and then went by the branch line
paper at Glencoe and got the

The two Squadrons and two guns that arrived before us were sent off by midday to De Jager's Drift on the Buffalo River, a march of some 15 or 16 miles. It seems that a couple of thousand Boers under Botha were coming down to invade Natal and we, and other troops, were hurried down to stop him. Natal was

RAILWAYS .

Hands across borders

The SAR and Mozambique Railways (DNPCF) signed a new working agreement last Monday. According to Kobus Loubser, SAR GM, "its main objective is to co-ordinate the day-to-day arrangements regarding the flow of traffic between our two countries."

The new accord goes further than the 1965 agreement, which it replaces. It formalises SAR assistance to Mozambique in the form of professional advice, provision of labour and materials, and repairs, laying down that each administration is "liable for costs of services rendered by the other." The cost of hiring rolling stock is to be raised, and "the importance of Maputo and Matola for the handling of traffic traditionally routed via these ports" is recognised.

In 1965 SAR agreed to keep rail tariffs on the Johannesburg-Maputo route below those for Johannesburg-Durban, although the two ports are roughly equidistant from the Reef. This provision has been maintained.

Loubser claims that the Maputo rail link is now the most efficient in southern Africa's black states. Most bottlenecks along the line and at Maputo and Matola have been cleared and DNPCF is installing modern equipment. But SAR is still helping to run the Mozambique section of the line by giving technical advice and assisting with repairs on rolling stock.

At present 15 000 t of goods are carried from the Transvaal to Maputo each day, of which about 10 000 t are exported. There is spare capacity of about 5 000 t a day, and within two years the line will have a daily capacity of 30 000 t-35 000 t.

SA exports via Maputo and Matola are steel, chrome ore, ferro-alloys, asbestos, citrus and small quantities of copper. Permits were recently granted for the export of 800 000 t of coal and DNPCF has commissioned a feasibility study for a new terminal at Maputo capable of



Kobus Loubser handing out compliments

handling up to 5 Mt of coal a year (*FM* February 2).

Most wagons return empty to SA from Maputo since only 3 000 t to 4 000 t of traffic a month (mainly petrol and spares) are imported through our eastern neighbour.

Cape railways' apartheid going

Sun. Times 4/3/79

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By BENNIE VAN DELFT

THE Railways has started dismantling apartheid at stations in the Cape. Mr E W Kirsten, the Cape Western system manager, told me this week that several "Whites Only" notices had already been removed at subways, footbridges, baggage rooms, goods and parcel offices, inquiry counters and benches — and many more notices would follow suit.

Apartheid at ticket counters is also on the way out. First-class and second-class passengers, irrespective of race, would be served at the same counter, with a separate counter for third-class passengers.

According to Mr Kirsten it had become policy to remove petty apartheid notices wherever it was practical without causing friction. "Our aim is economic segregation instead of racial segregation."

Mr Kirsten had visited several stations earlier this week to establish what could be done to remove petty apartheid. "We are removing apartheid notices systematically, but we cannot do this overnight."

With the present separate facilities at different ends of a station like Cape Town, it would lead to chaos if they had to canalise all the passengers through the present white concourse, Mr Kirsten said. He did not want to "duplicate" these facilities by allowing blacks to buy first-class and second-class tickets in the white concourse. This would overburden staff and equipment. A similar position existed at Beaufort West station.

It had become practice, however, at Cape Town and other stations to allow blacks holding first-class and second-class tickets to use the white concourse as a thoroughfare.

Segregation could be more easily scrapped at suburban stations, where facilities would permit a smooth change to mixed first-class and second-class counters.

"Although we are trying our best to eliminate racial discrimination we have to adhere to Government policy. Therefore, at this stage apartheid will stay in toilets, waiting rooms, restaurants, cafeterias, bars and coaches," Mr Kirsten said.

He foresaw no problems with

the gradual dismantling of petty apartheid notices at the various stations. Apartheid notices at places like footbridges and subways would disappear completely, while "Whites Only" notices at ticket counters would be replaced by "economic notices" indicating counters for the different class of tickets without referring to the race.

"We are already busy making new notices for ticket counters and they will be put

up as soon as possible," Mr Kirsten said. The "White Only" notices at ticket counters on Cape Town station had already been removed, but black first-class passengers would still have to buy their tickets at their own counter.

The only real integrated service of the Railways at present is the Blue Train on which whites and blacks share the same facilities — including the toilet and the bar.

Railways to spend R4 900m

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7/3/79
THE ASSEMBLY — The Railways and Harbours intend spending R4 982,4 million on their various services during the 1979-80 financial year.

According to the estimates of the expenditure to be defrayed from revenue funds during the year ending March 1980, which were tabled yesterday, the funds would be spent as follows (increases over the 1978-79 financial year in brackets):

Railways R2 717,2 million (R370,1 million), harbours R153,4 million (R16,3 million), airways R488,6 million (R58,9 million) and pipelines R37,5 million (R2,3 million).

These figures include the estimated expenditure on the services of South West Africa which are operated as part of the services of South Africa.

A sum of R1 407,5 million is provided for on the capital account.

The Minister of Transport, Mr Louwrens Muller, is to introduce the Railway Budget today. — SAPA:

No rise in rail fares yet...

Political Staff

THE ASSEMBLY — The Minister of Transport, Mr Louwrens Muller, sprang a surprise today by announcing there would be no immediate increases in rail fares and tariffs.

But, introducing his R4 500-million railway budget in Parliament he held out the strong possibility of such increases later this year.

The surprise postponement of increases came after widespread speculation that there might be substantial increases in view of the 10 percent salary increase for Railway workers from April 1, the fuel price hike, and the sharp increases in the price of other Railway operating materials like steel, coal and also electricity.

INVESTIGATE

Mr Muller also announced the appointment of a committee to investigate means of relieving the Railways of the heavy financial losses suffered on passenger services which is expected to amount to R350-million during the next financial year.

The committee has been requested to report within two months but if possible not later than the end of May.

It will be headed by Professor D G Franzsen of the University of Stellenbosch with Dr S S Brand, economic adviser to the Prime Minister, serving as deputy chairman.

Three representatives

To Page 3, Col 4

fore Hadrian
commonly affe
Health, it is

No increases in rail fares yet

From page 1

each of the railways and of the department of finance will serve on the committee.

Mr Muller said the substantial increases suffered by the railways in respect of costs of energy, labour and material and the heavy burden of providing unremunerative socio-economic services while also having to contend with a constant erosion of its share of the transport market were factors which would normally have made an early increase in rates inevitable.

CLEAR

But it was clear to him that any increase in tariffs at this stage would have such harmful effect on the revival in the economy that such action had to be postponed for as long as possible.

"I have decided therefore first to exhaust all other reasonable means to make up the expected shortfall in the accounts before resorting to an adjustment of rates and fares."

He said he would firstly look at possible further savings. In this regard he knew he could rely on a motivated management and staff to continue their efforts to reduce operating costs and increase revenue.

Secondly, the efforts to reduce the administration's liability for uneconomic socio-economic services still had to be concluded.

Thirdly, he hoped that the decision rather to seek ways of generating additional traffic would have the desired effect.

The success of the measures depended largely on the co-operation of the private sector and he appealed to it for support.

The Franszen committee has been requested to investigate, report on and to make recommendations on:

- The present financial position of rail passenger services.

- The rational, as seen against the broader interest of the country, of Government compensation in respect of socio-economic services provided by the railways.

- The description and identification of the socio-economic component of such services.

- The method of quantification thereof and the mechanism whereby compensation should be granted and when this should be commenced.

- The effect of such compensation on railway operating results and the changes this would bring about in railways relations with the Treasury.

DEFICIT

Mr Muller announced that the railways expected to close the present financial year with a surplus of R53,2-million. But with expenditure expected to be R3 575-million, the coming year and income expected to amount to only R3 373-million, a shortfall of R201,3-million was envisaged.

This did not include the cost of additional 6c per litre payable for fuel from February 23 which was expected to cost the railways an additional R70-million.

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Rail tariff freeze on right lines, say public

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The announcement by the Minister of Transport, Mr Lourens Muller, yesterday that there would be no immediate increases in rail fares and tariffs has been welcomed by organised commerce and industry and by consumer spokesmen.

Delivering the railway budget in Cape Town yesterday, the Minister said any increase at this stage would have such harmful effect on the revival in the economy that it had to be postponed for as long as possible.

Substantial increases in energy, labour and material costs and the heavy burden of providing uneconomic rail services would normally have made higher rates inevitable, he said.

The president of Asso-com, Mr R J Wood, said: "In the light of other costs increases, it is as well that the Minister has been able to avoid increasing rail tariffs at this stage. It is also a tribute to the railways management."

DELIGHTED

Mr L Borman, president of the Federated Chamber of Industries, said: "The economic growth should benefit by this decision, while it will assist in containing inflation."

The director of the South African Agricultural Union, Mr Chris Cilliers, said the concessions to farmers announced in the budget would make transport by rail financially more attractive.

"Farmers make little use of the railways at present, but in the face of the oil crisis and the concessions, which have been made, we will try to get the traffic back on to the railway line and off the roads," he said.

Mrs Yvonne Forshaw, national vice-president of the Housewives' League, said her organisation was delighted with the budget.

She said the league hoped that last year's tariff increase would also help see the railways through this year.

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S. 211

Railway Budget: No tariff increase

HOUSE OF ASSEMBLY. — A projected shortfall in Railway revenue in the coming year will not be met with immediate tariff increases the Minister of Transport, Mr Louwrens Muller, said yesterday.

Delivering the Railways and Harbours Budget in the Assembly, Mr Muller said it was clear to him that any increase in tariffs at this stage would have such a harmful effect on the revival in the economy that such action would have to be postponed for as long as possible.

"I have decided therefore, first to exhaust all other reasonable means to make up the expected shortfall in the accounts before resorting to an adjustment of rates and fares."

Mr Muller said he was looking rather at further possible savings.

"In this regard I know that I can rely on a motivated management and staff to continue their efforts to reduce operating costs and increase revenue."

Efforts to reduce the administration's liability for uneconomic socio-economic services were also still to be finalised.

"Finally, I hope that my decision rather to seek ways of generating additional traffic will have the desired effect."

"The success of these measures depends to a large extent on the cooperation of the private sector and I appeal to it for support in this approach, which can only rebound to our mutual benefit."

The Minister said it was clear that the timing and order of any tariff increase that may become necessary later in the financial year would depend to a great extent on the performance of the national economy in the months ahead, the success of further curtailment of expenditure, and the assistance coming from the Central Government with regard to uneconomic socio-economic rail services.

"Further announcements in this regard will be made from time to time."

"In an effort to assist in providing further stimulus to the expected economic upturn, I have also examined specific areas in which it may be possible for the department to make concessions to its customers — even in the face

of the anticipated deficit on the Railway's working results.

"I have decided to do so in the expectation that such concessions will also serve to encourage a greater measure of rail support, thereby not only eventually increasing revenue but, more important at this stage, bringing about a better utilisation of our energy resources."

Some of the concession he had in mind were:

- An increase to 15% in the rebate on cartage charges for the delivery or collection of containers after normal business hours and an increase up to 25% where customers received and packed or unpacked containers during such hours;
- Surcharges on goods conveyed in mechanically refrigerated trucks and on express goods traffic, would be reduced from 25%, 33,5% and 50% to 15%, 20% and 25%, respectively;
- The rate for conveyance of small animals in the new double-deck trucks would be reduced by about 33%;
- A substantial reduction in the charge for the transshipment of international containers would be made;

"Although in the short term these measures may result in decreased revenue, this should be compensated for in the long term."

"In the interests of the country I am prepared to accept this temporary disadvantage to the railways."

"To sum up, the department was faced during the past year, and is still faced with substantial increases in the costs of energy, labour and material."

"In addition it has to shoulder the heavy burden of providing unremunerative socio-economic services and has to contend with a constant erosion of its share of the transport market."

"Notwithstanding this, the department must ensure that revenue will be sufficient to work its working commitments. These factors would normally have made an early increase in rates inevitable."

"It is clear to me, however, that any increase in tariffs at this stage will have such a harmful effect on the revival of the economy that such action must be postponed for as long as possible," Mr Muller said.

— Sapa



MR LOUWRENS MULLER
... more for staff and pensioners

Fuel price perk for SAR

THE ASSEMBLY. — It was confidently expected recent increases in fuel prices would result in additional traffic for the Railways, the Minister of Transport, Mr S L Muller, said yesterday.

Introducing the Railway Budget in the Assembly, Mr Muller said this should tend to neutralise the expected additional expenditure by the Railways to some extent.

Outlining prospects for the financial year, Mr Muller said that in line with an expected acceleration in economic ac-

Wage gap narrows
RDM. s/b/m

THE ASSEMBLY. — Black, coloured and Indian railway staff are to receive a salary increase higher than their white colleagues as from April this year.

Introducing the Railways Budget, the Minister of Transport, Mr Louwrens Muller, said the narrowing of the wage gap were to compensate railway personnel to some extent for the rise in the cost of living.

"In the case of whites the increase will be 10%, and with a view to the narrowing of the wage gap the increase would be 12,5% in the case of coloureds and Indians and 15% for blacks."

The amount paid to individual staff members was calculated as a percentage of their fixed remuneration, the highest percentage going to the lower income groups.

"In order to keep pace with developments in the field of human sciences, and because of the need to intensify the identification of potential, development of managerial skills and provide functional as well as higher level training, a manpower section with full managerial status was created on January 1 this year," Mr Muller said. — Sapa.

ICE.



The car illustrated is the Chevaire GL

ehans.

The New Chevrolet

CHEVAIRE.

Puts you in the sporting class.



vere cost pressures by cutting labour costs, using materials more effectively and reducing losses on uneconomic services, the Minister of Transport, Mr Louwrens Muller, said in parliament yesterday.

Introducing the Railways Budget, Mr Muller said increases in the prices of steel, coal, electricity and fuel had exerted strong upward pressure on railways expenditure in the past year.

The recent improvement in South Africa's economic climate however had a favourable effect on the Railways' earnings, particularly in respect of harbour and air traffic, and to a lesser degree on low-rated goods conveyed by rail

High-rated rail traffic had reflected a decrease on the volumes of the previous year, partly because of the effects of the Road Transportation Act of 1977

Higher consumer spending, together with a relatively low level of inventories and a measure of import replacement should accelerate domestic economic activity in 1979, Mr Muller said as he reviewed economic prospects for the country — and for the SAR

"Better utilisation of production capacity can also bring about a lowering of unit costs, with a resultant slackening of cost pressures

"Although the expected increase in demand should result in an increase in imports during the coming financial year, the current account of the balance of payments should remain positive, mainly as a result of sustained high export volumes, as well as the hardening of the price of gold and other commodities

"The expected economic recovery should also bring about an improvement in the capital account and it is, therefore, not expected that the balance of payments will be a retarding factor in economic growth during 1979/80," Mr Muller said

"Although the rate of inflation is still at a relatively high level, it is expected that it will, after the absorption of the General Sales Tax, and the expected fall in unit costs, adjust gradually downwards

"Taking all these factors into account the consensus is that the growth rate will be reasonably strong, particularly in the mining, commercial and industrial sectors

"Notwithstanding an expected decline in the contribution of the agricultural sector, it can be expected that an economic growth rate of approximately 3,5% will be achieved during 1979/80," Mr Muller said. — Sapa

Today

TODAY'S BUSINESS: Third Reading, Part Appropriation Bill (Minister of Finance, Senator Owen Horwood); Second Reading, Attorneys Bill (consolidation). — Sapa.

such should be audited by the Auditor-General.

The Auditor-General was the person who was best able to see that the letter of the law, which the Senate was being asked to pass, was adhered to. "This is not a point that arises because of the Department Of Information business. It has always been a principle of this house that public funds are to be audited by the Auditor-General."

Senator Webber said that in the light of the assurances given by Mr Heunis he was prepared to withdraw his amendment — Sapa

'Housing facelift needed'

Political Staff

CAPE TOWN — The Government should concentrate on "facelifting" run-down residential areas and possibly launch a self-help the National Reform Party's party's planning spokesman, Mr Nigel Wood (NRP Berea), said yesterday.

He was reacting to the latest figures on group area removals which showed that they had increased by 10% last year compared to 1977, bringing the total removals of whites, coloureds and Indians to 123 000 in five years.

"While more new houses remain the priority, I believe attention should be given to facelifting areas that might otherwise degenerate into slums," said Mr Wood.

"Has not the time come for the State to assist a self-help programme aimed at improving run down residential areas?"

"In 1975, 6 300 families representing 33 000 people were removed. By 1977 the figure had dropped to 16 000.

"However, the trend has now reversed and 1978 showed an increase of 10% over 1977," he said.

"I sincerely hope that future removals will be kept to an absolute minimum until the housing backlog has been overcome."

Just what we asked for — NRP

CAPE TOWN — The New Republic Party yesterday welcomed the Railways Budget introduced by the Minister of Transport, Mr Louwrens Muller, describing it as a "complete reversal in railway policy".

The NRP's chief spokesman on Transport, Mr George Bartlett, of Amanzimtoti, said the SAR was now seeking further subsidies from the consolidated revenue fund for socio-economic passengers.

It was also actively seeking to market its services to the public in the hope that the increased traffic would off-set rising operating costs as a means of avoiding tariff increases.

These were things the NRP had called for in a number of Railway Budget debates in recent years, Mr Bartlett said.

"The Minister is gambling that this policy, along with the R115-million credit balance in the rates equalisation fund, will be sufficient to see the year out without any tariff increases.

"We hope his gamble pays off and that he will not have to announce tariff increases later this year."

Although the effective increase of 8% to be paid railway pensioners was most welcome, Mr Bartlett said it barely kept pace with the rising cost of living.

"We are most upset that the Minister has neglected the plight of the pre-1973 pensioners whose pension gap with the post-1973 pensioners has now been increased still further," he said — Sapa

We like it, say industry, commerce

By GERALD REILLY
Pretoria Bureau

LEADERS IN commerce and industry, as well as labour leaders, yesterday welcomed the Minister of Transport, Mr Louwrens Muller's announcement that railway tariffs would not be raised.

But they said the financial vulnerability of the Railways was highlighted by the fact that the Minister had budgeted for a deficit of R201-million.

The president of the Association of Chambers of Commerce (Assocom), Mr R J Woods, said in the light of other cost increases — such as fuel — it was as well that the Minister had avoided raising tariffs at this stage.

Organised commerce agreed that the expected upturn in the economy ought to strengthen SAR revenues this year.

This emphasised the need for a strong stimulatory budget on March 28 to further raise the economic growth rate.

Assocom also welcomed the appointment of a commission to review the uneconomic services provided by the Railways.

The urgency of the commission's work was revealed in the fact that the Railways had been compelled to budget for a deficit of R201-million, which was a vulnerable financial position, Mr Wood said.

The chief economist of Barclays Bank, Dr Johan Cloete, said the fear of unbridled inflation must have been a major reason for the decision to absorb the substantial increase in railway running costs.

"Inflation could really have taken off if, on top of the higher fuel prices and other recent basic cost increases, railway tariffs had been raised," he said.

However, he said, the question now being asked was how long the Railways could hold out before being compelled to recover some of the spiralling costs with higher rates.

The president of the Trade Union Council of South Africa (Tucsa) Mr Ronnie Webb, praised the Minister for a "stout effort".

"The fact that rates are to remain at current levels will be an important stabilising factor



MR RONNI

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The president of Chamber of Leo Borman, said industry was relieved by the Minister's tariff announcement.

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Sound management from the increase in while the encourage the greater users and the appointment committee to review socio-economic dered by the R welcomed, Mr B

Even the Railways were pleased by the Minister's Budget.

The President of Staff Association, Zurich, said he welcomed the spend more money

Auditor-General queries SA

Political Staff

CAPE TOWN. — The Auditor-General, Mr W G Schickerling, has made a number of critical comments about the finances of the South African Railways.

In his annual report for the 1977-8 financial year, Mr Schickerling has queried the

non-payment of interest on R157-million, a R6 800 000 "overcharge" to the working account of South African Airways and seven amendments to contracts where there was no legal liability to do so.

He also reported that in three cases where SAR proper-

ty was leased to private individuals the rents had increased by over 2 000% after they had been queried in previous reports.

In one case the rent had increased from R3 321 a year to R85 635 a year. In another it had rocketed from R480 a year

to R11 904 a year a it had increased from year to R41 500 a year.

Mr Schickerling spite of correspondence the General Manager Railways, Dr Kobus was "my consideration that the advance

We like it, say industry, commerce



MR RONNIE WEBB "a stout effort", says Tucsa

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The president of the Trade Union Council of South Africa (Tucsa) Mr Ronnie Webb, praised the Minister for a "stout effort"

"The fact that rates are to remain at current levels will be an important stabilising factor

in the economy. Hopefully, the signs of economic revival apparent during the past few months will now become more pronounced."

The president of the Federated Chamber of Industries, Mr Leo Borman, said organised industry was relieved at the Minister's tariff announcement

The economic growth rate should benefit by the decision to hold rates at current levels for the immediate future. The move would also help curb the inflation rate, he said

Sound management was obvious from the cost savings and the increase in productivity, while the encouragement given for the greater use of containers and the appointment of a committee to investigate the socio-economic services rendered by the Railways were welcomed, Mr Borman said

Even the Railway trade unions were pleased with the Minister's Budget.

The President of the Artisan Staff Association, Mr Jimmy Zurich, said he particularly welcomed the intention to spend more money on staff

amenities and working conditions

It was also "great" that R459-million was to be spent on work on existing lines, bridges, additional tracks and buildings.

"This is all work for my association and as such I welcome it," Mr Zurich said.

The Railways had set an example in absorbing cost increases and losses which should be followed by all other sectors, Dr M D Marais, economist and chairman of the Union Steel Corporation said.

The unaltered rates had come as a great and welcome surprise

The expectation had been an across the board increase of 10%

It was to be welcomed too that the socio-economic services of the Railways were to be looked at by experts.

"Increased rates at this crucial stage in the economic recovery process could have had extremely serious effects," Dr Marais said.

General queries SAR finances

non-payment of interest on R157-million, a R6 800 000 "overcharge" to the working account of South African Airways and seven amendments to contracts where there was no legal liability to do so.

He also reported that in three cases where SAR proper-

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In one case the rent had increased from R3 321 a year to R85 635 a year. In another it had rocketed from R480 a year

to R11 904 a year and in a third it had increased from R1 794 a year to R41 500 a year

Mr Schickerling said that in spite of correspondence with the General Manager of the Railways, Dr Kobus Loubser, it was "my considered opinion that the advance of R157-mil-

lion was an overdraft on which interest was payable"

He therefore believed that the internal interest transaction of R7 806 878 should not have been reversed, and "that, in consequence, unauthorised expenditure of R1 557 173 was incurred"

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Muller surveys economy

THE ASSEMBLY. — The South African Railways had largely

THE SENATE. — If any serious irregularities in the State Oil Funds were found by the auditors of the private company created to handle the funds, he personally would report this to the Senate, the Minister of Economic Affairs, Mr Chris Heunis told the Senate yesterday.

Speaking in committee on the State Oil Fund Amendment Bill, Mr Heunis said he would also report to the Senate if it were found that funds generated by the Oil Products Levy were used for any purpose other than for which they were intended.

Heunis gives Senate assurance on oil cash

Mr Heunis said the levies, after collection, were public money and as such were subject to audit by the Auditor-General, but once the funds had been transferred to the private company which had been created for the purpose of utilising them, the money was no longer

public money and was no longer subject to audit by the Auditor-General.

It would however be audited in terms of the Companies Act by private auditors

Mr Heunis said he could not reveal the shareholdings of the

company in public, but would give Senators this information if they saw him in private

Senator Warwick Webber (NRP) had proposed that, although the funds were handed over to a private company, they were public funds and as

such should be audited by the Auditor-General.

The Auditor-General person who was being asked to see that the letter of which the Senate was asked to pass, was a "This is not a fair comment because of the information of this house that public funds are to be audited by the Auditor-General."

Senator Webber said in the light of the assurance given by Mr Heunis he had decided to withdraw his motion. — Sapa

QUESTIONS & ANSWERS

THE ASSEMBLY — There was no recommendation that the petrol price be made uniform throughout South Africa, the Minister of Economic Affairs, Mr Chris Heunis, said yesterday.

He was asked by Mr Derek de Villiers (PFP Constantia) whether there had been an investigation into the introduction of a uniform petrol price

The Board of Trade and Industries had investigated the matter, Mr Heunis said, and recommended no action other than a review by the appropriate authorities of railway oil pipe tariffs.

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THE MINISTER of Economic Affairs, said yesterday it was virtually certain the semi-processed iron ore plant at Saldanha would not be proceeded with. Mr Chris Heunis was replying to a question by Mr Tsonson (SAP Walmer), who asked what the latest estimate of the investment required to establish the plant was and whether it would go ahead. The Minister said the depressed world steel market over the past years and the fact that Iscor's potential partners for the project were only operating at about 70% capacity made it virtually certain the project would not be proceeded with. — Sapa

Suzman to challenge Divorce Bill wording

By HELEN ZILLE
Political Correspondent

THE ASSEMBLY — A crucial change of wording in the new Divorce Bill will come under Opposition attack when it is debated in Parliament, Mrs Helen Suzman (PFP Houghton) said yesterday

In terms of the Bill, a judge may exercise his discretion in granting a divorce where there is irretrievable breakdown of a marriage.

This is a crucial change from the original wording recommended by the Law Commission last year, which made it mandatory for a judge to grant a divorce in such cases

The word change merely replaced a "shall" with a "may", but this changed the meaning of the law, Mrs Suzman said

Yesterday Mr J T Kruger, the Minister of

Justice, could not be contacted for comment.

However the Government's Under-Secretary for Legislation, Mr C M van Niekerk, said there had been no change as far as he could see

Mrs Suzman said there was a vast difference in law between the words 'may' and 'shall'. Only the one word allowed the judge to exercise his discretion. The most crucial word change appears in Section Four of the Bill, which now reads "A court may grant a decree of divorce on the ground of the irretrievable breakdown of a marriage if it is satisfied that the marriage relationship between the parties . . . has reached such a state of disintegration that there is no reasonable prospect of the restoration of a normal marriage relationship between them."

The original paragraph had read: "A court shall grant . . ."

'Housing' facelift needed

Political Staff

CAPE TOWN — The Government should concentrate on "facelifting" run-down residential areas and possibly help the National Party's party's spokesman, Mr Nigel NRP Berea), said yesterday

He was reacting to the figures on group area removals which showed that the number of removals had increased by 10% in 1977, compared to 1976, bringing the total removals of white and Indians to 15 000 in five years.

"While more new housing is the main priority, I believe attention should be given to lifting areas that might otherwise degenerate into slums," said Mr Wood

"Has not the time come when the State should assist a programme aimed at improving run down residential areas?"

"In 1975, 6 300 families presenting 33 000 people were removed. By 1977 the number had dropped to 16 000.

"However, the trend has reversed and 1978 shows an increase of 10% over 1977," said

"I sincerely hope that the removals will be kept at an absolute minimum until the housing backlog has been cleared."

Info evidence — police investigating

THE ASSEMBLY — The police were still investigating possible prosecutions with regard to the evidence Mr Lood Reynders gave to the Erasmus Commission, the Minister of Police and Justice, Mr J T Kruger, said in Parliament yesterday

In reply to a question by Mrs Helen Suzman (PFP Houghton), he said the Attorney-General was not considering prosecutions as a result of Mr Reynders's evidence, but a police investigation was in

progress -

At the same time Mr Kruger also answered a question put by Mrs Suzman regarding a police colonel's recent statement on his transfer from the Johannesburg vice squad to Soweto

"Was the statement investigated?" she asked.

"Yes," said Mr Kruger. "It is untrue that the colonel in question was transferred on account of the so-called influence of one Raffic Attieh or any other person" — Sapa



MR REYNDERS

... sequel to evidence

CHEVAIR.

THE SENATE. — If any serious irregularities in the State Oil Funds were found by the auditors of the private company created to handle the funds, he personally would report this to the Senate, the Minister of Economic Affairs, Mr Chris Heunis told the Senate yesterday.

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'Housing facelift needed'

Political Staff

CAPE TOWN — The Government should concentrate on "facelifting" run-down residential areas and possibly launch a self-help programme for the National Party's party's planning spokesman, Mr Nigel W. NRP Barea), said yesterday

He was reacting to the figures on group area removals which showed that they increased by 10% last year compared to 1977, bringing total removals of whites and Indians to 123,500 in five years.

"While more new houses are built, the priority, I believe, should be given to facelifting areas that might otherwise degenerate into slums," said Mr Wood.

"Has not the time come for the State to assist a self-help programme aimed at improving run down residential areas?"

"In 1975, 6,300 families were presenting 33,000 people were removed. By 1977 the figure had dropped to 16,000.

"However, the trend has now reversed and 1978 showed an increase of 10% over 1977," said

"I sincerely hope that future removals will be kept to an absolute minimum until the housing backlog has been overcome."

Info evidence — police investigating

THE ASSEMBLY — The police were still investigating possible prosecutions with regard to the evidence Mr Lood Reynders gave to the Erasmus Commission, the Minister of Police and Justice, Mr J T Kruger, said in Parliament yesterday.

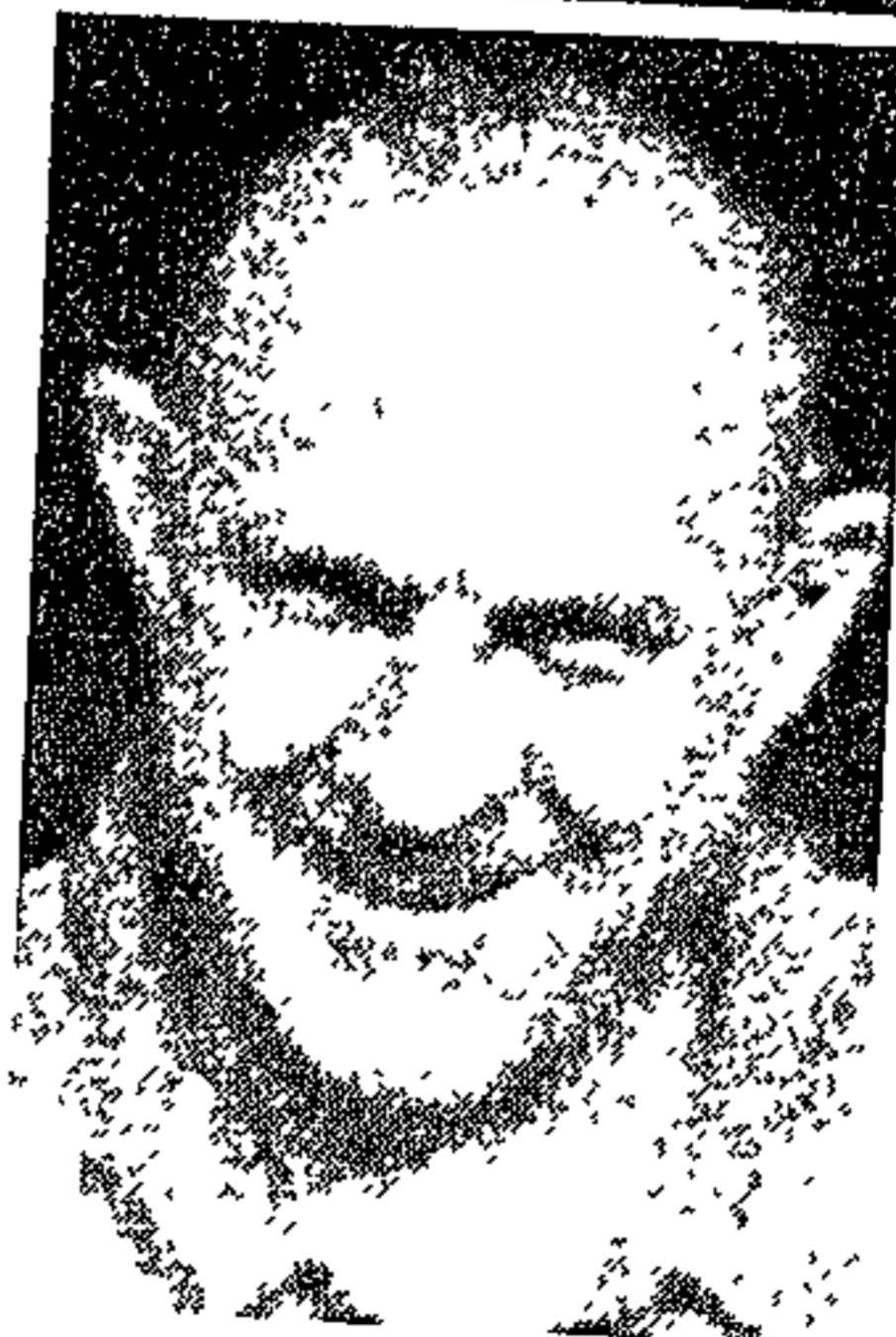
In reply to a question by Mrs Helen Suzman (PFP Houghton), he said the Attorney-General was not considering prosecutions as a result of Mr Reynders's evidence, but a police investigation was in

progress.

At the same time Mr Kruger also answered a question put by Mrs Suzman regarding a police colonel's recent statement on his transfer from the Johannesburg vice squad to Soweto.

"Was the statement investigated?" she asked.

"Yes," said Mr Kruger, "It is untrue that the colonel in question was transferred on account of the so-called influence of one Raffie Attieh or any other person" — Sapa



MR REYNDERS
... sequel to evidence

MINISTER of Economic Affairs, said yesterday it was really certain the semi-iron ore plant at Saldanha will not be proceeded with. Chris Heunis was replying to a question by Mr T. Walmer (SAP Walmer), who asked what the latest estimates of the investment required to establish the plant and whether it would go

Minister said the depressed world steel market last year and the fact that the project's potential partners were only operating at about 70% capacity made it really certain the project would not be proceeded with. —

CHEVAIR.

Transvaal Horse to take the salute

Staff Reporter

THE TRANSVAAL Horse Artillery will take the salute from the Mayor of Johannesburg at a mounted parade next Saturday in celebration of its 75th anniversary.

Formed in 1904, and known initially as the Lys Volunteer Corps, the THA was the first volunteer unit to be mobilised in the First World War.

The regiment saw action in South West Africa and in 1915 accompanied General Coen Brits' mobile column which outflanked the German fort at Namutoni in a remarkable desert march. The battery covered 600 kms in 21 days—the last 350 km at 35 km a day.

In the Second World War the THA was involved in engagements up through Africa, the desert, and finally Italy.

The most memorable action was at Sidi Rezegh in the Libyan Desert, where the THA was overrun by a German Panzer force.

The regiment suffered heavy losses but performed heroic feats and still managed to save five of its 24 guns, recovering a further seven later.

Prior to the parade a display, specially constructed to cover the 75 years of the regiment, will be officially opened on March 15 at the Military History Museum in Johannesburg. The display will be open to the public during museum hours for three months.

The Chief of the Army will propose a toast to the regiment at a formal dinner to be held at the Inanda Country Club on March 16.

The celebrations will end with a church service at St Mary's Cathedral on March 18 at 11.30 am.

Man dies after blaze

CAPE TOWN. — One of the employees seriously injured this week in an explosion at the Somchem Armscor plant near Somerset West died yesterday in hospital.

He was Mr Johannes Appolis, 20 of Macassar.

Five other men are in a serious condition according to a spokesman at the Tygerberg Hospital.

They were seriously burnt when nitrocellulose caught fire.

— Sapa.



Just right for colder nights. Designer Robin Ledger of the Ravensbourne College of Art has come up with this piebald waist-length fur coat, just one of several designs English fashion students presented in London this week.

'Marvin refused plea of mistress'

LOS ANGELES. — Lee Marvin's lawyer testified yesterday that Miss Michelle Triola Marvin wanted her lover Lee to give her some of his property or a "lump sum" of money in 1968, but the actor refused.

The lawyer, Mr Louis Goldman, recalled as a witness for Marvin, said the incident occurred two years before the love affair between the actor and the showgirl ended.

He said Miss Marvin — who adopted Lee's name — called to ask him to intercede in the matter and he asked her to dinner to talk about it.

"Later in the evening, she took me aside and said: 'Lou, I'd like you to do me a favour. Would you contact Lee and see if he could put some property in my name — maybe the house or something else, perhaps a lump sum amount?'"

"She said: 'I have to watch out for myself. I don't know if this relationship will last forever. Who knows what the future may hold?'" Mr Goldman said in evidence.

She told him she had "talked to Lee about the house" and he had said "absolutely not, that he would not transfer any interest in the house to her".

Mr Goldman's testimony was offered to show Marvin never intended to share his possessions with the woman who lived with him for six years.

Miss Marvin, 46, is suing the 55-year-old actor for about R1 500 000 — an estimated half of his assets at the time they lived together. — Sapa-AP.

Man to get six strokes

Staff Reporter

AN unemployed young man who pleaded guilty to attempting to steal a hubcap was yesterday sentenced to six strokes with a light cane in the Johannesburg Magistrate's Court.

Joseph Baloyi, 20, of Zone 5, Soweto, was caught trying to steal a hubcap from a car parked in John Street, Selby, on January 30.

The owner of the car, Mr Dennis Stephens, said that one hubcap, worth about R20, had been removed from his car and was lying on the pavement next to Baloyi.

Mr M P Prinsloo was on the bench. Mr H Viljoen appeared for the State. Baloyi conducted his own defence.

For offer — one job lot of 30 used cops for SWA duty

THE HAGUE. — Holland, a notorious throw-away society in spite of its reputation for parsimony, is about to go into the export trade with a useful natural resource — used policemen.

If Prime Minister Dries van Agt succeeds in getting Parliamentary approval, he plans to dispatch a unit of 30 pensioned policemen to the United Nations force that will supervise elections in South West Africa.

The UN asked Holland and Belgium to supply police units because the Dutch and Flemish languages are relatively close to Afrikaans or, as it is known here, Oud-Nederlands.

However, the Prime Minister

feels his country cannot afford to send working policemen abroad while there is a marked shortfall in the numbers needed to keep peace at home.

Instead, he proposes to send men between the ages of 45 to 50 who have retired early and who would like the opportunity to work in southern Africa.

They would support the local police force as instructors and would not carry out domestic police duties themselves. And they have been promised. "No point duty."

No one will be sent against his will either — the unit would be made up entirely of volunteers — a not surprising provi-

sion since the Dutch Cabinet is still smarting from a public outrage at a decision to include national servicemen in the peace-keeping unit sent to join the UN forces in Lebanon.

That decision was taken without consulting Parliament and 150 national servicemen who objected even tried to get a court injunction to prevent forced transfer to Lebanon.

The SWA force proposal will not be accepted until the permanent parliamentary commissions for internal affairs, foreign affairs and justice have given approval.

If the plan goes ahead the men will leave within two months.

Overhaul of black education planned

By VELELENI MASHUMI
Pretoria Bureau

THE Department of Education and Training is to launch a programme this year aimed at improving the quality of education in black primary schools and paving the way for compulsory black education.

An announcement in the latest issue of the department's journal, *Educamus*, says provision has been made for its full implementation at every primary school level by 1984.

The comprehensive programme will involve all pupils, teachers, inspectors and students and lecturers at the teacher-training institutions.

Mr G Engelbrecht, chief spokesman for the department, said yesterday the upgrading of primary education and provision for remedial education were the main aims.

"Pupils with scholastic problems and pupils who are mentally handicapped will benefit

from it because this is part and parcel of compulsory education. The programme is one of the preparatory stages for the introduction of compulsory education among blacks."

From Standard One, mentally-handicapped pupils would be taught from a simplified syllabus allowing them to develop according to individual potential, Mr Engelbrecht said.

The special abilities of each teacher will be put to use in the classroom, and all possible assistance will be given to teachers by way of in-service training courses, guidance notes and follow-up visits after training.

The new set-up will necessitate changes in the organisation and administration of schools.

The school principals would be responsible for introducing and controlling the initial training programme, and would have to ensure that justice was done to every child, Mr Engelbrecht said.

Plain dialling for northern suburbs

Staff Reporter

RESIDENTS in Johannesburg's northern suburbs should find their telephone troubles easing off now that the Department of Posts and Telecommunications has opened a new office in Rosebank.

The office, which was officially opened by the Regional Director of the Post Office, on the Witwatersrand, Mr H O Bester, is part of the department's decentralisation policy aimed at speeding up telephone services on the Witwatersrand.

The Rosebank office will deal with all applications, installations, complaints, accounts, transfers and maintenance. The manager is Mr Nick du Toit.

Before the introduction of the new office all telephonic matters concerning the northern suburbs were dealt with at the Smit Street Post Office in town.

The new office is in Unidev House on the corner of Jan Smuts Avenue and Seventh Avenue and is open Monday to Friday from 7.30 am to 4 pm and on Saturday from 8 am to noon. The telephone number is 47-1281.

The following telephone subscribers with the commencing digits will fall under the Rosebank office: 40, 41, 42, 43, 45, 46, 47, 48, 640, 643, 648, 659, 678, 709, 702, 705, 706, 708, 728, 783, 784, 786, 788, 789, 793, 802, 803, 805, 806.

'Mystery' passenger claims his snakes

Own Correspondent

LONDON. — The "mystery" passenger from Johannesburg who brought 14 deadly snakes and a tortoise to London aboard a British Airways plane last Friday has collected them.

All that is known about the snakeman is his name, Mr Whithney. British Airways security officials have refused to reveal his first name, his address or his nationality.

But they said a top level inquiry into the manner in which the snakes were transported is in progress. They arrived from Johannesburg in a flimsy cardboard box.

The City of London enforcement office is also considering taking action. A spokesman said yesterday their solicitors were compiling facts to put before the City of London Port Health Committee.

It is believed that Mr Whithney has sold the reptiles as he does not hold a dangerous wild animals licence.

The drama started at the airport when the snakes were discovered by an airport worker in the hold of a jumbo jet from Johannesburg. They were inessian bags and cardboard boxes and had been carried on to the plane in an ordinary hold-all.

The cardboard boxes were dripping wet and moving. A worker alerted the RSPCA.

Miss Janice Keefe, an 18-year-old member of the RSPCA team, went aboard to collect the snakes. She took them to the snake tank at the RSPCA airport hostel where she found two of them dead.

"They were in sacks in the boxes which were falling to pieces. I emptied the first sack and two spitting cobras sprayed venom all over the sides of the tank.

"That was when I realised that the snakes were dangerous and became more careful. If the two puffadders had been in the first sack, I could have been bitten," Miss Keefe said.

Loose in the same hold-all was a large leopard tortoise about 25 cm by 30 cm.

Mr Neville Whittaker, manager of the airport hostel, said: "It was a very careless way of packing the snakes and one of the worst cases of negligence in animal transportation that I have ever come across."

Quads well

TOKYO. — A 23-year-old woman gave birth to four girls yesterday in a hospital west of Tokyo. Mother and daughters were doing well, doctors said.

al Science and
of Health
Professionals
Services

Rail budget welcomed in W Cape

Argus 8/3/79

269

Chairman
Micha
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Bruce

ake place in the
line, U.C.T.
(Planning) and

third world

of Medicine,

South Africa
programme for

THE decision by the Minister of Transport, Mr Lourens Muller, not to increase tariffs was particularly welcome in the Western Cape, where industrial development was severely affected by transport costs.

This was said today by the director of the Cape Town Chamber of Industries, Mr Jack Roos, commenting on yesterday's railway budget.

The Western Cape was 1500 km from the country's main consumer markets in the north and any increase in tariffs had a strong adverse influence on growth which is delicately poised in relation to any cost increases, he added.

CONCESSIONS

Also of vital importance to Cape Town was the Minister's decision to make harbour tariff concessions. They could lead to a substantial boost for the ship repair industry.

It is acknowledged that Cape Town's ship repair prices are among the most competitive in the world, but the industry has been handicapped by high harbour tariffs, Mr Roos added.

The president of the Cape Town Chamber of

Commerce, Mr R M Friedlander, said it could be hoped that the railway budget would set the scene for the main Budget, which would be presented in a few weeks.

The railway budget was acceptable, especially in the light of fuel price increases.

TRANSPORTATION

It was obvious that there must be a greater use of public transport and he hoped that the airways surplus would enable SAA to peg its fares for as long as possible.

According to the director of the South African Agricultural Union, Mr Chris Cilliers, concessions to farmers announced in yesterday's railway budget will make transportation by rail financially more attractive.

Farmers make very little use of the railways at present, but in the face of the oil crises and the concessions which have been made, we will try to get the traffic back onto the railway line and off the roads, said Mr Cilliers.

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This s
N.B.

Chairman
Alan S
Maurice

Chairman
David B
J.P. du
M.D. Mc

Film

Welcome : Marius Barnard
Chairman, Samst
Structure of Conference : Francis Wilson
Director, Saltru
Introductory Thoughts : Bernard Pimstone

Monday Evening (8.00 - 10.00 p.m.)

PLENARY SESSIONS

THE ECONOMICS OF HEALTH CARE

ON

CONFERENCE

'Good news' budget on rail fares

Parliamentary Correspondent

CAPE TOWN — The Railways will not increase tariffs this year pending the outcome of a request for a Government subsidy on passenger services which run at a loss.

As a result the Minister of Transport, Mr. Louwrens Muller, yesterday presented a Railways budget providing for a deficit of R201,3 million for 1979-80.

Opposition spokesmen immediately welcomed the budget, the first for years which has not contained tariff increases.

The Progressive Federal Party described it as a 'good news budget' while the New Republic Party welcomed 'a complete reversal in Railway

policy'.

The Railways is trying to relate charges more closely to the cost of the services it provides. To do so in the case of passenger fares, would mean an increase most could not afford or would refuse to pay.

Mr. Muller also declined to increase other tariffs when the economy was at last reviving from the longest recession since World War II.

The Railways hopes instead to balance its books this year with a substantial subsidy to help offset the loss on passenger routes, which it terms as "socio-economic services". They regard this as subsidising passengers, not the Railways generally.

Mr. Muller told Parliament the loss on passenger services for the current financial year was R286 million and the estimated loss for 1979-80 was R350

million.

A commission under Professor D. G. Franzen of Stellenbosch University has been asked to report on the matter by the end of May. Mr. Muller said this would be one of the factors which would determine whether tariff increases would have to be announced later this year.

The railways is also to undertake a crash electrification programme as a result of the fuel crisis. It hopes to have 80 percent of all traffic hauled by electric units within four to five years.

While the latest oil price increase in January will cost the Railways about R70 million this financial year, the energy crisis is also expected to boost Railways traffic as the cost of other means of transport rises.

The PFP transport spokesman, Mr. Ruppei Lorimer, commended Mr. Muller for taking a long term view and showing restraint not evident in recent years. "One is almost tempted into believing that an election must be in the offing."

Mr. Lorimer said, however, that Mr. Muller was helping to fight inflation in spite of considerable cost increases the Railways had suffered. The decision was helped by improved operating results as past capital investment paid dividends. He welcomed moves to rationalise passenger traffic as long overdue.

The NRP transport spokesman, Mr. George Bartlett, said Mr. Muller was adopting policies his party had urged for years.

● See also Page 2.

NM 8/3/79 269

X NM 813179
Fewer
using ⁽²⁶⁹⁾
railway
services

CAPE TOWN — Except for a slight increase in third class journeys on suburban services, all other classes of rail travel continued the downward trend of previous years, the Minister of Transport, Mr. Louwrens Muller, said yesterday.

Introducing the Railways budget, Mr. Muller said the biggest drop was in respect of first-class main-line journeys.

"This means that the losses being sustained on these largely socio-economic services are increasing to such an extent as to become an undue burden on other railway users."

While these trends reflected the slow economic recovery during the year, it would appear also that the travelling public was still reluctant to change its accustomed travel patterns and, in spite of the oil crisis and the higher cost of fuel, still preferred to travel by private motor-car.

The minister said that during the current financial year a further 32 long-distance and 47 suburban trains were cancelled, while passenger accommodation on 15 mixed trains was also curtailed.

A start was made with the introduction of 14-coach suburban train sets on the Reet and this had reduced overcrowding. — (Sapa.)

overdraft . . . on which interest was payable."

He therefore believed that the internal interest transaction of R7 806 878 should not have been reversed and "that, in consequence, unauthorised expenditure of R1 557 173 was incurred."

The Auditor-General said Dr. Loubser did not agree with his views about the SAA working account, but he was of the opinion that it had been overcharged by an estimated amount of R6 763 230. He believed parliamentary approval was necessary for the transaction.

He also found on October 25 last year that there had been seven cases where contracts had been amended, although, "according to my opinion, there was no legal liability to amend the contracts." These were referred to the general manager for his comment.

X
Annual
report
knocks
SAR

from R480 a year to R11 904 a year and in a third it had increased from R1 794 a year to R41 500 a year

The increased rents had brought an additional R272 722 a year to the Railways administration.

Mr. Schickerling said that in spite of correspondence with the general manager of the Railways administration, Dr. Kobus Loubser, it was "my considered opinion that the advance of R157 million by the Public Department commissioners was an



Boost for ship repair industry

HOUSE OF ASSEMBLY

Other points to emerge from the Railways budget

• A reduction in the berth occupancy charge from 0,4c a metric ton a day to 0,2c for ship repairs on ships over 100 000 tons was expected to stimulate the ship repair industry

• Coal exports through Richards Bay since its inauguration in April, 1976, totalled 29 million tons and iron ore exports through Saldanha Bay since April 1977, totalled 21 million tons. The combined value of foreign exchange earned through those harbours totalled over R800 million.

• The annuities payable

to all Railways pensioners are to be increased from April 1

Mr Muller said the 10 per cent rise would be reduced by the normal annual two per cent enhancement

• From April to December last year the total quantity of crude oil and refined petroleum products conveyed by pipeline increased by 11 per cent compared with the same 1977 period

Work on the additional pipeline from Durban to the Witwatersrand, including the Witbank extension, was expected to be completed this month

- SAPA

SAA flying high

HOUSE OF ASSEMBLY

The recovery in the finances of SAA was maintained throughout the first nine months of the current financial year to the extent the anticipated surplus of R1.1 million was increased to R31.9 million.

In order to increase SAA's market share further and to meet demands, it had been decided to introduce an additional weekly flight to Europe and one to New York from April 1.

It had also been decided to increase the weekly frequency to London to nine from November.

The capacity of the existing fleet would have to be increased to meet these requirements and consequently two additional Boeing 747B aircraft had been ordered for delivery in October 1980 and January 1981.

The results of domestic services had been unsatisfactory, but there had been encouraging signs of a revival since June, 1978.

-- SAPA

No rail tariff rise pending subsidy request

(269)
8/3/79
AD

THE ASSEMBLY — The Railways will not increase tariffs this year pending the outcome of a request for a government subsidy on uneconomic passenger services.

As a result the Minister of Transport, Mr Louwrens Muller, yesterday presented a budget providing for a deficit of R201,3 million for 1979-80.

Opposition spokesman immediately welcomed the budget, the first for years not containing tariff increases.

The Progressive Federal Party described it as a "good news budget" while the New Republic Party welcomed a "complete reversal in railway policy".

The Railways is trying to relate charges to the cost of services it provides. In the case of passenger fares this would mean an increase most could not afford or would refuse to pay.

Mr Muller also declined to increase other tariffs when the economy was at last reviving from the longest recession since World War II.

The Railways hope instead to balance its books this year with a substantial subsidy to help offset the loss on passenger routes, termed as "socio-economic services". They regard this as subsidising passengers, not the Railways generally.

Mr Muller told Parliament the loss on passenger services for the current financial year was R286 million and the estimated loss for 1979-80 was R350 million.

A commission under Professor D. G. Franzsen, of Stellenbosch University, has been asked to report on the matter by the end of May. Mr Muller said this would be one of the factors determining whether tariff increases would be announced later this year.

The Railways is also undertaking a crash electrification programme because of the fuel crisis. It hopes to have 80 per cent of all traffic hauled by electric traction within four or five years.

While the latest oil price increase in January will cost the Railways about R70 million this financial year, the energy crisis is also expected to boost Railways traffic as

the cost of other transport rises.

The PFP transport spokesman, Mr Rupert Lorimer, commended Mr Muller for taking a long-term view and showing restraint not evident in recent years.

"One is almost tempted into believing that an election must be in the offing."

The NRP transport spokesman, Mr George Bartlett, said Mr Muller was adopting policies his party had urged for years.

"We hope his gamble pays off and that he will not have to announce tariff increases later this year." — PS.

Railway Budget
pages 2, 3

Train ^(2/6) ^{REV} travel drops

HOUSE OF ASSEMBLY
Fewer people travelling by rail indicated the travelling public was still reluctant to change its accustomed travel patterns and, in spite of the oil crisis and the higher cost of fuel, still preferred to travel by private car, Mr Muller said.

Because of the drop in the number of passengers during the past year, a further 32 long-distance and 47 suburban trains were cancelled, while passenger accommodation on 15 mixed trains had been curtailed.

On the other hand, 14 coach suburban trains had been introduced on the Reef to relieve overcrowding.

Mr Muller said that from April to December last year the total tonnage of revenue earning goods traffic increased by 2.1 per cent to 114.9 million tons compared with the same period in 1977 - SAPA

269
Fuel hike
expected
to boost
rail usage

HOUSE OF ASSEMBLY —
It was confidently expected the recent increases in fuel prices would result in additional traffic for the Railways, Mr Muller said.

That should tend to neutralise the expected additional expenditure by the Railways to some extent.

Outlining the prospects for the coming financial year, Mr Muller said the expected acceleration in economic activities during 1979/80 and the resultant improved work opportunities should see commuter traffic increase by about four per cent.

In contrast with the decrease experienced during the past year, the more stringent fuel conservation methods should have a favourable effect on main line passenger traffic during the coming year.

An increase of 7,6 per cent in goods traffic was budgeted for and high-rated traffic should increase by about 4,2 per cent.

Low-rated traffic was expected to increase by 8,1 per cent, despite an expected smaller grain harvest and a consequent decline in export maize.

Indications were both Richards Bay and Durban would again be used to capacity in exporting coal.

"The volume of coal exports, including a small quantity through Maputo, should advance from 14,8 million tons during 1978/79 to more than 22 million tons in 1979/80, an increase of 51 per cent."

Manganese, chrome and iron ore shipments for local consumption were expected to show a substantial increase, while iron ore exports should grow by 9,6 per cent.

It was anticipated that overall import volumes would increase by eight per cent during the coming financial year and exports by six per cent.

The positive trend in the external passenger services of SAA during recent months should be maintained and freight and external passenger services were expected to show a satisfactory growth rate.

Conveying petroleum products would decline as a result of fuel conservation measures and that would have a detrimental

effect on pipeline earnings.

Revenue from all sources was expected to amount to approximately R3 373,7 million. Expenditure, including R178,2 million in respect of net revenue appropriations, was expected to total some R3 575 million.

This figure represented an increase of R454 million (14,5 per cent) on the revised estimates for 1978/79. This increase could be attributed mainly to increased labour costs and a continued escalation in prices, notably of petroleum products, coal, electricity and steel.

The increased labour costs would arise largely from the salary and wage increases totalling some R125 million being granted with effect from April 1.

With expenditure at R3 575 million and revenue at only R3 373,7 million, a shortfall of R201,3 million was anticipated.

That shortfall did not include the additional cost of 6c a litre for fuel from February 23.

The additional expenditure there would amount to about R70 million.

Although the rates equalisation fund would have a credit balance of about R115 million after the estimated surplus of R53,2 million on the current year's workings had been transferred to the fund, the balance represented only 3,2 per cent of the present level of annual expenditure.

Referring to energy utilisation, Mr Muller said the Railways were the most efficient form of land transport, an advantage stemming mainly from the low rolling resistance of a steel wheel on a steel rail.

Statistics showed that on average road transport consumed nine times as much diesel fuel as rail transport to convey the same tonnage.

The Railways, however, used steam and electric trains as well and only 35 per cent of rail traffic was moved by diesel.

The movement of goods by rail would thus be of great strategic value if the country was forced to curtail its present fuel consumption. — SAPA.

DEPARTEMENT VAN VERVOER

No. 432

9 Maart 1979

**WET OP VERVOERDIENSTE VIR SWARTES,
1957 (WET 53 VAN 1957), SOOS GEWYSIG**

Kragtens artikel 2 (1) van die Wet op Vervoerdienste vir Swartes, 1957 (Wet 53 van 1957), verklaar ek, Stefanus Louwrens Muller, Minister van Vervoer, na oorlegpleging met die Nasionale Vervoerkommissie, die gebied onder die regsrag van die stedelike plaaslike bestuur van Zeerust met ingang van 1 April 1979 tot 'n gebied waarin die bepalinge van die Wet van toepassing is op volwasse Swartes in diens van 'n werkgower in die verklaarde gebied, en kragtens artikel 3 van daardie Wet stel ek, na oorlegpleging met die Nasionale Vervoerkommissie, die bedrag van R1 per maand vas as die tarief wat met ingang van 1 April 1979 ten opsigte van daardie verklaarde gebied aan die betrokke Administrasieraad betaalbaar is

S. L. MULLER, Minister van Vervoer.

7061--2

DEPARTMENT OF TRANSPORT

No. 432

9 March 1979

**BLACK TRANSPORT SERVICES ACT, 1957
(ACT 53 OF 1957), AS AMENDED**

In terms of section 2 (1) of the Black Transport Services Act, 1957, (Act 53 of 1957), I, Stefanus Louwrens Muller, Minister of Transport, after consultation with the National Transport Commission, declare the area under the jurisdiction of the urban local authority of Zeerust to be an area in which the provisions of the Act shall apply, with effect from 1 April 1979, in respect of adult Blacks in the employ of an employer in the declared area and, in terms of section 3 of that Act and after consultation with the National Transport Commission, fix the sum of R1 per month to be the rate of the contribution payable to the appropriate Administration Board in respect of the said declared area, with effect from 1 April 1979.

S. L. MULLER, Minister of Transport.

6331--2

RAILWAYS BUDGET

Over to you 269 *ru 23/79*

By holding rail tariffs for the time being, Transport Minister Louwrens Muller has played his best card first in government's commitment to reduce industrial offtake of liquid fuels.

But having lost R286m in 1978-79 on passenger services, and certain to lose R350m in 1979-80, Railways' ability to ride out the year without a hike will largely depend on the findings of a committee headed by Stellenbosch professor Daantjie Franzsen and PM economic adviser Simon Brand to investigate the "socio-economic" responsibilities of the SAR and the extent to which they coincide with the administration's objective of a more cost-orientated tariff structure. The committee has until the end of May to come up with an answer.

According to Railways GM Kobus Loubser, rail passenger fares would have to be increased 140% to bring charges in line with costs. This is clearly out of the question. Yet if SAR is to make a meaningful contribution to fuel conservation and the easing of urban traffic congestion, non-oil transport must be made attractive to commuters.

The Franzsen committee will have to identify the socio-economic component of passenger services, the quantification of that contribution and the mechanism for compensation. The alternative is a hike in rates.

Switch to rail

According to Loubser, SAR has 25% spare capacity in its rail and container services and is well placed to accommodate a switch from road to rail transport. He told the *FM* the extent to which rates may be raised and the duration of the tariff holiday will depend on the support of users and their response to inducements in Muller's budget.

Inducements will be backed up by two coercive measures: the Road Transportation Act will be amended soon to cover one-ton vehicles which, often with a two-ton goods trailer in tow, are being used extensively to circumvent the act's strict road permit system. In addition, local road transportation boards will issue fewer temporary exemption permits to haul goods outside free delivery areas.

Loubser explains the SAR's fuel efficiency as follows: "Every litre of fuel per ton/kilometre you give to the SAR transport system, you have to give private transport 26 litres to achieve the same results." A top priority, says Loubser, is to increase Railways' use of electricity from the present 58% of total energy

usage to 80%.

By eliminating many exemptions from the provisions of the Road Transportation Act, it is estimated that SAR will net an additional 1,4 Mt of goods traffic a year. The estimated liquid fuel saving would be 4,2% of current consumption by the transport sector.

Although Muller expects to end the 1979-80 year with a R200m deficit, the Rates Equalisation Fund will have been boosted to R115m at the end of the current financial year as a result of an unexpected surplus in 1978-79 of R53,2m (compared with an anticipated loss of R168 000 foreseen in the last budget). The shortfall represents 3,2% of the present level of annual expenditure. Muller is relying on increased support of the railway system to bridge the gap.

By way of the carrot he offers consumers the following:

- The existing rebate on cartage charges for the delivery and collection of containers after normal business hours will be increased to 15%, and to 25% where users receive, pack or unpack containers after hours;
- The surcharges on goods conveyed in mechanically refrigerated trucks and on

express goods traffic will be cut by almost half;

- A 33% cut in the rate for users shipping small livestock in the SAR's newly designed double-deck truck. If a new three-deck truck proves successful, the rate will be halved;

- A possible extension of the demurrage-free period allowed on trucks, particularly for users situated far from stations; and

- A reduction in charges for the transshipment of international containers.

Total Railways' revenue for 1979-80 is expected to be R3 373,7m. Expenditure is expected to be R3 575m — 14,5% up on the revised estimates for 1978-79. This includes a R125m provision for a 10% wage hike from April, and a fuel bill that will rise by R70m.



Louwrens Muller . . . if you can't walk, send it by rail

9/2/79

Railways budget welcomed in EL

28
269

EAST LONDON — The railways budget released on Wednesday has been hailed as a "good" budget for this area by organised commerce and industry here.

"It is to our advantage," said the chairman of the Border Chamber of Industries, Mr Max Phillips. "It is a healthy sign for the local economy."

But, he warned, local industrialists would probably continue to use road transport for as long as they could possibly afford to.

The time would come, he said, when they would be forced to use rail rather

than road transport, but despite the recent increase in petrol prices and the steady rail tariffs, he felt that time was not yet here.

"The railways administration are to be congratulated on the excellent way they have conducted their affairs," was the comment of the president of the East London Chamber of Commerce, Mr Jack Snell. — DDR.

R6m budgeted for Border

From BARRY STREEK

CAPE TOWN — The Railways are to spend R6,2 million on capital works in the Border area next year.

They have also made provision for new projects to be completed later. These include the replacement of the station at Qamata, a new station building for blacks at Queenstown, the remodeling of the yard at Umtata and new fuelling facilities for diesel locomotives at Umtata.

Details of the new works have been given in the Railways estimates of capital expenditure which have been tabled in Parliament.

The full construction programme includes:

A connecting line from the Amabele-Umtata line to Gasela (R186 200); increased carrying capacity from Burgersdorp-Springfontein (R282 000); lengthened loops at Middledrift-Bedford and Kwezana (R312 500); new goods layout at Cambridge (R100 000); Additional yard facilities at East London Harbour (R47 200); a connecting line between the east and west banks at East London Harbour (R35 000).

Additional loops at Sihota (R19 900); new works on open lines between Amabele and Umtata (R213 400); work on the Cookhouse-Blaney line (R343 300) and on the

Rossmead-Stormberg line (R186 800); an explosives magazine at Bowker's Park (R68 800); remote control signals at Fort Jackson (R196 300); new station buildings at Alice (R104 000); depot for works inspector at Cambridge (R741 000); signal depot at Cambridge (R48 800); barrier systems at Dawn (R59 400); office accommodation for railway police at King William's Town (R48 800); second stage of container traffic facilities at East London harbour (R410 000).

Depot for permanent way inspector at Stutterheim (R43 500); new workshops at East London (R1 005 400); new road transport depot at Queenstown (R107 000); diesel sub-depot at Queenstown (R200 000); carriage and wagon depot at Queenstown (R314 400); overhead route replacement on East London-Burgersdorp line (R74 000); improved power supply at East London harbour (R205 800); improved distribution system at Queenstown (R74 000); wagon repair shop at East London (R176 800); light wagon repair facilities at East London (R78 600); fuelling facilities for diesels at Indwe (R101 700); machinery for wagon depot at East London (R56 100).

RESEARCH ASSISTANT
ALIDE KOOY

Alide Koooy

Yours sincerely,

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We are involved in an investigation of changes in the manufacturing labour force in South Africa in the last 20 to 25 years.

Dear Sir,

19th June 1978

RESEARCH DIVISION,
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SOUTHERN AFRICA LABOUR AND DEVELOPMENT RESEARCH UNIT



By Kevin Murray, Transport Reporter

SAA flights increase as passenger lists grow

STAR 10/13/79 (269)

By Kevin Murray, Transport Reporter

A huge increase in the number of passengers on South African Airways flights has resulted in major changes to the airline's international and internal services.

A spokesman for SAA says there has been an overall growth of about five percent between April last year and the end of January.

It is likely this percentage will be even higher before the end of March following new internal services already introduced, that have stimulated air traffic.

About 156 000 more people have flown SAA in the 10 months since March last year.

Because of this growth SAA has introduced new services on both its international and internal operations, and has made several changes to its existing timetable.

From April 1, SAA will operate new jumbo services from Jan Smuts non-stop to Madrid — and then on to Brussels on Tuesdays and on to Vienna on Fridays.

The airline also announces a third service to New York, departing on Tuesdays, returning on Wednesdays, in a Boeing 747 SP.

ZURICH

A new service to Zurich is also announced, leaving Johannesburg on Tuesdays, returning on Wednesdays from Switzerland. This flight will also make stops at Windhoek and

AIRBUS

SAA's internal services will be boosted by an additional Airbus service between Johannesburg and Cape Town, and new services between Johannesburg and Windhoek, and Johannesburg and Port Elizabeth.

An additional service will also operate daily between Durban and Cape Town, and on certain days will be routed through Bloemfontein.

"This means that people flying from Bloemfontein to Cape Town no longer have to come to Johannesburg to catch the Cape flight," said the spokesman.

Non-stop flights to and from Europe and Britain remain a feature of SAA operations and the airline will continue to operate six flights a week non-stop northbound and 12 a week non-stop southbound.

[The following text is a dense, mostly illegible transcription of the article's content, appearing to be a photocopy of a document with significant bleed-through and noise. It contains fragments of the original text and other markings.]

Hansard 6 Col 2229 →

12/3/79

For full text of debate see Hansard,

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2229

MONDAY, 12 MARCH 1979

2230

MONDAY, 12 MARCH 1979

Prayer—14515

**RAILWAYS AND HARBOURS
APPROPRIATION BILL**

(Second Reading resumed)

Mr R. J. LORIMER. Mr Speaker, when the debate was adjourned last Wednesday, I had expressed the viewpoint that this was a "good news" budget, specifically because the hon. the Minister had not announced tariff increases. When I listened to the hon. the Minister's budget speech, I must say that I did so with a feeling of considerable relief. The fact that the hon. the Minister did not announce tariff increases certainly surprised me, especially when I looked at his track record. That caused me to react favourably. I am most grateful that the hon. the Minister appears to have realized that the inflationary effect of tariff increases would have been disastrous at a time when our highly sensitive economy is attempting to pull itself out of a recessionary period. I admit my surprise because it is most unusual for the hon. the Minister to restrain himself in this way. In the recent past he has not hesitated to slap on increases that were well in excess of the inflation rate. On 1 April 1976 we had an increase of 11.2%. Five months after that, on 1 September 1976, we had a further increase of 9.4%, and seven months after that, on 1 April 1977, tariffs went up by another 14.6%. Last year, rather than budgeting for a deficit of R241.6 million, we had a further lift of 8.6%. Summarized, this means that in three years we have had an increase on the 1976 figure of over 50%.

Mr. K. B. DURRANT. You said that last year:

Mr. R. J. LORIMER: In the past the inflationary spiral resulted in rates being lifted, contributing to further inflation. So we never seem to get anywhere.

Now, the mere fact that the hon. the Minister has taken his courage in his hands and not raised rates to cover escalating costs, is so unusual that I venture to suggest that if

the Railways were a horse and the hon. the Minister was its trainer, he would be up before the stewards to explain the unexpectedly improved performance of his charge. I must give the hon. the Minister his due by saying that I believe he has done the correct thing.

However, when one examines the background of his decision, I believe there is room for considerable disquiet, also in view of some of the things the hon. the Minister and members of the Railway Administration have said on television and elsewhere since the presentation of his Railway budget.

The budget shows an estimated shortfall of R201.3 million plus an additional amount of approximately R70 million for increased fuel costs, making a total deficit of approximately R270 million. Faced with an estimated shortfall of R241 million last year, the hon. the Minister immediately increased tariffs, saying (Hansard, 1978, col 2095)—

In order to balance revenue with expenditure, as I am by law compelled to do, additional revenue of approximately 8.6% will have to be found and I have no alternative but to effect increases in rates and fares with effect from 1 April 1978.

That is what the hon. the Minister said on 1 March 1978. Why is the hon. the Minister reacting differently this year when last year, faced with a smaller deficit, he claimed he was compelled by law to take action? Why does the law not compel him to do the same thing this year? In all fairness, I think that some of the reasons given by the hon. the Minister in his speech are valid. However, I think it is necessary that hon. members should scrutinize closely the trends which have made the hon. the Minister react so unexpectedly.

He has said that it is his intention to take certain positive measures during the course of this year, measures aimed at reducing the deficit as far as possible. Well, it would perhaps be somewhat ungenerous of me to ask him why he did not take these positive measures last year or the year before, because I think we can all agree that, as a result of certain factors, there is cause for greater optimism for working profitability. Massive capital investments to improve efficiency—containerization is a good example—is now

'Gambler's budget': Disaster warning to Railways

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1979 C7

HOUSE OF ASSEMBLY. — The Railways budget as introduced by the Minister of Transport, Mr Lourens Muller, looked like a 'gambler's budget', Mr George Bartlett (NRP Amanzimtoti) said yesterday.

Speaking during the second reading debate on the budget, he said deficit budgeting at the best of times was a gamble, particularly when the bulk of the deficit of R201,3 million had to be met by people other than those directly responsible for the economic well-being of the Railways.

Deficit budgeting could also be extremely dangerous unless it was accompanied by a planned programme of increased revenue creation. It could lead to financial disaster because eventually someone had to pay for the deficit.

Mr Bartlett moved an amendment expressing his party's opposition to the bill because productive use of capital had not been achieved. The marketing policy of the Railway administration had resulted in earnings rising at a slower rate than expenditure per employee and hardships suffered by pre-1973 pensioners had not been adequately ameliorated.

He said the budget was aimed at softening-up voters for a coming election. He warned them, however, that while they were getting a break for the present, they could face shocks next year.

The Minister of Transport was willing to take a risk and sacrifice the Rates Equalization Fund to cushion the deficit. He also hoped to cushion much of the estimated R350 million deficit on passenger services, while hoping for a greater upturn in the economy.

Mr Bartlett said the present budget was one of the most gratifying for a number of years as it was by far the best controlled. But the first essential detail for financial success in future was productivity.

The Railways had come through a period of vast capital expenditure and a marked pay-back was expected now. In this respect the general management and administration of the Railways had set high standards and they were expected to keep them, he said. — Sapa

Railways Budget is one of those good news, bad news stories — Lorimer

HOUSE OF ASSEMBLY — The Progressive Federal Party yesterday declined to pass the second reading of the Railways Budget

Mr Rupert Lorimer (PFP Orange Grove), who in his initial reaction last week called it the "good news budget" yesterday said he regretted it was "one of those good news, bad news stories."

"The good news is that there are no tariff increases. But the bad news part of this budget is the rationale behind this, which I believe gives considerable reason for disquiet," he said.

Mr Lorimer suggested that the Minister of Transport, Mr Lourens Muller might be "playing political games and that the government is doing everything it possibly can to increase its popularity."

Mr Lorimer moved an amendment which said that while appreciating that no tariff increases had been announced, the Assembly should decline to pass the second reading of the budget because the government had refused to give an undertaking that there would be no tariff

increases later in the financial year

The government had also failed, to the detriment of the public interest, to effect the essential close co-operation in the field of public transport between the State and free enterprise, and also to take steps to bring about the essential rationalization of services, especially in respect of passenger services. The amendment said

Mr Lorimer said Railways tariffs had been increased by more than 50 percent over the past three years. Last year, faced with an estimated shortfall of R241 million, Mr Muller had raised tariffs, by 8.6 percent saying he was compelled by law to balance revenue with expenditure.

This year, faced with a deficit of some R270 million, tariffs were not being increased.

"Why has the minister reacted differently this year, when last year, faced with a smaller deficit, he claimed he was compelled by law to take action," Mr Lorimer asked.

The minister was "very tentative" about not increasing



Railways Budget

rates and fares, and it was clear his budget had been drawn up before the recent increase in fuel prices, which added R70 million to the estimated deficit.

"As a result of this, the minister is giving no guarantees. He makes no promises, and as a result, uncertainty exists. In fact, I would go so far as to say there is not just uncertainty as to whether or not tariffs will be raised — there is absolute confidence that a jump in tariffs will happen before the next budget."

In the interests of really stimulating the ailing economy, the minister should commit himself firmly for the next 12 months, Mr Lorimer said.

If more money had to be spent on fuel, compensatory savings should be made in other areas.

The minister had said he expected an increase in rail traffic

because of the expected improvement in the commercial and industrial sectors but had not made it clear how he hoped to effect the increase.

"It appears that the Railways are going to use the fuel shortage as an excuse to capture a greater percentage of total traffic by getting it away from private enterprise.

"News reports quoted railway administration officials as saying the Road Transportation Act would soon be amended to make it more difficult to get permits and the road transportation boards would issue fewer temporary exemption permits for goods to be landed outside free delivery areas.

"I am horrified that we should be in a situation where the administration rather than the minister, informs us that to get themselves out of trouble, they are going to kick private enterprise in the teeth, long be-



Mr Rupert Lorimer

"The Railways administration has to do its best to operate profitably in the face of competition, not to restrict the competition by monopolistic legislation."

Before deciding on the effective use of the country's fuel resources during the energy crisis, a great deal more work would have to be done to coordinate and rationalize the operations of the railways and the private sector transport operators.

Joseph the policy-making body in this country — discuss the matter," Mr Lorimer said.

Mr Lorimer said it was good news that a committee had been appointed to look into the cost of the socio-economic rail passenger services as it was not the function of the Railways to subsidize passenger services.

The bad news here, however, was that the committee's terms of reference were too narrow. Certain goods were also carried uneconomically and the Railways should move more quickly towards a more cost-oriented rate structure.

Mr Lorimer said he could not support the Railways policies of inflation accounting. In a large undertaking such as the Railways, inflation accounting was itself inflationary.

The Receiver of Revenue did not allow private enterprise to follow inflation accounting methods and get tax relief as a result.

Again we have a situation where what is regarded as not acceptable if carried out by private enterprise, is accepted for our government-controlled Railways administration.

The inevitable result of this method was an increase in tariffs — Sapa

Curb private haulers to protect SAR — Nat speaker

HOUSE OF ASSEMBLY — Private cartage transport should be limited to a 200 or 400 km radius and the bulk of long haulage business returned to the South African Railways, Mr L J Botha NP (Bethlehem) said here yesterday.

Speaking in the second reading debate on the Railways budget, Mr Botha said the budget contained certain warnings by the minister.

These were danger signals which could not be ignored, and it remained to be seen what the broader South African public was

going to do to avoid the necessity for tariff adjustments later in the year.

No matter how inconvenient, it had to be accepted that the luxury of unused services could no longer be continued.

Container services had been created at great cost and it now had to be considered whether other handling methods should be allowed to continue.

Regarding passenger services, the public should consider contenting on the Blue Train, Drakensberg and Orange Express

services in order to facilitate the withdrawal of other trains. It was also clear that in view of the fuel crisis the Railways was undeniably the best method of goods transport. The same volume of goods could be transported the same distance by rail at a ninth of the fuel used for road transport, Mr Botha said.

The Railways' primary task was economic transport. Free competition in this market could not be allowed to go unchecked as it would result in an over-supply in certain areas and under-supply in others, which in turn could lead to undesirable price-cutting and

Rail budget gets thumbs down

13/3/79 MS 269

THE ASSEMBLY — The Progressive Federal Party declined to pass the second reading of the Railways Budget yesterday.

Mr Rupert Lorimer (PFP, Orange Grove), who in his initial reaction last week called it the "good news budget", said

yesterday he regretted it was "one of those good news, bad news stories".

"The good news is that there are no tariff increases. But the bad news part of this budget is the rationale behind this, which I believe gives considerable reason for dis-

quiet," he said

Mr Lorimer suggested the Minister of Transport, Mr Louwrens Muller, might be "playing political games and that the government is doing everything it possibly can to increase its popularity", pending a general

election.

He moved an amendment that the Assembly should decline to pass the second reading because the government had refused to give an undertaking that there would be no tariff increases later in the financial year. — SAPA.



Parliament

THE official Opposition expects an upward jump in rail tariffs within the next year — in spite of the no-tariff-increase Railway budget now before the Assembly.

Speaking in the Railway budget debate yesterday, Mr R J Lorimer (PFP, Orange Grove) said uncertainty existed because the Minister of Transport, Mr S L Muller, had given no guarantees that rail tariffs would not be increased later.

The second reading of the Railways and Harbours Appropriation Bill was opposed by the PFP and the New Republic Party.

Mr Lorimer, whose initial reaction last week was to describe it as a 'good news budget,' said yesterday: 'I very much regret that this is one of those good news, bad news stories.'

The good news was that there were no tariff increases. The bad news was the Minister's reasoning behind this.

'There is no getting away from the fact that if you make losses you are going to raise tariffs, unless you can increase profitability,' Mr Lorimer said.

It was apparent that the Railway budget had been drawn up before the recent increase in fuel prices was announced — an increase which added R70-million to the estimated deficit.

Rail tariffs to rise within a year—Lorimer



Mr R J Lorimer

Hike expected

As a result, the Minister was giving no guarantees and was making no promises. This was resulting in uncertainty.

'In fact, I would go so far as to say there is not just uncertainty as to whether or not tariffs will be raised — there is absolute confidence that a jump in tariffs will happen before the next budget.'

Mr Lorimer moved an amendment expressing appreciation that no tariff increases had been announced, but declining to pass the second reading.

The reasons given for rejecting the budget in principle were:

- The Government's refusal to give an undertaking that there would be no tariff increases later in the financial year;
- Failure of the Government — to the detriment of the public interest —

Parliamentary Staff

to effect essential close co-operation between the State and free enterprise in the field of public transport;

- Failure to take steps to bring about essential rationalisation of services, especially in respect of passenger services.

Mr G S Bartlett (NRP, Amanzimtoti) described it as a 'gamblers' budget.' He said deficit budgeting was at the best of times a gamble.

Quotes

'If the Railways was a horse and the honourable Minister (of Transport) its trainer, he would be up before the stewards to explain the unexpectedly improved performance of his charge.' — Mr R J Lorimer (PFP, Orange Grove).



'NOTHING promotes inflation more than trying to narrow the wage gap without retaining the merit basis for wages.' — Mr J C B Schoeman (NP, Witwatersberg).

Fuel shortage 'to be used as an excuse'

Parliamentary Staff IT APPEARED that the Railways intended to use the fuel shortage as an excuse to capture more traffic from private enterprise. Mr R J Lorimer (PFP, Orange Grove) told the Assembly yesterday.

Speaking in the Railway budget debate, he said the Minister of Transport, Mr S L Muller, did not seem to have been told 'the whole story' about how he hoped to increase the volume of traffic.

Various news reports had contained some 'very disquieting' statements emanating from the Railways administration.

A matter about which the Minister had told the Assembly nothing at all was a report that the Road Transportation Act would be amended soon to make it more difficult to get transportation permits.

FEWER

According to a news report, Road Transportation boards would issue fewer temporary exception permits to land goods outside free delivery areas.

formation long before Parliament discussed the matter.

He said he did not think the Railways viewpoint on this matter could possibly be objective enough to produce balanced decisions.

Nationalist speakers rejected Mr Lorimer's argument.

Mr N J Pretorius (NP Umhlatuzana) said Mr Lorimer's suggestion that the Railways' administration was dictating to the Minister on transport policy was 'reprehensible and without any foundation.'

The Opposition was frustrated and disappointed because it had expected a rail tariff increase which it would have used as a weapon for attack on the Government. But the expected increase had not come about in spite of predictions in certain newspapers.

Parliamentary Staff

A GOVERNMENT speaker in the Assembly yesterday called for wide-ranging measures to cut costs in the Railways.

Speaking during the Railways budget debate, Mr L J Botha (NP, Bethlehem) said that even at the expense of some inconvenience it had to be accepted that the country could no longer afford the luxury of unused services.

He said the public should concentrate on using the Blue Train, Drakensberg and Orange Express services so that other less economical services which were under-subscribed could be discontinued.

Dealing with goods transportation, Mr Botha said that in view of the fuel crisis it was clear that the Railways offered the most economical form of goods transportation. Rail transportation of goods was nine times more economical than transportation by road, he said.

He said that goods that had to travel more than 800 km should be transported by rail only even if it meant introducing legislation to this effect.

Private cartage transport should be restricted to a radius of between 200 to 400 km so that the bulk of long haulage business could be returned to the Railways.

Cape Town tanker facilities 'danger'

Parliamentary Staff

TANKER facilities at Cape Town docks were 'inadequate and dangerous' and the situation of the discharge terminal in the middle of the harbour constituted a potential time-bomb, Mr Brian Bamford (PFP, Grooteschuur), warned in the Assembly yesterday.

Speaking during the Railways budget debate, Mr Bamford called on the Minister of Transport, Mr S L Muller, to consider establishing an off-shore buoy and pipeline system similar to that used at Isipingo near Durban.

He said it was quite unsatisfactory to have the tanker basin situated right in the centre of commercial operations in a major port such as Cape Town which handled heavy tanker traffic.

'I know of no other major port in the world which has a tanker discharge and loading facility right in the middle of the harbour which has only one entrance to the sea,' he said.

S.M.P. 13/3/79 (269)

Opposition expects rise in rail tariffs

Political Staff

THE ASSEMBLY — The official Opposition expects an upward jump in rail tariffs within the next year — in spite of the no-tariff-increase Railway Budget now before the Assembly.

Speaking in the Railway Budget debate yesterday, Mr R J Lorimer (PFP, Orange Grove) said uncertainty existed because the Minister of Transport, Mr Muller, had given no guarantees that rail tariffs would not be increased later.

The second reading of the Railways and Harbours Appropriation Bill was opposed by the PFP and the New Republic Party.

"BAD NEWS"

Mr Lorimer, whose initial reaction last week was to describe it as a "good news budget," said yesterday: "I very much regret that this is one of those good news, bad news stories."

The good news was that there were no tariff increases. The bad news was the Minister's reasoning behind this.

"There is no getting away from the fact that if you make losses you are going to raise tariffs, unless you can increase pro-

fitability," Mr Lorimer said.

It was quite apparent that the Railway Budget had been drawn up before the recent increase in fuel prices was announced — an increase which added R70-million to the estimated deficit in the budget.

As a result of this the Minister was giving no guarantees and was making no promises. This was resulting in uncertainty.

"In fact, I would go so far as to say there is not just uncertainty as to whether or not tariffs will be raised — there is absolute confidence that a jump in tariffs will happen before the next budget."

Mr Lorimer moved an amendment expressing appreciation that no tariff increases had been announced, but declining to pass the second reading.

The reasons given for rejecting the budget in principle were:

● The Government's refusal to give an undertaking that there would be no tariff increases later in the financial year.

● Failure of the Government — to the detriment of the public interest — to effect essential close co-operation between the State and free enterprise in public transport.

● Failure to take steps to bring about essential rationalisation of services, especially in passenger services.

"GAMBLE"

Mr G S Bartlett (NRP, Amanzimtoti) described the Railway Budget as a "gamblers' budget."

He said deficit budgeting was at the best of times a gamble. But this was especially the case when the budgeted deficit of R203,3-million would be met as a result of actions by persons other than those directly responsible for the economic well-being of the railways. This was what the Minister was proposing to do.

The "gamble" was partly based on the assumption that there would be an uplift in the economy and that deficit financing, to prevent tariff increases, would stimulate the economy.

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context and real content. Trade union rights to organise, bargain and
lation has adopted certain features of these systems while denying their
been devised and are being implemented. The proposed South African legis-
It is true that in Europe systems of workers committees or councils have
workers in recent times.

undoubtedly taking place and despite the more militant mood shown by African
place will be retained in spite of changes in occupational mobility which are
prominent feature of labour policy in the Republic. Dualism in the market-
restrictions on freedom of association which have for so long been a
modest advance. However, the changes mooted for 1976 re-affirm the
rights on an industrial basis, albeit circumscribed, likewise, shows a
constitutes a form of progress. The tacit admission of collective bargaining
Africans to higher levels of influence in the system of industrial relations

Railways urged to make its services attractive

Political Staff
THE ASSEMBLY — The Railways would have to make its services sufficiently attractive to encourage more South African car owners to switch to public transport, it was said yesterday.

Suggestions for doing this came from Opposition and Government speakers in the resumed Railway Budget debate.

A Government speaker, Mr G. C. du Plessis (NP, Kempton Park), said that if the public made the fullest use of the rail transport system, an increase in rail tariffs could be prevented.

The public should take note of this, he said.

Mr S. S. (Tiaan) van der Merwe (PFP, Green Point) said earlier that the fuel crisis was compelling South Africans to change their lifestyle by making increasing use of public transport.

OWNERSHIP

People who previously took car ownership for granted now found they could no longer afford to run cars.

The time had come for the Railways to make its services as attractive as possible to encourage more people to use these services.

The Railways should make full use of the potential increase in the public demand for passenger services.

It should think twice before deciding to cut

down any of these services. It should also consider that any increase in passenger tariffs would be a negative factor working against increasing use being made of rail services.

Mr van der Merwe urged the Government to eliminate apartheid practices which meant extra costs for the Railways.

He asked how much lower rail tariffs would not have been today if the Railways had not spent considerable sums of money to provide separate stations and amenities for whites and non-whites.

The Government should be careful not to make the passenger services of the Railways the "whipping boy" for losses incurred.

There was room for better planning to keep tariffs down.

Muller warns about rail tariff increases

269

Political Staff

THE ASSEMBLY — The Minister of Transport, Mr Muller, said yesterday he could give no assurances that rail tariffs would not be increased before the end of this year.

Mr Muller was replying to seven hours of debate on the Railways Budget.

All three Opposition parties voted against the second reading of the Railways and Harbours Appropriation Bill. On a division the budget was approved by 103 votes to 26.

Earlier in the debate Opposition spokesmen on transport predicted an upward hike in rail tariffs before the next budget.

The Minister said sooner or later tariff increases would become inevitable to meet the increased costs of labour,

Rhodie remark raises steam in Govt ranks

Political Staff

THE ASSEMBLY — The Minister of Transport, Mr S L Muller, yesterday called for an apology from opposition member Mr Nigel Wood (NRP, Berea) in the Assembly.

On Monday Mr J C B Schoeman (NP, Witwatersberg) was talking about the effectiveness of the SAR administration when Mr Wood interjected: "Rhodie was also effective."

Replying to the railways Budget debate yesterday Mr Muller said that he took the strongest exception to the remark which was disgusting.

He said Mr Wood owed him and the general manager of the railways an apology for the remark.

Mr Wood was getting "too big for his boots" and his chief whip should take him into his office, close the door and teach him some decency.

fuel and steel. The course of business during the coming year would deter-

mine when the increases had to be made, he said. With strong signs of an

economic recovery there was greater cause for optimism than last year.

Mr Muller said if the costs of basic commodities such as transport could be kept down for even one year inflation could be dealt a serious blow.

"I hope circumstances will go favourably and that we will be able to go as long as possible without raising tariffs," he said.

Using graduated perspex tubes filled with different levels with a bright red substance Mr Muller indicated nine times more diesel fuel was required to transport one ton of goods one kilometre by road than to transport the same goods by rail.

When one considered that the Railways was only 35 percent dependent on diesel and 65 percent dependent on coal and electricity, it could be calculated that rail transport was 27 times more effective than road transportation, he said.

Studies

Studies showed that within a few years 80 percent of the Railways' energy requirements would be provided for by coal and electricity resources which would mean that it would be only 20 percent dependent on diesel.

Dealing with Opposition pleas for private enterprise to have a free share of the road transportation business Mr Muller said the problem was that free enterprise took the cream of the business and left the Railways to do all the uneconomical jobs.

He confirmed he intended to amend existing legislation on road transportation but denied that his intention was to enforce greater use of the Railways at the expense of the private sector.

Permits

The Minister said it would not be made more difficult for private concerns to obtain temporary transport permits.

Dealing with the subject of uneconomic services which was raised by several speakers Mr Muller said as far as uneconomic passenger services were concerned he hoped to get some form of subsidy from the Minister of Finance.

Socialist policy pursued in Railways ²¹⁹ ^{1573/74} Lorimer

HOUSE OF ASSEMBLY. — The Minister of Railways and the government were pursuing socialist policies to protect state concerns at the cost of private enterprise and against the interests of economic growth and prosperity, Mr Rupert Lorimer (PFP Orange Grove), said here yesterday.

Speaking in the committee stage of the Railways Budget, Mr Lorimer said the Minister of Transport, Mr Lourens Muller, seemed to regard private enterprise as an enemy.

He argued that the Railways used diesel fuel more productively because it took private enterprise 26 litres to achieve the same result for every litre of fuel a ton/kilometer given to the SAR transport system. This argument was ridiculous and nonsensical.

"The minister was trying to prove his point by suggesting that because most of Railways operations were either electrical or steam, they used what diesel they did use, more productively."

The same argument could be applied to himself carrying goods on the carrier of his bicy-

cle as being more effective utilization of diesel fuel

The minister was being more reasonable when he claimed that on average, road transport used nine times the volume of fuel required for rail transport.

It was obvious that in transporting bulk goods such as coal and ores over long distances, rail transport utilized diesel fuel more economically than road transport.

The minister's enmity towards private enterprise was

'Muller tariffs claim' report

HOUSE OF ASSEMBLY — The Minister of Transport, Mr Lourens Muller, yesterday attacked the Cape Times for what he termed a smear in a report headed "Muller tariffs claim misled — De Jong".

He said that, if the Cape Times had "a grain of honesty" left, it would put the matter right.

The report was, in fact, written by Sapa who subsequently checked it against the Hansard record which substantiated their report.

Mr Muller objected to Mr De Jong's statement that he had misled the public.

Business today

HOUSE OF ASSEMBLY — Today's business: Resumption committee stage Railways and Harbours Appropriation Bill. — Sapa

never more clear than when he spoke about opposition members who claimed to be friends of the Railways, and yet talked in favour of private enterprise.

Mr Lorimer was saying that the job of the minister of transport was to ensure that the state-owned transport system and private enterprise should be put in a position where they were complementary services working together for the good of the South African economy.

The opposition did not believe

in the type of socialist philosophies constantly being put forward from the government benches demanding that state-owned concerns be built up and protected to the detriment of private enterprise.

In trying to solve the uneconomic running of passenger services, the thinking of the Railways administration and the minister also tended to lean in the direction of a socialistic subsidy solution. This was the post-war solution in Europe, a socialist expedient whereby rail services had to be increasingly bailed out by government subsidy.

In the United States a large proportion of passenger rail service was simply disbanded and later resuscitated at great cost.

"Neither of these extremes is a complete answer for South Africa," Mr Lorimer said.

The present oil crisis made it clear that passenger services would become increasingly viable, and the government's migrant labour system meant the country was committed to the continuation of rail passenger service. — Sapa

10/31/79
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R84m on SAR Border projects

EAST LONDON — The Railways are to spend an estimated R84,5 million in the Border area under their 1979-1980 budget tabled in Parliament recently

R6,2 million of this is to be spent this year. Some of the new projects include the replacement of the station at Qamata, a new station building for blacks at Queenstown, remodelling the yard at Umtata, and new fuelling facilities for diesel locomotives at Umtata.

Some of the major existing projects to be developed are the new goods layout at Cambridge (estimated total cost R11,5 million), increased facilities for container traffic at the East London harbour (estimated total cost over R1 million), and the extension of the west quay at the harbour (estimated total cost R1,48 million)

The Railways also intends to spend over R1 million on workshops for their road transport services in East London, and R2 million on the replacement of the tug ES Steytler in East London harbour

The Eastern Cape System Manager, Mr D. M. J. Butler, said he was very pleased with the amount allotted to the area as it would serve to modernise and increase the efficiency of their services to the public.

He said all the projects were of equal importance to the area as they were "all spokes which helped to form a strong wheel."

—DDR.

Johannesburg bids to woo them back to the buses

Johannesburg City Council's management committee this week approved a bold policy to improve public transport in the city and to bring passengers streaming back to the buses.

The new measures which will be put to the city council for final approval, followed an extensive overseas trip last year by Mr Gerrit Bornman, MPC, chairman of the

council's transportation committee, and Mr Les Pettey, general manager of the Transport Department.

This policy aims to "redress the passenger transport imbalance between the use of the car and the use of the bus" and to move the "maximum number of people in the minimum number of buses."

Highlights of the new

policy are:

- The City Engineer will be asked to submit a programme on a system of bus lanes in the suburbs on major bus routes.

- Traffic light priorities for buses will be considered.

- The council will accept that the Transport Department should be considered a service and should continue to operate as an uneconomic service. Subsidies could come from any source, including the Government. (At present the service loses about R8-million a year).

- The Transport Department adopt a marketing policy as soon as possible to develop bus services where these are most needed.

- The Government Department of Transport will be asked to make funds available urgently to subsidise improvements to the bus service as set out in the five-year initial interim transport plan. Mr Bornman said this amount have not been calculated.

TARIFFS

- Special tariffs should be introduced to increase bus patronage and tariff systems should be streamlined to increase passenger convenience and speed of operation.

Transport services, including the Railways, should be co-ordinated in the Johannesburg metropolitan area.

Roodepoort says no to PWV 10

West Rand Bureau

The Roodepoort city council last night rejected the planning of the PWV 10 Highway and asked the authorities to eliminate it altogether from whatever road schemes it might have, the town clerk, Mr J S du Toit, said today.

He said the city council itself would eliminate it altogether from the land use point of view.

Although the road planning could not be faulted on technical grounds, it must be questioned on economic and sociological grounds because of the large tract of land that would be laid waste or sterilised or rendered valueless, he said.

"A road of this stan-

dard taking up so much land and ruining built-up areas was in itself not leading anywhere, except to freeways which could be easily reached by means of other roads," said Mr du Toit.

He said it ran close to the Hendrik Potgieter Road, a provincial road being doubled and realigned. This road itself linked up by adequate interchanges with the freeway system.

Mr du Toit said property developers had been questioning the large sums spent on road plans, which also caused financial losses to property owners by their mere existence.

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SAA bus services ²⁶⁹ to end on April 1

SAA BUS SERVICES to and from three of the country's major airports are due to stop on April 1, but alternative transport arrangements have been made for only one of them — Louis Botha airport, Durban.

This was revealed in the Senate yesterday by the Minister of Transport, Mr Louwrens Muller, who told Senator A Bozas, of the NRP, that arrangements still had to be finalized for Jan Smuts airport and D F Malan airport, Cape Town.

Senator Bozas has called on the minister for an assurance that the buses between Jan Smuts and D F Malan will not be stopped until other arrangements have been made.

Further questions promised

"I am most concerned that other arrangements have not been made with only 10 days to go before the existing bus service is supposed to be stopped," Senator Bozas said later.

He has also given notice of further questions in the Senate on the matter and about the private company, Coastal Motor Transport (Pty) Ltd, who will in future run the transport to Louis Botha airport.

He wants to know if tenders were called for the service, and if so, how many were received and was Coastal Motor Transport's the lowest.

Senator Bozas also wants to know if there will be any difference in the cost of getting to or from Louis Botha and whether holders of railway free passes will still be able to travel free.

Electric trolley buses

191 Mr N B WOOD asked the Minister of Transport:

(1) Whether any steps are being taken to investigate the introduction of electric trolley buses in major cities, if so, what steps.

Handwritten: 3 (46) 22/8/79 Transport

(2) whether statistics are available on the running costs of such buses per kilometre compared with costs of diesel-engined buses, if so, what statistics.

The MINISTER OF TRANSPORT:

(1) Yes. The Johannesburg Municipal Transport Department is conducting a feasibility study on using modern trolley buses in Johannesburg. Tenders received last year revealed the ratio of capital costs of double decker

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trolley buses to diesel buses to be R130 000 to R80 000

(2) Yes. The latest available comparative costs from overseas experience are as follows. Figures are in the currency of the country mentioned

(a) Linz, Austria, Trolley. 138,44c/km. Diesel 149,10c/km

(b) Kaiserslautern, West Germany. Costs found to be the same

(c) Guadalajara, Mexico, Trolley: 33,25c/km, Diesel: 18 22c/km

(d) Lyon, France: Trolley bus costs 20% higher than diesel.

(e) Rimini, Italy: Diesel bus maintenance costs 50% higher than trolley buses.

(f) Seattle, USA, Trolley. 37,56c/km, Diesel. 19,60c/km.

(g) Helsinki, Finland: Trolley bus costs 12% higher than diesel.

(h) Bergen, Norway: Operation costs approximately the same.

Trains must be made 'attractive'

THE SENATE. — The Railways administration had to make passenger services more attractive to the public if it were to operate on a profitable basis, Senator Warwick Webber (NRP), said yesterday.

Speaking in the second reading debate on the Railways and Harbours Appropriation Bill, he said motorists would not use train services unless they were made more comfortable and attractive to them.

The Railways administration could provide bar and refreshment facilities on suburban trains as well as a fast and effective service.

Senator M C Bothma (NP), said the Railways had become so much a part of the country that South Africans were not realizing its important function any more.

Senator Henry du Toit (Independent), said the large deficit on passenger services contained in the budget was worrying. He urged the government to substi-

tute the Railways on these services.

Senator Eric Winchester said increased productivity was needed. In South Africa an amount of two rand a worker was spent toward achieving this, while as much as R16 was spent overseas toward the same purpose.

In his reply to the debate the Minister of Railways, Mr S L Muller, said he could not close the wage gap in a single budget's scope. It was a gradual process.

He could not give an unequivocal undertaking not to increase tariffs in the coming year. Much depended on how the unprofitable passenger service question was resolved.

Should it be subsidized via the main budget he would perhaps be able to go so far as to lower certain tariffs in high-tariff traffic.

Economic expectations were good and there was a sturdy tariff reserve fund from which

he could draw to avoid tariff increases brought about by any cost escalations, especially on the Fuel Energy Bill.

The reason for the losses suffered in Railways passenger services was that for years tariffs had been increased for other services but increases of passenger fares had been avoided as far as possible.

Whereas goods had to move, passengers could choose to stay off the trains and increases were not kept in line with other services. The choice he now faced was either to scrap passenger services, which the State would not allow him to do, or to increase tariffs by a minimum of 80 percent. This he could also not do. Another way had to be found to solve the problem.

Another problem that had to be appreciated was that the Railways differed in two ways from private enterprise. Firstly, it was not expected to make a profit but to run at cost. Secondly, it had to accept and

transport all goods offered it, no matter whether it was profitable or not. Services therefore had to inter-subsidize each other.

The bill was then read for a third time and Senator Henderson (NRP Natal), asked the minister to give further assurances regarding the closing of the wage gap.

The modern trend, he said, which no doubt was applied in the Railways, was management by objective. This system also implied thorough job evaluation in real cost terms.

Senator Henderson also appealed to the minister to find a way to lower high rated traffic tariffs to such a level where private enterprise could not afford to compete. It would be to the financial advantage of the Railways if this could be done in long-haul high-bulk traffic areas where the door-to-door advantage of the private contractor service was not too great a factor. — Sapa

① 267
② 82

Six months after Newcastle expose

By PETER MANN

PETTY apartheid is flourishing in the Newcastle Post Office.

Postmaster Ampie van Schalkwyk is still rigidly enforcing separate facilities for whites and blacks — although the Government has decreed that post offices should be open to all races.

And Mr van Schalkwyk is persisting in his refusal to desegregate the post office in the face of instructions by the Natal regional representative, Mr Harold Fuge, that he open it.

Refused

In October last year the Sunday Tribune first disclosed that Mr van Schalkwyk refused to allow blacks into the so-called "white" side of the post office.

On that occasion Mr van Schalkwyk called in the Security Police in an attempt to prevent the Sunday Tribune reporting his refusal to comply with Government policy.

The story earned him a visit from Mr Fuge who was said to be furious about the incident.

Mr Fuge ordered Mr van Schalkwyk to desegregate the post office immediately.

But this week blacks were still being kicked out of the "white" side of the post office.

About 8.30 on Wednesday morning I asked a black man to buy me a stamp on the "white" side of the post office.

He and a Sunday Tribune photographer were the only people in the post office. But as he walked in a white woman at the counter pointed to the door.

The man ignored her gesture and asked her to sell him a stamp. She told him to go to the "non-European" side of the post office.

Denied

Mr van Schalkwyk denied that the man was being refused service. He said blacks were simply advised of the "alternative" facilities.

He repeatedly emphasised that he had to abide by his "instructions" which were to serve blacks but also to inform them of the alternative facilities.

Mr van Schalkwyk gave me the impression that these "instructions" came from a higher post office authority.

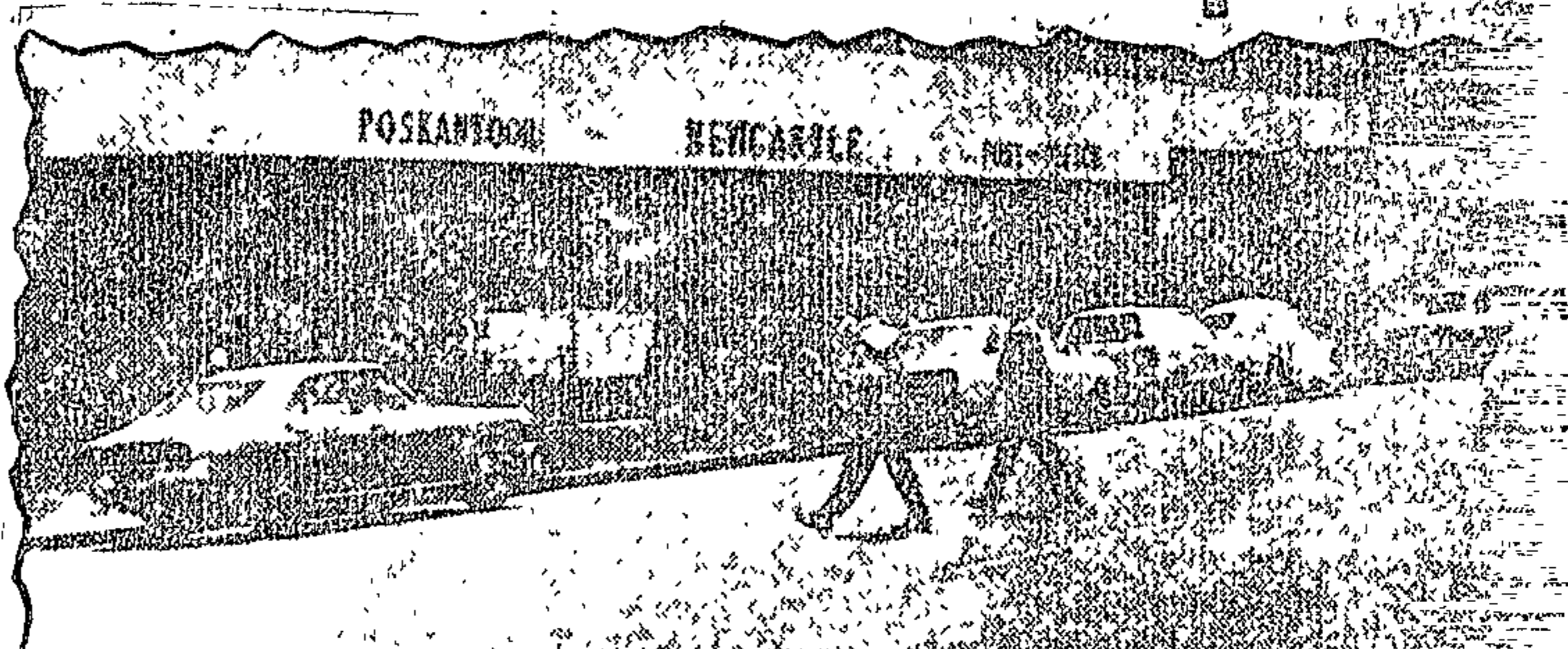
However, under pressure, he admitted they were his own instructions to his staff and had nothing to do with his

Entitled

Mr Wepener emphasised that blacks were entitled to be served at any counter in the post office and said the incident should not have taken place.

Mr van Schalkwyk said he would speak to his staff to "clarify" his instruction.

The regional representative, Mr Fuge, said Mr van Schalkwyk's action was "definitely against policy". Mr Fuge said he would again take the matter up with Mr van Schalkwyk.



NEWCASTLE Post Office. The town is split over attempts by the krampte postmaster to maintain apartheid — although the Government has ruled it should be open to all races

Discrimination is out, says Government but postmaster Van Schalkwyk does it his way

The story . . . six months ago

AMPIE STANDS

FIRM

ON

P.O. APARTHEID



Postmaster Mr Ampie Van Schalkwyk: "I merely blacks of the alternative facility."



A woman assistant in Newcastle post office orders a black man out of the "white" section

Assegai	Throwing spear used by African tribes
Berg	Mountain
Boer	One of the Boer people boer - farmer
Burgher (Burger)	Citizen
Commando	Boer mounted force
Commandant	Officer in Boer Commando
Dâm	Pool of dammed up water
Drift	Ford across river
Kaffir	Word previously used for African
Kraal	Collection of African huts
Kop	Head
Kopje	Rocky hill
Knobkerrie	African club
Laager	Camp made by circle of wagons
Nek	Narrow defile or pass
Poort	Narrow valley

Mr. Mqweqwe Vivi

*6. Mr. B. R. BAMFORD asked the Minister of Transport:

- (1) What were the findings of the departmental inquiry into the conduct of members of the Railway Police who appeared at a preparatory examination in Cape Town in March 1976 following the death of Mr. Mqweqwe Vivi;
- (2) whether any action was taken as a result of the findings; if so, what action

Hansard 9 (616) 4/4/79
The MINISTER OF TRANSPORT:

- (1) and (2) The charges against only one of the four members of the South African Railways Police Force whose disciplinary inquiries have already been disposed of have been established. He was fined R20. The disciplinary inquiry of a fifth member of the Force commences on 23 April 1979.

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Lenasia-in-the-yeld

Even buses don't help in the long, daily haul

Star 9/11/74
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By Yussuf Nazeer

More than a third of the estimated 60 000 people living in the sprawling Indian area of Lenasia, south-west of Johannesburg, commute daily by bus, car, train and taxi to work in the city and Reef areas.

However, commuting between Lenasia and Johannesburg is an unhappy experience for most bus users.

This is because the present bus service — with some vehicles old from overwork and which frequently break down — is inadequate.

Queues

Commuters say there are also insufficient buses.

Buses are already overcrowded at starting points and often drive past queues of people at bus stops en route.

Early workers employed in bakeries and dairies and who have to report for duty at 5 am and 6 am have to find other means of transport to get to town.

The last bus home is at 7 pm and late shift-workers from town must find other means of transport to Lenasia.

Commuters have to stand for up to an hour between Lenasia and the city (33 km) because of overcrowding.

Other complaints received from commuters concerned: smoke, heat and noise pollution.

Survey

A snap survey by The Star showed that most people who travel by car or taxi would prefer to commute by bus between Lenasia and the city.

Mr M Seedat, of Extension 2, Lenasia, said he is forced to use his car to travel to work

his friends with him in a lift-club set-up, because he found the bus service "hopelessly inefficient." Two cars are alternated on a two-weekly rotation basis.

"It is more costly to travel by car in terms of wear and tear and increased petrol costs," Mr Seedat said. It costs Mr Seedat R80 a month for petrol to run his medium-size car between Lenasia and Johannesburg.

Bus commuters pay R1 a day return. With coupons, it is less than R30 a month. So it pays to travel by bus

Walking

Although trains are more frequent and a weekly ticket costs only R4.40 return, the station in Lenasia is several km away from many would-be commuters.

People who live within walking distance of the station find this form of transport unsafe on pay-day, weekends and after dark. Commuters on Lenasia-bound trains that pass through Soweto have reported being mugged.

A group of commuters told The Star that unless Lenasia's bus service improved, they would ask the Residents and Rate-payers Association and the Indian Management Committee to petition road transportation authorities to investigate their plight.

They also want the Johannesburg municipal transport department to look into their needs for transport improvement.

Commuters said their complaints to the Lenasia bus service had met with no real improvements in the past.

A spokesman for the Lenasia bus service, Mr Abass Jina, said he would comment on commuter problems in

Transport big wheels get it ^{ROM} together ^{24/6/79}

CAPE TOWN. — Trains and buses and planes — even pirate Soweto taxis — and their relative transport merits were all mentioned at a transport conference in Cape Town yesterday.

Mr R Smith, director of urban transport of the Department of Transport, said the National Transport Commission was not favouring public transport over private cars; it was seeking a balanced transport system.

"In Durban and Johannesburg the NTC is spending some R56-million on national free-ways. The NTC has certainly not forgotten the major role played by the private car and its future importance in urban transport."

Road-building would, he said, continue in urban areas, but major road projects would have to be carefully considered against the environment.

It was clear, however, that once public transport improved some restraint would have to be placed on private cars.

Suburban rail services, which would form the basis of future public transport systems, were receiving special attention

Professor D W de Vos, of the University of Pretoria, believed the flourishing pirate taxis in black townships indicated a need for more legitimate taxis.

He said many taxis followed bus routes to pick up passengers waiting for infrequent buses and suggested bus companies use mini-buses at off-peak times.

Prof R J Brown, of the University of the Witwatersrand, attacked the ability of cars to greatly exceed the speed limit.

"It doesn't make sense that within the same system we permit the manufacturer of cars capable of 200 km/h while at the same time we pay a large force of men to enforce statutory speed limits."

The conference was opened by the Minister of Transport, Mr S L Muller, who said research showed rail transport was about nine times more efficient than road transport.

Turning to air transport, he said more aircraft of the energy-efficient Airbus type would probably be bought by South African Airways. The airline had spare capacity now, but a potential growth of 14% a year was predicted for inland airfreight. — Sapa.

Muller: rail more efficient than roads

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J.D.
24/4/79

CAPE TOWN — Research had shown that rail transport was about nine times as efficient as road transport in South Africa, the Minister of Transport, Mr S. L. Muller, said yesterday.

Opening a conference on transport in South Africa, he said it had been calculated that the Railways generated about 26 times more ton-kilometres a unit of diesel fuel than road transport.

Rail traffic was expected to double within 20 to 30 years. People said South Africa should revert to the use of steam locomotion because of the country's large coal reserves.

"The fact is the country's transport economy has outgrown this form of energy.

"Where it is still being used on branch lines, it will continue to be utilised for as long as possible. However, a total reversion of steam power would be considered only as a last resort."

It was forecast that more aircraft of the energy-efficient airbus type would be acquired by South African Airways. SAA had spare capacity, but a potential growth of 14 per cent a year was predicted for inland airfreight.

SAA had become four times larger than any other Africa-based carrier, and substantially bigger than the national carriers of most countries of similar size and economic development.

"Economic realities have already led to co-

operation with Botswana, Mozambique and Zambia.

"Let the role of the South African Railways in establishing and maintaining good neighbourly relations with black states not be underestimated."

Professor D. W. de Vos, of Pretoria University, told the conference flourishing pirate taxis in South Africa's black townships seemed to indicate a clear need for more legitimate taxis.

He said many taxis, especially the pirates, tended to operate along bus routes and pick up passengers waiting for infrequent off-peak buses, making the bus service even more uneconomical than it was otherwise. — SAPA.

R11m deal may be in jeopardy

Deputy Financial Editor

AN R11 million contract to supply wood chips to Japan may be in jeopardy following the Railways decision that Richards Bay harbour must be used to export chips.

Mr Craig Anderson, general manager of the Central Timber Co-operative, said a Japanese delegation was expected in June to finalise details of the contract. They would then know what direction to take.

Also at stake, he said, was the chip plant at Cato Lodge. This and the Durban harbour plant would have to be closed. They had cost nearly R6 000 000 and on current production would have been paid for within six years.

It is not economic to rail chips round the country. Moving logs to a harbour-based plant is the answer, but it will cost us R8 000 000 to R10 million for the envisaged plant at Richards Bay, Mr Anderson said.

The co-op had bought a 9ha site at Richards Bay, but until recently made no decision to develop it. The way exports were developing and the Railways' decision meant that after the Japanese visit the next step could mean the closure of the plant.

Mr Anderson said the planned contract could push chip exports up to 800 000 tons annually.

Air fares increase by 7 percent

CT, 26/4/79

Political Staff

(269)

HOUSE OF ASSEMBLY. — South African Airway's air fares would rise by seven percent for all internal journeys from May 1, the Minister of Transport, Mr Muller said yesterday.

Replying to questions from Mr Alf Widman, (PFP Hillbrow), Mr Muller said the price of air fares between airports in Africa and South America would rise by five percent. The increased fares should be charged for all air tickets issued after April 9 for journeys commencing on or after May 1.

The increases were in line with the recent decision by the International Transport Association to raise air fares. Mr Muller said he had received no reports of travel agencies backdating the sale of tickets affected to avoid the increase.

(269) DD 27/4/29

Road transport office to shut despite pleas

From BARRY STREEK

CAPE TOWN — The efforts of three Border MPs to keep the East London office of the Road Transportation Board open have failed.

The Minister of Transport, Mr Louwrens Muller, announced yesterday the office would be closed on July 1 this year because it was not justified any more.

The MPs — Mr Hendrik Coetzer of King William's Town, Mr Gert Myburgh of East London City and

Mr John Malcomess of East London North all approached the Minister to keep the office open.

Mr Muller said he and Mr Myburgh had considered the possibility of opening a one-man transportation board office in East London, but after investigation it was found this was not feasible.

In future transportation board matters would be handled from Port Elizabeth and the board would meet monthly in East London. It would also meet in EL when necessary.

The Minister said since the Ciskei Government had taken over the Road Transportation affairs in the homeland, there was little work in East London.

There had been a number of representations from various bodies including the municipality, industry and commerce. These had been considered carefully but the government had decided the office would have to be closed as "there is not enough work for an office in East London."

However, a senior trans-

port inspector and nine clerks would still be based in East London to cover the area. He hoped it would be possible to expand their operations but in the circumstances it was not possible to make any other decision.

This issue was raised during the transport vote in the House of Assembly yesterday by Mr Myburgh.

He explained the background to the Minister's decision and said the East London City Council had sent him a telegram expressing their disappointment at the decision and had asked him to raise the matter.

The telegram said: "Without any doubt yet another blow to East London." Mr Myburgh continued: "This telegram underlines the general atmosphere that exists in East London. Every action which is taken by the government which affects East London is seen as yet another blow to the city."

The matter was also referred to by Mr Malcomess who mentioned his representations to Mr Muller on the issue.

CT. 27/4/79

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He challenged the minister
to produce the calculations on
which he based this statement
for scrutiny by experts nomi-
nated by the private haulers
The new Road Transporta-
tion Act, which came into ef-
fect last year, was intended to
create a situation of freer
competition within the trans-
port industry and to do away
with red tape, but the opposite
had resulted.
"There is less competition
and more red tape," he said.

The road transportation
boards appeared to be nothing
more than branch offices of
the SAR. The amount of mon-
ey the industry now had to pay
for permit applications was so
much that it was nothing more
than a special tax on private
operators.
Mr Lorimer said he did not
understand why it was neces-
sary for the Railways to build
up its road transportation ser-
vice when it was quite appar-
ent that private enterprise

could handle the job.
"Our party does not agree
with State monopolies of
nature and I believe that
is harming the best inter-
est of the South African econo-
my," he said.
The minister's duty was
to ensure that the country
had the most efficient and eco-
nomical transport system, and
private enterprise was an im-
portant factor in such a sys-
tem. — Sapa

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Big SAR contract to Uitenhage

EAST LONDON — National-Standard Company of Uitenhage, manufacturers of solid filler wires for gas-shielded metal-arc welding, have been awarded a R550 000 contract to supply welding wire to the South African Railways.

It is believed to be the largest single order for electric welding consumables ever awarded in Africa. The contract will run for two years and it is anticipated some 560 000kg will be supplied in that period.

The Railways is the largest single consumer of

MIG welding wire in South Africa.

Mr Colin Bagnall, sales manager, said close co-operation between Iscor and the SABS helped National-Standard to win the contract. The wire is 100 per cent locally manufactured using Iscor rod and will carry the SABS mark of approval.

Mr E.A. Pearce, NSC's managing director, took steps four years ago to enter the MIG welding wire field and was the first manufacturer to obtain the SABS mark for South African MIG welding wires.

The company supplies East Cape tyre manufacturers with bead wire and the Post Office with telephone line wire. By adding MIG wire to its product range it is backing the Government's "Buy South African — Build South Africa" campaign, Mr Pearce said.

Mr Bagnall said the main advantages of MIG welding over other processes were the simplicity of the welding operation; the low cost of producing a weld; and the ability to train a welder for repetitive production work in only a few hours

compared with days or weeks with alternative welding systems.

He added the quality of the weld produced was higher and did not need subsequent clean up as with other operations. For those reasons it was the fastest growing welding technique in South Africa.

He said that by producing a top quality product, the equal of imported materials, local users could be encouraged to "Buy South African", which would assist the country's balance of payments considerably. —
DDR.

① 269
~~② 789~~

A PAPER ON A SPECIFIC MOTIVATION RESEARCH SURVEY.

"AUTOMOBILES - WHAT THEY MEAN TO AMERICANS."

LOCOMOTIVES

Losing steam

Manufacture of locomotives has been badly hit by the recession. At one time a booming R250m-a-year business, its work currently on hand is down to 30% of that - R75m a year. 'We're working at our lowest level ever,' says Dave Warren, sales manager of General Motors electro-motive division.

Existing SA Railways stock is 1 698 electric, 1 188 diesel and 1 802 steam locomotives. Orders have been placed for 324 electric and 123 diesels, and another 170 electric and 100 diesel locos have still to be ordered.

But SAR has slowed down its steam replacement programme and the industry fears long-term growth prospects are dim. When GM moved into this field in 1974, it was by farming out some operations, and putting together 14 diesel electric units, each worth R500 000 a month. It now has the capacity to produce 10 a month, but the current rate is only three.

Since 1974, GM has delivered 124 mainline and 225 branchline diesel electric units to SAR and three to private industry. Outstanding orders representing continuity of production through September 1980 entail 51 mainline units, while tenders have been submitted for 70 shunting locomotives.

Manager Lutz Elsner says that with less activity at the plant GM is doing more work itself and less sub-contracting so as to avoid lay-offs. Local content accounts for about 30% by value at present, and plans are underway for local production of traction motors.

Other contenders for SAR business are Dabyl's rolling-stock division and Union Carriage Dabyl, in consortium with US General Electric, has manufactured about 550 diesel electric units mainly for the SAR, although about 60 were for private industrial use.

A recent breakthrough for the company was a R38m contract to supply 50 Class 7E 25kV AC locomotives. The electrics will all be imported from Hitachi of Japan. The majority of previous electric locomotive contracts went to Union Carriage who build around Siemens and the UK-based General Electric Company.

Also causing concern is the slowing

down of the programme to phase out steam locos in favour of diesel. At present 65% of traffic hauled by the SAR is by steam or electric traction and 35% by diesel. Plans are underway to electrify a further 2 600m over four years.

Does this mean that manufacturers of bigger units will move into the smaller industrial locomotive field? Although GM recently handed over a 100 t unit for use at the Isithebe industrial township near Mandini, a spokesman for C H Funkey, one of the main suppliers in this field, doesn't think so. 'They're geared for standardised bigger stuff and couldn't profitably move into a field where most units are custom-built.'

Funkey can build up to 132 t, but its main forte is in the 10 t-80 t market, where it claims a 20% share. In the 40 years it has been in the business, it reckons that it has produced about 2 500 mining locomotives and 350 industrial shunters.

Funkey feels that locomotive manufacturers could be given a boost if

the SAR co-ordinated with neighbouring states and their economic development to provide a greater southern African rail infrastructure.

Another major manufacturer in this range is the Abercom subsidiary, Hunslet Taylor, which has produced 2 500 locomotives in 30 years of manufacture. The company has just handed a 20 t shunter powered by a 135kW Cummings diesel engine to the SAR, but sees activity as 'quiet.' Mike Parker, MD of E.C. Lenning agrees. 'Companies are living with what they've got. Until there is a marked upturn in industrial activity, I can't see any improvement.'

FINAL CORRECTING ERRORS

110 Bad Debts
110 (or Provision for D.D.)
110 Acc. Rec. Suspense

100 Acc. Rec. Control
100 (also to individuals)

BALANCING ADJUSTMENT BEFORE DISCOVERY OF ERROR

110 Acc. Rec. Suspense
110 Acc. Rec. Control

100 Acc. Rec. Suspense
100 Acc. Rec. Control

100 Acc. Pay. Control
100 Acc. Pay. Suspense

90 General Ledger Suspense

90 Acc. Rec. Suspense
90 Acc. Rec. Control

100 Acc. Rec. Control
100 Acc. Rec. Suspense

90 Acc. Rec. Control
90 Acc. Rec. Control

ANALYSIS OF ERROR

(1) T.B. not affected
Acc. Rec. Control > list

(2) T.B. not affected
Acc. Rec. Control > list

(3) (1) Incorrect postings
T.B. : Dr. > Cr.

(4) Overcasting

T.B. not affected
Acc. Rec. Control > list

T.B. not affected
Acc. Rec. Control < list

Acc. Pay. Control > list
Acc. Pay. Control > list

~~24~~ 10/5/79 DD 209

Train damage: varsity to pay

PRETORIA — The University of Pretoria would be asked to pay for damage to a train that took their rugby supporters to Bloemfontein last Saturday, a spokesman for the Railways Liaison department, Mr J C van Rooven, said yesterday.

The train to the inter-varsity, in which Tukkies played the Shimlas, left a trail of broken and discarded water bottles and fire extinguishers between Pretoria and Bloemfontein.

The train was delayed because someone had tampered with the vacuum pipes that regulated the braking system, he said.

Damage amounted to about R700.

Twenty-seven water bottles were missing from the train when it arrived in Bloemfontein. Ten were picked up alongside the railway line. Six fire extinguishers were emptied and 11 were missing

from the train.

Leather window bands were cut and wash basins and three alarm glasses were broken. Four windows apparently were kicked from their frames, he said.

"I want to state that we don't think this sort of behaviour is that of a typical University of Pretoria student. We are sorry a few supporters could not behave themselves," Mr Van Rooven said.

The principal of the university, Professor Eddie Hamman, said a full-scale investigation would be launched as soon as he had received the report from the Railways.

Mr Chris Fisser, chairman of the students' representative council, said "If the initial reports about serious damage were correct, then a full investigation will be launched and the strongest measures taken" - SAPA

RAILWAYS

Top priority no 3

269

RM 11/19

Railways has kept remarkably quiet about a R275m project which will benefit thousands of companies shipping goods between Durban and the Reef. Together with extensions to the Richards Bay coal line and the giant new marshalling yard at Bapsfontein, the improvements to the Reef-Natal mainline are cited by Railways engineers as one of the top three priorities of the next few years. About R70m of the total has already been spent.

Complaints of congestion and delays on this line have increased considerably in recent years. "The line is reaching capacity," concedes Railways planning engineer André Fourie. He reckons, however, that the work now underway "will get rid of a lot of bottlenecks. This will certainly contribute to a more efficient service."

Last year peak loads south of Ladysmith averaged about 76 000 t/day. By the mid-Nineties, Railways thinks it will be handling around 130 000 t a day. The improvements will be a reality long before then, however, since most of the work will be completed by 1983.

Centrepiece of the project is a completely new double line between Charlestown and Newcastle, which will eliminate the steep gradients and sharp curves which slow down traffic on the present 80-year-old section. Six tunnels will be built, and one of the bridges will be over 70 m high. Expropriations along the route are just starting and the total cost of this part of the project is put at R49m. Once the new line is in use, the old one will be abandoned.

A line bypassing Volksrust is already partially in service. It will become fully operational once a big new marshalling yard outside the town has been completed, probably by 1981. Fourie insists that Volksrust is not about to degenerate into a ghost town — railwaymen now working there will merely spend their days at the Vooruitsig yard a few miles away.

Long stretches of the line south of Germiston are to be doubled, and longer loops will be built on the Natal section. Centralised traffic control is to be installed on those parts of the route which still have semaphore signal systems. Newcastle will soon be getting a new station.

Fourie points out that construction work could mean some disruptions in

Reef-Natal traffic over the next few years, though some trains will probably be routed through the Free State. Businessmen will cross fingers that the end results will be worth the inconvenience.

c) Ander lede:

Mr K. Bosman
Professor A. Cupido
Mr N. Daniels
Mr Achmat Davids
Professor R.J. Davies
Professor J.J. Degenaar
Mr René de Villiers
Dr I.D. du Plessis
Professor J.J.F. Durand
Professor J.B. du Toit
Mr A. Flederman
Professor R.F. Fugle
Mr G.J. Gerwel
Erw. D. Guma
Professor A. Paul Hare
Dr Gertrud Heydorn
Mr F.A. Jacobs
Mr H M Timba

Mr H.W. Middelmann
Erw. M.T.L. Moletsane
Professor A.D. Muller
Sheik A. Najaar
Mr Victor Norton
Professor N.J.J. Olivier
Mr L. Phillips
Professor H.P. Pollak
Mr W.J. September
Mr Franklin Sonn
Mr P.M. Sonn
Regter J.H. Steyn
Mr R. Tobias
Professor R.E. van der Ross
Professor J.H. van Rooyen
Mev. S. Walters
Professor F.A.H. Wilson

4

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low van die Konstruktiewe gesies, wat universiteite in met verskeie handelskontak opgebou.

die volgende konferensies

ale Uitvoerende Komitee-
e Suid-Afrikaanse Insti-
Kaapstad (Januarie).

rgadering van die Religious
rheim (April).

siologie, Uppsala, Swede.
terkgroep 6 en vergaderings
die Internasionale Sosio-
amptelike afgevaardigde

A speed tunnel for Jo'burg's commuters?

16/5/74 RDM
269

THE LATEST municipal estimates for Johannesburg claim that an underground railway of some 30 km in length would cost between R500-million and R800-million to construct.

This does not impress the majority of city councillors, among them Mr Gerrit Bornman, a member of the City Council's Management Committee. He points out that if such a rapid rail system were constructed, it would incur an annual loss of about R80-million which would exceed the annual municipal rates income.

But is there any reason why the entire system should be completed before certain stages were put to use? Surely it is logical to assume that long before 30 km were laid the tube would be revenue producing.

And is there any reason why the total cost should not be spread over several years?

The London underground was started 116 years ago (1863) and built in many stages. The first 6 km (between Farringdon Street and Bishop's Road) was authorised by the British Parliament only after 10 long years of haggling. Then it was completed in three years.

In its first year the initial 6 km stretch carried more than 9,5 million passengers.

A new line in the centre of London, between Ludgate Circus and Baker Street, is now being constructed but the work is not affecting the incredible network already serving millions of commuters daily.

A London without its present day 409 km of tube, of which 161 km are underground, and 278 stations is almost inconceivable.

The city would "choke to death" to use the words of Mr J F Oberholzer, chairman of the Johannesburg City Council's Management Committee, when he predicted in 1973 what the situation would be like in Johannesburg by 1895 — if our city fathers didn't force the central Government to subsidise a scheme.

Councillor M A Zoccola implored the Johannesburg City Council in 1936 to do something about a subway. Instead we have had a billion words on the subject over the past 43 years — and no action whatsoever.

As soon as the ratepayers have squawked about the expropriation of their beloved properties (to hell with prog-

This is the last in a three-part examination by **VIV GRANGER** of public transport alternatives for Johannesburg. Today he looks at tubes.

ress which can only increase property values in the long run) most city councillors have turned chicken.

Mr Bornman may blanch at the figure of R900-million now presented, but had the City Council acted in 1936 when Mr Zoccola made his abortive plea, the city by now could have had a tube of say 16 km for R5-million — or for R200-million in 1973 when the Deputy City Engineer, Mr Eric Hall, warned of the terrible congestion that would result by 1985 — if nothing was done.

Mr Oberholzer, who supported Mr Hall, was at one time a firm protagonist of the mono-rail. But in the late 1960s, seemingly after being convinced by experts, he switched to the tube.

Since then he has also spoken thousands of words on the subject, but, in spite of telling the Press in 1975 that he was seeking a meeting with the Ministers of Finance, Transport and Economic Affairs on the question, still hasn't produced the goods.

Experts brought to Johannesburg from London in 1970 said after conducting a thorough feasibility study that an underground was a proposition, but that work on it should start within 36 months — if it was to be ready in 1985. They clearly meant the entire 30 km.

In 1974 Mr Oberholzer said the cost of the tube had risen to R300-million and that every year of delay was costing R2,5-million a month — or R30-million a year.

In July, 1970, when a conference was held by South African tunnelling interests in Johannesburg, J V Bartlett, a member of a British firm of tunnelling consultants, drew attention in a special paper to the political aspects of rapid rail systems for cities.

He wrote: "Underground construction is usually started too late. This is essentially a political problem. Mass public opinion in the past has not seen the need for such large expenditure until delays in the streets become a nightmare.

"It will be between five and

10 years and later before a subway becomes operational, by which time traffic conditions may be chaotic.

"A cynic may point out that the gestation period of a subway is longer than the normal tenure of government"

Nobody has had more to say about a tube for Johannesburg than Mr Oberholzer and he is obviously the linchpin in the matter.

He heads the Management Committee of the Nationalist-controlled City Council, a man of influence not only in Johannesburg but in the country generally. Nobody is more qualified to do some straight talking to the Government.

The commission inaugurated in 1972 by the Government and headed by Mr Johan Driessen, Secretary for Transport, produced its report in 1975. It spelt out the position clearly — that if South African major cities did not get rapid rail transport systems the consequences in the years to come could be serious.

In 1976, the Government announced that they would assume responsibility for urban transport.

Mr Oberholzer has had the support not only of the Driessen Commission but countless experts who in recent years have warned us loudly and clearly against procrastination.

He is the man to whom the city now looks — not to issue another thousand words — but to act. To turn the first sod for a subway.

Of course the Government has the final say. But what about commerce and industry who might be persuaded to join a consortium with the State — and the city — to serve everybody's interests?

What about the Central Business District Association, chaired by Mr Nigel Mandy? It goes without saying they have appreciated the absolute necessity for a rapid rail system for Johannesburg — if the CBD is not to be lost eventually to the suburbs.

The trend is already apparent. Note the office space available in the centre and the grow-

ing demand for business premises out of it.

Above all, city councillors and the public must be convinced the city's longterm future is at stake, particularly in times of frightening petrol price hikes.

The immediate need is not for the full extent of the 30 km of tube suggested but, say, 5 km in the centre of the city — for starters. Say, from Sauer Street to End St, a stretch that would be in use at all hours of the day.

To walk around the world one must take the first step and the need is for someone to plunge a spade into the earth and get the show on the road.

The labour for the operation we have in profusion among the thousands of unemployed.

As for expertise, who better to advise on tunnelling than industrialists in our midst? RUC, a mining contracting firm based in Johannesburg and owned jointly by Roberts Construction and Union Corporation, has helped to tunnel an underground in Sydney, Australia, and together with a local company set up an Australian record for tube tunnelling of 314 m (1 020 ft) in a week.

An executive of the company said last week that major organisations in the country could easily cope with the problems on tunnelling under Johannesburg.

J V Bartlett added in his paper tabled at the tunnelling conference in 1970:

"The essential prerequisite for a subway is an operating authority. Cities contemplating an underground have little difficulty in commissioning a feasibility study, but at an early stage it is essential to form an organisation of men with authority conversant with the legal requirements, the staff, staff training issues and the many other facets of subway operation."

In effect, men of action, Mr Oberholzer.

Lastly, this is when other big cities of the world got their subways:

Budapest (10 km) 1896, Paris (10 km) 1890, New York 1904, Philadelphia 1907, Buenos Aires 1913, Tokyo 1927, Moscow 1930, Osaka 1933, Chicago 1943, Toronto 1954.

Rio and Sydney, among other cities, are tunnelling theirs now.

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RAIL TARIFFS

Second thoughts

269
FM 116/79a

In his Railway budget, Transport Minister Louwrens Muller warned that tariff hikes might be unavoidable later this year. But the chances of Railways holding the fort until 1980 look good, according to GM Kobus Loubser. "There are already fairly clear signs of an improvement in the Railways' revenue position," he says.

Since the March budget there has been a noticeable climb in long-distance traffic, especially coal hauled to Richards Bay. Costs are also being held down. Railways' optimism rests on:

- An economic growth rate of 4%, rather than the 3,5% assumed in the Railways' budget. The SAR concedes, however, that tough fuel saving measures may dent the growth rate.
- A strong switch of traffic from road to

rail transport, on account of the new incentives announced by the minister in his budget (see FM March 9), and the shock to road transport of soaring fuel prices.

● Confidence that the Franzsen Commission, investigating the socio-economic responsibilities of the SAR, will recommend state subsidies for non-economic passenger services, which are expected to lose R350m this year

● The bigger than expected balance in the Rates Equalization Fund, currently R61m. Added to this is last year's surplus, which will be quite a bit up on the budgeted R53m "We can use this reserve to assist us to hold off a rise in tariffs for some time," says financial manager Bart Grové

But there are plenty of "ifs" The expected improvement in the ratio of high- to low-rated traffic has not yet come about. Grové argues, however, that "once growth really gets going, we will see a good rise in the level of manufacturers' stocks, which will help push up the high-rated traffic"

Further, traffic will have to rise substantially, if the R200m gap between revenue and expenditure projected for 1979-80 is to be closed. Railways have budgeted for a 4,2% climb in high-rated traffic, and a 2,9% rise in low-rated goods, though coal traffic is expected to rise by 51%. A 1%

rise in the former contributes only R8m to Railways' net revenue, while a similar increase in low-tariff goods adds R11m to income

The SAR may manage to avoid a rise in rates this year. But will the public then have to pay through the nose in 1980? "On account of our ability to maintain the productivity increase of past years, it should not be necessary to increase rates by more than the rise in the cost of living," says Loubser.

Railways' foreign borrowing programme is off to a good start too. Already two-thirds (nearly R135m) of the overseas loans needed to finance capital outlays in 1979-80 has been raised. These loans have maturities of up to six years. Grové claims that the interest rates have also improved and that "we have been able to turn away some offers."

Mr H.W. Middelmann
Eerw. M.T.L. Moletsane
Professor A.D. Muller
Sheik A. Najaar
Mr Victor Norton
Professor N.J.J. Olivier
Mr L. Phillips

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13

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Professor J.L. Boshoff, ere-Fellow van die Konstruktiewe Program, het met 'n aantal instansies, wat universiteite in Natal en Transvaal insluit, en met verskeie handels- en industriële firmas in Natal, kontak opgebou.

(b) Konferensies

Gedurende 1978 het die Direkteur die volgende konferensies bygewoon:

Jaarlikse Konferensie, Nasionale Uitvoerende Komitee- en Raadsvergadering van die Suid-Afrikaanse Instituut vir Rasverhoudinge, Kaapstad (Januarie).

Suid-Afrikaanse Jaarlikse Vergadering van die Religious Society of Friends, Stutterheim (April).

Negende Wêreldkongres van Sosiologie, Uppsala, Swede. Verhandelingsvoorgelê in Werkgroep 6 en vergaderings bygewoon van die Raad van die Internasionale Sosiologiese Vereniging as die amptelike afgevaardigde van Suid-Afrika (Augustus).

No rail fares rise this year

261
N.M. 9/17/79

Mercury Correspondent

JOHANNESBURG — South African rail tariffs will be kept down for as long as possible in spite of a R125 million increase in this year's fuel bill, the General Manager of SAR, Dr. Kobus Loubser said yesterday.

The South African Airways bill alone will jump from R120-million to R170-million.

"We have decided to hold out for as long as possible, possibly till the end of the year," Dr. Loubser said.

"The SAR is in a healthy position with at least R161-million in our tariff reserve fund," he said.

Following Thursday's announcement an increase in passengers was expected and trains would be lengthened to accommodate them, Dr. Loubser said. The number of passengers who travelled by rail had been declining steadily over the past few years as more people turned to air transport.

The Airways was also studying methods of increasing capacity in its fleet, either by re-designing seating facilities, or by removing first class facilities on internal flights if it proved necessary.

269 3/6/79 *Final Express*

Where SAR puts apartheid back on the tracks

TOUWS Rivier is where trains undergo racial surgery. They arrive with Blacks in front — and leave, 30 minutes later, with Blacks at the back.

All Cape Town-bound passenger trains — including the crack Trans-Karoo and Orange expresses — stop there for 30 minutes while a steam engine rearranges the racial order of the coaches.

They change the shape of the train so that the racial chronology of coaches corresponds to the segregated architecture of Cape Town's terminal, 300 km away.

A swarm of trained shunters are on 24 hour-standby to perform the operation, which saves White passengers the inconvenience of an extra 60-second walk at the terminus.

On two trains — the 2.05 am slow train from Johannesburg and the Durban express (which arrives at 3.40 am) the Black passengers are shunted to and fro in the middle of the Karoo night.

The Touws Rivier re-arrangement is an attempt to iron out a flaw in SAR logic.

Black coaches — 1st, 2nd and 3rd class — are always hitched to the engines on all long-distance trains, a legacy from the days of soot-scattering steam engines.

But this sequence clashes with Cape Town's platform layout.

Incoming White coaches must always precede Black because the elegant station front, with direct access to Adderley Street and the commercial centre, is for Whites only.



Touws Rivier (population 6 500) lies on the edge of Karoo shrubland and is the last major rail halt before trains begin their winding ascent into the majestic Hex River Valley.

Outside the station are 80 steam locomotives, rusty memorials of the SAR's golden age, in a mixture of museum and graveyard.

And dominating the hamlet is a koppie, on whose

BLUE TRAIN ESCAPES COLOUR GAME

By **CHARLES
BLOOMBERG**

hump someone has arranged whitewashed stones to form the words "Jesus Red" (Jesus Saves).

Touws Rivier is where a fresh crew takes over the controls for the snaking six-hour mountain run to Cape Town.

And it's where a day-and-night service transforms Black-fronted trains into White-fronted trains.

Sixteen trains a week are re-shaped there — from South Africa, SWA/Namibia and Rhodesia.

Among them are the trains from Windhoek, Mafeking, Pretoria, Bulawayo and Eastern Province.

Only the Blue Train is exempt from the Touws Rivier treatment.

This is due to its "international" status. Black passengers are booked into separate compartments, not segregated coaches.

They can travel anywhere on the train, without restriction.

And the price of a R104 single ticket entitles the holder to use Cape Town's front exit, regardless of his colour.

The Trans-Karoo from Pretoria arrives at 8.44 am. As it creaks to a halt at Touws Rivier, the station loudspeaker blares out a friendly welcome — and a warning.

"Passengers who so wish can make a stretch on the platform", announces a throaty voice in both official languages.

Then, the message for Blacks: "Passengers in the first two coaches must be

very careful, as we are going to shunt."

This is the start of the delicate operation to make the train presentable for arrival in the Mother City.

● The Black coaches are uncoupled from the train front — and pulled by the electric unit on to a parallel track;

● At the same time, down at the rear, the guard's van is also detached — and pulled by a class 25 Steam locomotive on to the same parallel track. The train has been amputated both fore and aft.

● The two amputated bits are edged toward each other and then coupled, with an echoing clank. Black coaches and guard's van are married to form a new section.

The first coaches have now become the last: the front of the train has become its back.

● The new extended rear (containing the former front) is attached to the end of the train.



● The electric engine is now re-connected to the train. Coach No 3 (White) will now be first into Cape Town — and coaches 1 and 2 will be the last.

Completed 10 years ago, Cape Town station is the incarnation — in concrete and marble — of strict Verwoerdian apartheid.

There are two separate stations, each with its own ticket office, subways, foyers, waiting rooms, left luggage, kiosks and taxi rank at either end of the sprawling complex.

The White station is at the front — and faces on to the city's commercial heartland.

The Black station is at the rear, and faces Woodstock.

SAR to try hold air, rail tariffs down

South African Railways will hold out as long as possible before increasing air and rail tariffs but internal air rates are most likely to go up first — possibly within the next two months.

Dr Kobus Loubser, general manager of the SAR & H, has assured passengers that air and rail tariffs will stay the same in the short term and "by that I mean the next couple of months," he said. It is hoped that rail tariffs will only go up at the end of the year.

"There is no incentive at this stage to increase tariffs because the longer we hold out the more passengers we will get," said Dr Loubser.

ELECTRIFY

The railways intends to electrify lines where this is economical as a fuel-saving measure. By 1983 it is hoped that 85 percent of all rail travel will be steam or electricity powered. Diesel consumption is to be cut by 20 percent over the next six months and more co-ordination of rail, bus and truck hauling will be effected.

Lines which are taking priority in the electrification programme include the Cape Town-De Aar line and lines to Port Elizabeth and East London.

The fuel price rise means an additional R125-million to the department's budget for this year for air, rail and road transport.

Rail and air tariffs will be kept down — Loubser

R.D.M. 9/16/79.

(Signature)

269

By JEREMY BROOKS

SOUTH African Railways is to keep its rail tariffs down for as long as possible in spite of a massive increase in its fuel bill, the general manager Dr Kobus Loubser said yesterday.

He was speaking at a Press conference where he discussed steps taken by SAR to cope with the energy crisis.

The fuel price rises announced by the Government mean that SAR, during this financial year, is faced with a massive R125-million increase in its fuel bill.

The South African Airways bill alone will jump by R50-million from R120-million to R170-million.

"As regards rail tariffs, we have decided to hold out for as long as possible, possibly until the end of the year," Dr Loubser said.

"The SAR, as a business organisation, is in a healthy position. We have at least R161-million in our tariff reserve fund which we hope will last us for quite a while."

However air fares would continue to be set by Iata and if Iata decided the fares should go up, then SAA would have no choice but to follow suit.

Following Thursday's announcement, an increase in passengers was expected on SAR and trains would be lengthened to accommodate them, Dr Loubser said.

The number of passengers who travelled by rail had been declining as more people turned toward air transport.

Dr Loubser said that in one respect South Africa was in an enviable position compared to other countries with regard to the energy crisis.

SAR decided to make the fullest use of domestic sources of energy, such as coal, during the energy crisis of 1973.

Intensive research was continuing into the more efficient utilisation of available fuels and SAR now felt itself capable of dealing with any crisis, Dr Loubser said.

Several measures which had made the rail transport more efficient were:

● The introduction of the Scheffel Bogie — this device,

fitted to the wheels of coaches, enabled trains to travel at speeds as high as 245 km/h, with less friction and less wear on wheels and rails.

● Trains had been lengthened, increasing freight capacity.

● Electrical systems had been changed from direct to alternating current, allowing greater voltage to be carried through cables with less current loss.

At present, 72% of freight was carried by electricity and steam. This was expected to increase to 85% over the next four years. The capital costs involved in implementing the programme would be R400-million for SAR and another R200-million for Escom.

Dr Loubser said that diesel locomotives would, however, never be made redundant as they were important for both economical and strategical reasons. Neighbouring countries often hired diesel locomotives from South Africa and in the unlikely event of a power failure, diesel locomotives could be used as a back-up.

Diesel used by SAR in locomotives was utilised more efficiently than by commercial road haulage vehicles, Dr Loubser said.

Talks were under way with private cartage contractors to discuss ways of rationalising the system and transporting more freight by rail rather than by road, Mr Loubser said.

Speaking about SAA, Mr Loubser said that over the years SAA management gave careful consideration to which type of aircraft they should buy.

"We have selected the aircraft which are economical and which are most suited to our purpose. An example of this is the airbus, which we were harshly criticised for buying but has now shown itself to be most economical, with a comparative fuel saving of 26% in relation to other jets."

POLITICAL comment in this issue by Benjamin Pogrand, newsbills by John Ryan, headlines and sub-headings by Mike Stent, cartoons by Bob Colman, all of 171 Main Street Johannesburg

Durban move on bus fares

THE Durban Transport Management Board is to apply for an increase in bus fares as soon as possible, the manager, Mr. Marshall Cuthbert, said yesterday.

"There is no way we can absorb a petrol increase of this magnitude," he said.

An application would be made to the National Road Transportation Board shortly but he anticipated it would take a few months to be granted.

The Mercury received several pleas yesterday for Durban to introduce trolley buses.

Mr. Cuthbert pointed out, however, the city would have to start from scratch and the cost would be so high no single authority could afford it.

Meanwhile, new prices and restrictions have also

yesterday.

Mr. Radyn said the 5.29 p.m. train from Durban station would start running again "some time next week".

The transport manager of Clover, Mr. Norman Botha, said his firm's milk distribution costs would rocket by R182 000 a year.

"There has, however, been no talk of a price increase yet," he said.

Taxi fares seem bound to be increased.

"We must do everything in our power to keep them down, but I don't think we can," said the chairman of the Durban Taxi Owners'

the new limit had been erected.

Car hire firms said yesterday they could not absorb the additional cost.

Motorcycle and bicycle salesmen in Durban predicted a further upswing in their trade — already boosted by the February increase.

Mr. Des North, chairman of the Natal Motor Sport Union, said he thought motor sport would take a "bit of a knock", with spectators not being able to travel as far.

Authorities at the University of Natal in Pietermaritzburg will bring the examination timetable forward by one day, to meet the fuel problem.

The Vice-Principal, Professor G. Schreiner, said the examinations would now finish on Thursday, June 28, which would enable students to do their travelling on Friday rather than Saturday.

Bus routes

Bus routes in Pietermaritzburg are to be reassessed, the director of the Municipal Transport Department, Mr. D. D. Schumann said yesterday.

His office had had several requests from people who wanted bus routes instituted near their homes.

The Natal Parks Board resorts would not be adversely affected by the new controls, a Board spokesman said yesterday.

"Most of the Parks Board's reserves are fortunately placed near urban areas and drivers will not have to use much fuel to get to them," the spokesman said.

Bus fare subsidies likely

areps 11/6/79

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Political Staff

THE Government is to consider direct fare subsidies for white bus users following the massive fuel price increase.

Black and coloured commuters already get R50-million a year in subsidies on fares from the Urban Transportation Fund.

In addition, the railways subsidise third-class train fares by R50-million a year.

Now it is likely to be the turn of white public transport users to get consideration following the vital need to lure commuters out of their cars and on to buses.

POSSIBILITY

The Secretary for Transport, Mr A B Eksteen, was asked today about the possibility of increased urban transport subsidies.

He said: 'I foresee that we will have to look closely in the future at the needs of white commuters. It is possible that we will have to introduce subsidies for them.'

But he did not expect any immediate action. It was at this stage under consideration.

Mr Eksteen said, however, that for the first time this year money had been made available to cities for improving capital works connected with urban transport services.

LION'S SHARE

Johannesburg had received the lion's share of the R5.4-million made available. It received R4-million to improve cross-city services, depots and administration and to build more shelters and two more termini for blacks.

The advance of this money was only a start and next year a lot more could be made available. Johannesburg had been favoured with the largest amount because the city had been first to complete an urban transportation study which had been approved by the Government.

Pretoria had received R648 000, Cape Town R30 000, Durban R777 000 and Port Elizabeth R82 500

The amounts had noth.

Tourism plea for reduced SA air fares

CT
9/18/79
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Staff Reporter

THE Department of Tourism and South African Airways were taking "a hard look" at the possibility of reducing air fares between SA and the rest of the world, the Secretary for Tourism, Mr J. W. T. Behrens, said yesterday.

Mr Behrens opened a tourism conference at the Good Hope Centre yesterday.

He was replying to a speech by Mr Dennis O'Neill, executive vice-president of Maritz Travel in America, in which Mr O'Neill urged South Africa to push for lower incentive air fares to attract tourists.

Mr O'Neill, who spoke on the demands and requirements of the incentive market, said the country was one of the most promising destinations in the world.

However, lack of exposure, especially to the American public, and the vast distance to South Africa, involving more travel time and money, were problems which had to be overcome.

Negative press reports com-

ing out of South Africa resulted in a typical American reaction being negative too.

South Africa also had to develop its unique sightseeing to differentiate itself from other countries. Points in South Africa's favour were its friendly people, stable currency, its legendary work ethics and its exotic atmosphere.

The country could capitalize on many assets by continuing to improve its network of hotels, ground transportation and its service levels, which were among the best in the world.

Mr Peter Rickmers, chief general manager of Airtours in Germany and vice-president of UFTAA (Universal Federation of Travel Agents), spoke on "What the international tour operator expects from the South African plant".

Rail tariffs to stay down for time being

DD
219 9/16/79

JOHANNESBURG — The South African Railways is to keep its rail tariffs down for as long as possible despite a massive increase in its fuel bill, the general manager of Railways, Dr Kobus Loubser, said yesterday.

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He was speaking at a press conference where he discussed steps taken by the Railways to cope with the energy crisis.

The fuel price rises announced by the government mean that the SAR, during this financial year, is faced with a massive R125 million increase in its fuel bill.

The South African Airways bill alone will jump from R120 million to R170 million.

"As regards rail tariffs we have decided to hold out for as long as possible, possibly till the end of the year," Dr Loubser said.

"The SAR, as a business organisation, is in a healthy position. We have at least R161 million in our tariff reserve fund which we hope will last us out for quite a while."

However, air fares would continue to be set by Iata, and if Iata decided the fares should go up SAA had no choice but to follow suit.

An increase in passengers was expected on the railways, and trains would be lengthened to accommodate them, Dr Loubser said.

The number of passengers who travelled by rail had been declining steadily over the past few years as more people turned toward air transport. Consumer surveys were

continually being conducted to find out what train passengers really wanted.

The airways was also studying methods of increasing capacity in its fleet, either by redesigning seating facilities, or by removing first class facilities on internal flights if it proved necessary.

In Durban, the managing director of Natal Cane By-products, Mr Charles Matthews, said South Africa had the technology to produce alcohol for motor fuel but the government had not yet laid down the ground rules controlling the process.

"Until these rules are spelt out, we don't know where we stand," he said.

"The only practical problem that would be faced in producing alcohol from sugar cane juice would be the dispersal of effluent — for every litre of alcohol, there are 12 litres of a very heavy effluent," Mr Matthews said.

Meanwhile, the entire structure of South African professional soccer has been placed in jeopardy as a result of the fuel price increase and restrictions.

Mr George Thabe, president of the South African National Football Association, said yesterday that the National Professional Soccer

League's national first division could not survive the year in its present form.

He added that the Premier League — already travel-subsidised to the tune of R100 000 — would also be hard-pressed to survive.

NPSL first division clubs are due to meet tomorrow to discuss ways of overcoming difficulties posed by travel costs.

"The format of the league must change immediately," Mr Thabe said. "With no fuel on Saturdays and Sundays, we simply cannot sustain the league on a national basis."

The new petrol measures will, however, not seriously affect motor racing as a sport.

The manager of the South African Motor Racing Club, organisers of the grand prix, Mr Alex Blignaut, said: "All the grand prix drivers have special high octane petrol shipped out to this country at their own expense."

"Racing will be affected in the same way that all spectator sports will be affected," he said. "A few people will stop coming, sports clubs will lay on more buses and people will club together for lifts. In no time, things will be back to normal." — DDC-SAPA.

I shall sketch in only the main episodes:

First, crude oil was largely a patent medicine. But even before that fad ran out, demand was greatly expanded by the use of oil in kerosene lamps. The prospect of lighting the world's lamps gave rise to an extravagant promise of growth. The prospects were similar to those the industry now holds for gasoline in other parts of the world. It can hardly wait for the underdeveloped nations to get a car in every garage.

In the days of the kerosene lamp, the oil companies competed with each other and against gaslight by trying to improve the illuminating characteristics of kerosene. Then suddenly the impossible happened. Edison invented a light which was totally nondependent on crude oil. Had it not been for the growing use of kerosene in space heaters, the incandescent lamp would have completely finished oil as a growth industry at

Give us a better deal bus operators

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RDM
11/6/79

By GRAHAM BROWN
Municipal Reporter

THE Urban Passenger Transport Association has joined the call for substantial State subsidies and exemption from the fuel levy for public transport operators.

The only alternative, said UPTA president Peter Amm at the weekend, was higher bus fares that could deter people from switching to public transport as a result of the latest massive fuel price jump.

Mr Amm, who is also general manager of Germiston's municipal transport department, said more passengers meant relatively higher costs than the increased fare revenue they produced.

The fuel measures would tempt many people back on to buses. But more buses would have to be provided to meet the peak increase, meaning more buses and drivers idle during the daily off-peak periods.

Average bus costs had already been forced up nearly 20% by fuel price increases since the beginning of the year. "The transport losses of municipal operators are already imposing a burden on rate-payers which cannot be made any heavier," Mr Amm said.

The UPTA, which represents all the country's municipal and private bus operators, is seeking an emergency meeting with

the Ministers of Transport and Economic Affairs.

It has also made urgent calls for:

- Emergency legislation to give buses priority when changing from lane to lane, pulling away from bus stops and making right turns at intersections.
- Employers to increase the use of staggered hours so that workers could avoid travelling at the highest part of the daily peak period.
- Emergency legislation to allow buses to carry more people.

"Passengers are asked to bear with us by being more willing to stand. This is to their advantage because it will keep fare increases down," said Mr Amm.

But the interim five-year plan of Johannesburg's Metropolitan Transport Advisory Board (Jomet), gazetted last month, says the city's bus commuters are generally reluctant to stand

In fact, says the report, passengers on well-used routes often ignore buses with standing-room only, preferring to wait for the next one.

The Jomet study had assumed there would be a "moderate" increase in the price of fuel and no further restrictions on its use

The transport department is running at an R8-million a year

loss. The 1974 Driessen Committee, appointed by the Government to investigate the urban transport crisis, recommended that the State should spend at least R52-million a year on urban transport, rising as soon as possible to R92-million a year. Taking account of inflation, these figures are now much higher

So far less than R20-million has been forthcoming.

The National Transport Commission pruned more than R3-million from its expected R7-million subsidy for the first year of the Jomet plan.

A former Secretary for Transport, Mr Johan Driessen, who also chaired the Driessen Committee, was reported in yesterday's Rapport as claiming the new speed restrictions and the ban on weekend petrol sales were easy ways out for the Government. But they were treating the symptoms of urban traffic congestion, not the cause.

Better solutions, Mr Driessen said, would be:

- Laws to enforce staggered working hours to spread peak period traffic.
- An expansion of the park-and-ride system
- Replacing diesel buses with trams
- Investigations into the effectiveness of traffic lights, which often meant long lines of traffic idling away valuable petrol.

(269) Fin 15 16/79

Closer to home (and work)

If many commuters, after the petrol shock last week, resolved to use the bus in future, all it took to break that resolution was the bitter wind on Monday morning. Even seasoned bus-users, it seemed, judging by the jams, opted for their cars.

However, the increased price of petrol, combined with inevitable hikes in other prices will probably soon remove that

delegates at this week's Sapoa congress that decentralised commercial nodes scattered around the suburbs were wasteful — in terms of both time and fuel. He predicted that planning authorities would from now on take more notice of CBD lobbies and restrict further granting of office rights in decentralised locations.

Parking, Barclay felt, would become

council, with its plans for four shoppers' garages on the fringe of the retail area.

Hypermarkets in outlying areas could take a knock, because housewives are going to become more conscious of the cost of the trip. Here again there is likely to be a change in pattern. Monthly bulk buying in many cases may replace weekly food shopping. Neighbourhood stores and local convenience stores stand to gain from this. Barclay reckons that small convenience centres of some six shops will come into their own again.

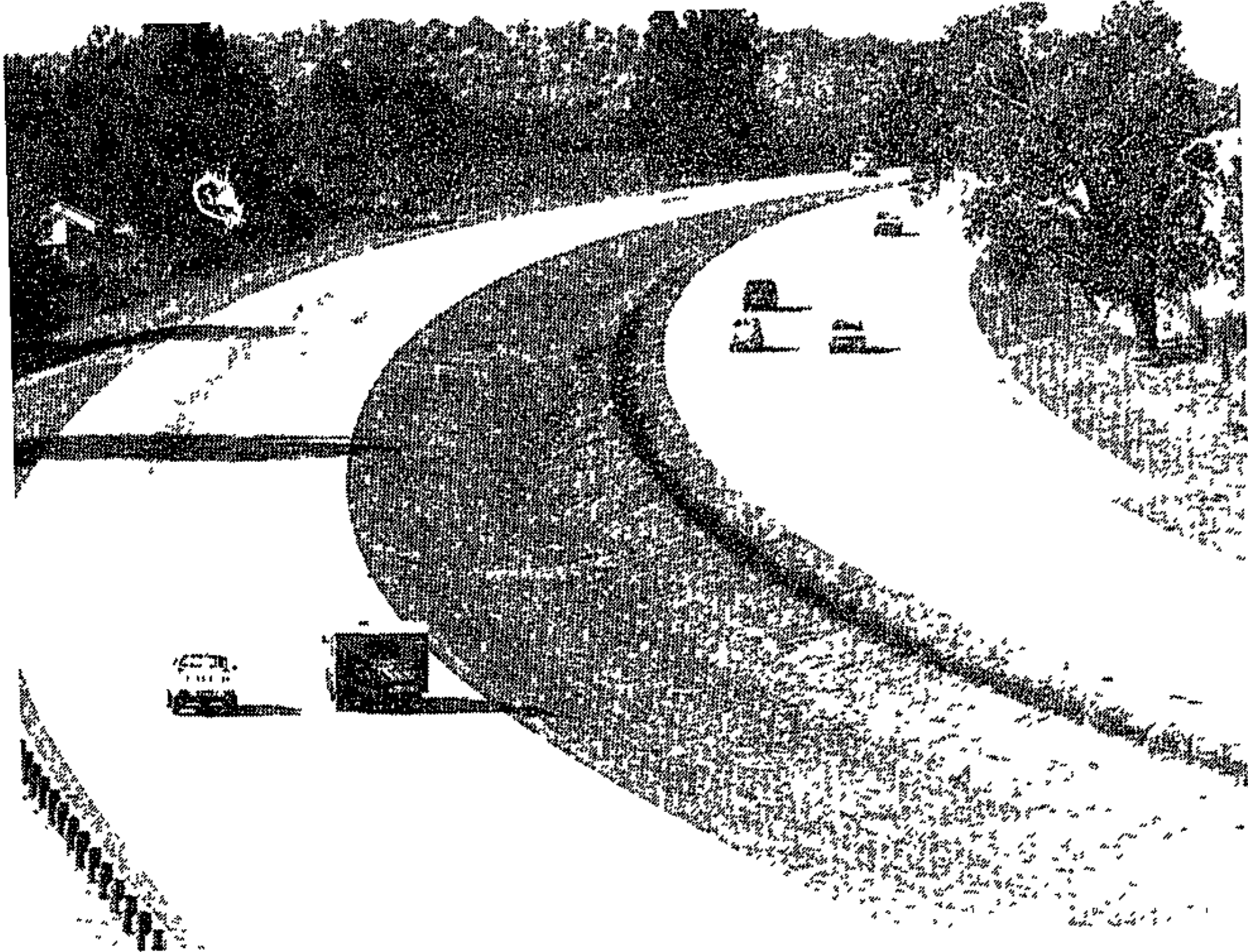
With residential property, the trend towards the inner suburbs in most centres is already noticeable. It is likely to accelerate. Agents in northern Johannesburg report that even since last week many of their prospective buyers have reconsidered where they want to buy — usually closer to town by a suburb or two.

There is also likely to be renewed pressure on planning authorities to allow higher densities in some inner suburbs such as Houghton. And the renovation bug which has hit places like Johannesburg's Parkhurst, Norwood, and Melville in a big way could spread to other still unfashionable suburbs.

All this doesn't bode well for the new house building industry. The attraction of new homes and the normally smaller deposit required will, more than ever, be counteracted by the fact that most new homes are way out in the sticks, far away from public transport, shops and schools making two cars per family essential.

The industrial market is less likely to see a change in locational demand. Wilf Isaacs tells the *FM* that the popular areas are likely to remain popular. This is because they are all sited close to markets with good access by road and rail. And industrialists have been choosing their pitches on access criteria for some time now.

However, in common with the rest of the market, the industrial sector could



Rush hour 1980?

option. So whatever the weather, and whether they like it or not, a lot of commuters are going to take to the buses.

What effect will changing transport patterns have on the property market which only so recently started to move again?

To a certain extent property cannot be seen in isolation. It is, after all, part of the whole economic scene. And if the economy suffers generally because of inflation, so will property. Because of changes in private transport habits, though, certain sectors will probably lose out more than others.

For a start there could be a swing away from decentralisation. Nigel Mandy, chairman of the Johannesburg CBD Association reckons that there will be an increased premium on office space which is well served by public transport, and an increased tendency for office workers to shop close to their work. This, he feels, can only benefit the CBD.

Alastair Barclay of Dunlop Heywood agreed with this diagnosis when he told

less important as more commuters (in the lower echelons anyway) were forced to use public transport, and that generous parking facilities in developments in peripheral CBD positions would largely become under-utilised.

However there is still going to be a need for hard-core CBD short-term shoppers' parking, reckons the CBDA. So it is going ahead, in consultation with Johannesburg

SANLAM CHANGES

Sanlam's top property man Andries van Riet (left) is to retire at the end of the year. His successor will be Etienne le Roux, a former property man who has more recently been involved in general investments.

Another change at Sanlam is the departure of Paddy Roome, who was responsible for the San Lameer coastal scheme and the on-and-off Phoenix industrial township near Durban.



... after if the hoped-for end of July consumption spending boom is knocked flat by increased petrol prices and inflation. A lot of expansion plans in the office, retail, and industrial sectors could be shelved. And we could be back to square one.

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DEPARTMENT OF RAILWAYS AND HARBOURS

No. R. 1284

15 June 1979

The State President has, in terms of section 32 of the Railways and Harbours Service Act, 1960 (Act 22 of 1960), been pleased to approve of the South African Railways Staff Regulations, published in Government Notice R. 1045 of 15 July 1960, as amended, being further amended as follows:

SOUTH AFRICAN RAILWAYS

STAFF REGULATIONS

SCHEDULE OF AMENDMENT

(Operative from the September 1978 paymonth)

REGULATION 2

In paragraph (2) (d) (ii) substitute "R8 316" for "R7 071" and in paragraphs (2) (e) (ii), (2) (f) (ii) and (2) (g) (ii) substitute "R7 071" for "R6 237".

Nkope has occasional flutted complex outlines, to the eastern stream, but as it would seem that Nkope and Phillipson (1975, 1977) a linear continuum with Ure latest group. The linear c (Phillipson, 1975) and has derived from pottery analysis related through a common an carried out over both possi

Simulation 1. Urewe →
Simulation 2. Kwale →

RESULTS

Simulation 1. The discontinir expansion than the wave of a per year were generated by were an order of magnitude 1 model (Table 2). The rate o spread model was similar to (Table 3). Different input the wave of advance model (T expansion rates for the disc in the rates of spread withi resulted from high populatio Only a relatively small area the time taken to reach the produced fast rates of expan Simulation 2. The rates of a the same as in simulation 1. expansion rates derived from differe. as were found in th Kwale to Silver Leaves expan Urewe to Silver Leaves (Tabl

frequency of inter-settlement contact would have increased and with it the probability of friction would have grown. The level of stress would have increased until fission occurred when groups would have moved away, settled and formed the nuclei of new cultures. Each of these nuclei could have acted in turn as a centre for fission and further expansion.

In this model, as was the case for the continuous spread model, carrying capacity has been defined as psyncnological tolerance and the problem of limiting resources remains.

A flow diagram and computer simulation of the discontinuous spread model were prepared (Fig.3; Appendix 1).

DATA

Quantitative data . The rates of population growth used in the simulations were two, three and a half, and four per cent per annum. The values were similar to those quoted by Birdsell (1957) for human groups colonising uninhabited areas. Four values for carrying capacity were used: one, five, ten and fifteen people per square kilometer. A value of five people per square kilometer has been used as the carrying capacity for simulations on subsistence agriculturalists (Ammerman and Cavalli-Sforza, 1973). The values coincide with low population known from African ethnography (Tew, 1950), but the possibility remains that the ethnographic values are too high since they may have increased as a result of European medical attention.

Both models were simulated with three different, arbitrarily chosen, input populations: 100, 500, and 1000 people. In the simulations space was conceptualised as a series of concentric circles. The perimeter of each circle was set at 10 km away from the previous circle.

Cultural data. The bevelled/flutted complex corresponds, at least in broad outline, to the eastern stream (Phillipson, 1977). However, there are a number of problems associated with the eastern stream. Nkope has been included in the eastern stream and has been used as a link between Early Iron Age cultures in eastern and southern Africa. Huffman (1978) has shown that some of the cultures included in the eastern stream, notably the Transvaal group, do not have a high relationship to either the Nkope-Cokomere axis or to Silver Leaves material and should be excluded from the eastern stream. Similarly,

DEPARTEMENT VAN SPOORWEE EN HAWENS

No. R. 1284

15 Junie 1979

Dit het die Staatspresident behaag om kragtens artikel 32 van die Wet op Spoorweg- en Hawediens, 1960 (Wet 22 van 1960), goedkeuring daaraan te verleen dat die Personeelregulasies van die Suid-Afrikaanse Spoorwee, gepubliseer in Goewermentskennisgewing R. 1045 van 15 Julie 1960, soos gewysig, soos volg verder gewysig word:

SUID-AFRIKAANSE SPOORWEE

PERSONEELREGULASIES

WYSIGINGSLYS

(Van krag van die betaalmaand September 1978)

REGULASIE 2

In paragraaf (2) (d) (ii) vervang "R7 071" deur "R8 316" en in paragrawe (2) (e) (ii), (2) (f) (ii) en (2) (g) (ii) vervang "R6 237" deur "R7 071".

EL transport office to close this month

PRETORIA — The Road Transportation Board office in East London would be closed on June 30, the Secretary for Transport announced here yesterday.

Mr A. B. Eksteen, who is also chairman of the National Transport Commission, said the road transportation area under the East London board would be incorporated into the road transportation area of Port Elizabeth on July 1.

The reason for the closing down of the East London office was that the activities of that board

had declined to such an extent that expenditure to maintain the office was no longer justified.

Mr Eksteen said all applications for road carrier permits previously considered by the East London office would now be considered by the Port Elizabeth office.

The functions of the division of road transport inspections of the Department of Transport at East London, however, would not be affected by the closing of the office of the local Road Transportation Board there. — SAPA

SAR could save SA

SAVINGS of at least R250-million in fuel costs are likely to flow from a massive swing from road to rail transport in the next few years.

R250-million

years.

Excluding Defence, this represents almost half the value of diesel fuel currently being consumed in South Africa each year, and nearly 25% of the value of diesel and petrol consumption combined.

The swing is predicted by transport economists, working on the assumption that

● South Africa's imports of crude will become ever more scarce and expensive

● On average, it is already nine times more expensive in terms of South African fossil fuel costs to haul goods by road. This has been calculated by the Department of Planning and the Environment.

● Even in terms of overall costs, the haulage of goods by

road now averages as much as 200% more than rail haulage.

● The Railways is in a better position than road transport to switch to alternative forms of energy

● The Railways will be called on to meet an accelerating increase in demand for passenger traffic. Even if rail fares are raised substantially, to make passenger services pay, the difference in cost and comfort between road and rail transport will continue to grow in favour of the Railways.

Commenting on the matter this week, top SAR planning engineers were unwilling to confirm that their forecasts had been adjusted to cater for the huge growth in rail traffic

foreseen by the independent analysts.

However, they admitted that intensive discussions had been held with major locomotive, rolling stock, and railway works contractors and suppliers about "changes in the likely pattern of future growth."

They also expected a sharp reaction from road hauliers, who were preparing ammunition to reply to the fuel savings and efficiency claims being made for rail transport.

Senior planning engineer Eben van der Merwe said the SAR would substantially increase its rate of electrification, at a cost of R600-million to the Railways and R200-million to Escorn, in the next four

By STEPHEN ORPEN

years

This would raise the percentage of net ton kilometres handled by electric and steam traction to some 85% by 1984, against about 70% currently.

Electric units would account for around 80% and steam for 5%, compared with the current 7%.

With a present stock of 1698 electric, 1 188 diesel and 1 802 steam locomotives, there will clearly be wide differences in utilisation levels. But the steam needs to be retained for strategic reasons.

Mr Van der Merwe agreed that companies like Union Car-

riage, producing electric locos, would benefit from the enhanced electrification programme, involving some 2 500 kilometres of new line.

He also revealed that lengthy talks had been held with General Motors and General Electric about the adaptation of diesel engines to run solely or mainly on ethanol or methanol.

"The short-term options in alternative fuels for rail use centre on diesel-petrol mixes and methanol or ethanol-diesel combinations where the diesel component is not below some 85%.

"We have tested diesel en-

gines on the bench with up to 20% petrol in the fuel mix with satisfactory results. But we need more time to determine the impact on engine life and maintenance costs.

"The same applies with low-level methanol or methanol mixes. But we don't anticipate serious problems here, as people like Volkswagen have proved what can be done.

"However, one has to have special fuel systems in these cases. For instance, ethanol has to be kept in separate fuel tanks, as it doesn't mix with diesel fuel, then injected after the diesel goes into the engine, or injected in an air mixture at the same time.

As a short-term option for

diesel road vehicles, more than a dozen SAR units have already been tested on the road with 20% petrol added to the diesel fuel.

Medium-term options for rail traction centre on the use of methanol or ethanol in mixtures in which they constitute more than 15% of the fuel. In such cases, a sparking system has to be added as the mixture will not ignite solely as a result of compression, as in the pure diesel or diesel plus 15% methanol/ethanol.

The long-term option is for engines using only methanol or ethanol, which have the high compression ratios of diesel engines but must have spark ignition systems

Mr Van der Merwe points out that cost comparisons between the various options are complicated by the fact of their different efficiencies.

"For instance, you need 1.6 litres of methanol to achieve the same power as one litre of diesel. The thermal efficiency of ethanol from coal has been calculated at 48%, compared with 26% for petrol from coal and 30% for diesel.

"Comparing the efficiency of these fuels according to their source, petrol from coal gives an overall 6% in terms of horsepower on the road.

"This compares with 11% for diesel from coal, 18% for petrol derived from crude and 3% for diesel from crude



More are travelling by train

By JANE ARBOUS

THERE are indications that South Africans are turning to long-distance train travel as an alternative to the high cost of car and aeroplane travel.

Although it will be some months before definitive figures will emerge on any increase in the use of passenger trains between the provinces, the initial impression is that more people are travelling by train, with many ralling their cars.

The public relations officer for South African Railways, Mr. Johan Hugo, said at least 30 additional special trains were in operation over the

current winter holiday period.

"This represents a definite increase," he said. Statistics on increased use of the normal long-distance trains would only be available in about three months.

Domestic and foreign passengers using the Blue Train had also increased substantially, resulting in its season being extended by six weeks. Between December 3 and the end of February the train services will be increased to three departures a week from Pretoria to Cape Town.

Senior SAR officials are studying the recently-released final report of

the Franzsen Committee, which is believed to contain far-reaching proposals on possible State subsidization of uneconomic rail services.

Locally, more people are believed to be using trains, both in the suburbs and farther afield. According to Mr. C. J. Kruger, assistant-chief superintendent, a consensus is being carried out on the number of commuters using rail services between Cape Town and districts such as Somerset West. The results are expected within the next few weeks.

The Mayor of Somerset West, Mr. Bertie Kotze, said his council was

"very aware of the need for alternative transport to the now costly car".

In a bid to beat the fuel bill facing commuters in such outlying districts, 6 000 questionnaires, to discover how many people would use improved transport facilities, are being sent to residents, some of whom pay an average of R5-R6 a day for the return car trip to work.

The aim was to introduce a luxury coach service to supplement rail facilities, he said.

"We want to keep our residents and indeed, encourage more people to live here. Cheaper transport is essential."

SAR ready to extend Blue Train service

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7/2

The Blue Train is expected to become so popular that a new timetable has been drawn up to accommodate more passengers — and the railways may further extend the service.

On the Pretoria-Johannesburg-Cape Town route the train will run twice a week on Mondays and Wednesdays from October 1 to December 3; three times a week on Mondays, Wednesdays and Fridays from December 3 to February 29 1980; and twice a week on Mondays and Wednesdays from March 3 1980 to April 2 1980.

"At the moment the Blue Train is fully booked until July 23," a railways spokesman said today.

"We are expecting to carry more than 2 500 pas-

sengers in the December-January period but at this early stage it is difficult to assess just how popular the service will become.

"If the demand is there the railways will definitely consider extending the service.

"Train travel will become the answer now that petrol prices have gone up."

Fares have not been increased. Travelling on the Blue Train in a luxury compartment one way from Pretoria to Cape Town costs R139 per person. The compartment consists of a bedroom, lounge and bathroom.

A semi-luxury compartment — bedsitting room and washing facilities — costs R120 and a standard compartment R101. To take a car along costs an extra R84.

PUBLIC TRANSPORT Who likes buses?

Emile Nicksch
(269)

With most bus operators planning to push up fares in the wake of the latest fuel price hike, public transport may not be an attractive alternative for commuters.

Within the next two months, whites' fares in Durban are going up between 4c and 10c. This will give the municipality an extra R844 000 — R3 000 more than the hike in fuel costs. Pretoria plans an enormous increase in August or September — fares will range from 40c to 60c, as against 25c to 40c now. City Tramways in Cape Town, which is faced with an additional fuel cost of R3,7m, has asked the transportation board authorities for an average cash fare increase of 35%. Port Elizabeth and Alberton are also planning to up fares soon. Johannesburg, however, has decided to hold off for the time being.

Adriaan Eksteen, Secretary for Transport, has said that government may subsidise white bus fares. However, bus operators are not holding their breath. Not only may the subsidies be a long time coming, but if past government contributions to urban transport are anything to go by, a fairly insignificant grant can be expected.

Since the new Urban Transport Act came into force in 1977, Finance Minister Owen Horwood has handed out a mere R10,2m to the National Transport Commission — R2,2m last year, and R8m for 1979-80. This is a far cry from the R92m a year for the development of urban transport recommended three years ago by the Driessen Report, and the R52m accepted in the subsequent White Paper.

Road research

Of the R8m given to the NTC this year, R500 000 goes to the CSIR for road research, R700 000 for administrative expenses, R1,5m to metropolitan areas for transport planning, R80 000 to universities with transport departments, and about R5m for the implementation of projects approved by the NTC.

The Commission offers a 30% subsidy for these projects — Johannesburg, the only city that has completed its transport plan, will get R3,9m. Durban and Pretoria, which will submit their interim plans next month, will receive R780 000 and R648 000 respectively, while Port Elizabeth and Cape Town will get only R82 000 and R30 000. According to Emile Nicksch, commissioner of urban transport on the NTC, the latter two cities' grants are small because their plans are not expected this financial year.

Cape Town's grant is earmarked for parking facilities at suburban railway stations. Nicksch asserts that "before the plan goes to the Commission, Cape Town must widen it to include the entire

metropolitan area, which it is not doing now" A spokesman for City Tramways has complained that the municipality is not doing enough to help the bus service.

Municipalities are unwilling to predict how many commuters will switch from cars to public transport because of the fuel price hike. Past experience does not provide much of a guide, since bus usage fell consistently until the 20% increase in the fuel price in February. Since then, however, Johannesburg's bus loads have risen by about 4%. Cape Town has also experienced a definite climb in the number of bus passengers recently.

Busmen plan protest drive to see Minister

269
6/1/79

Transvaal school bus contractors plan to drive their buses to the house of the Minister of Education in protest against the Education Department's bus subsidy system

At a heated meeting of contractors Mr J. van Heerden, chairman of the Transvaal School Bus Contractors' Association, announced that his organisation would seek an interview with the Minister of Education, Mr Jant Janson, before July 13, to settle a dispute about outstanding subsidy money and an unsatisfactory subsidy tariff system.

"We will sit and wait until the Minister sees us," Mr van Heerden said today. "If he phones the police to take us away, we will drive our buses to his house on the long weekend of September 1 and block the streets for 10 blocks if necessary."

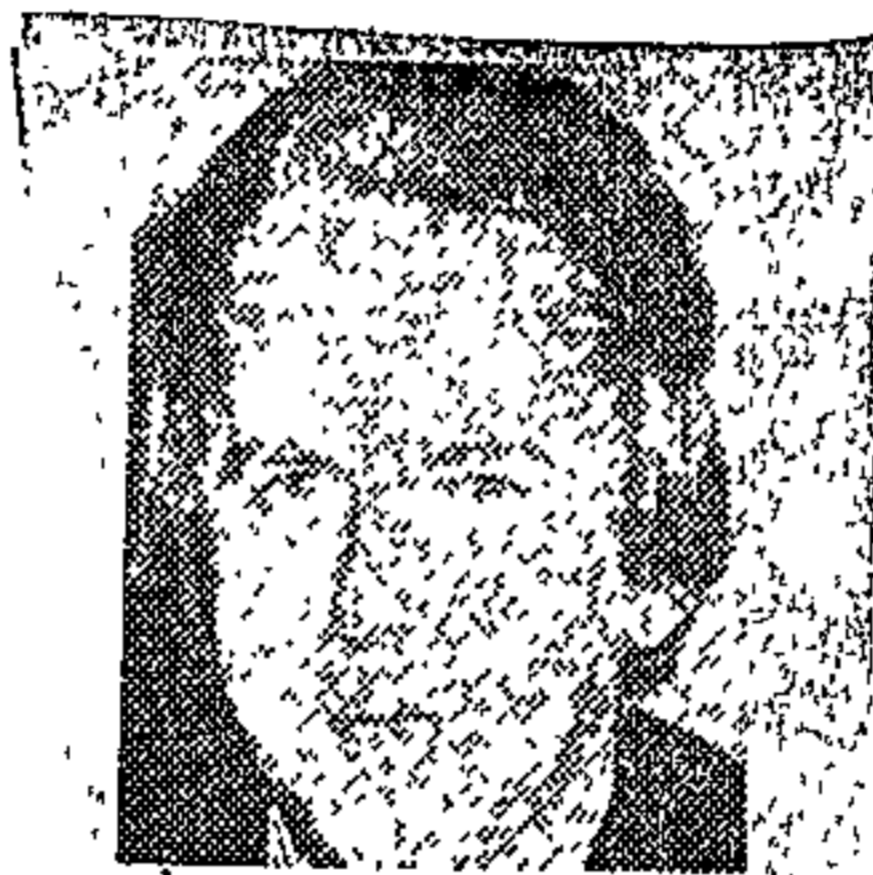
"I've got seven buses and they'll all be there. We've been ignored by the Transvaal Education Department, the Administrator of the Transvaal and Cabinet Ministers we've approached. We will not be ignored any longer."

The contractors are dissatisfied with the 10 tariffs now applicable to school bus services. The tariffs, based on the model of the bus, its purchase price, distance travelled and number of passengers are inadequate and unsatisfactorily drawn up, according to Mr van Heerden.

"In January this year we were given an effective half cent a kilometre increase. When the petrol increase came we got nothing. In April this year we were given an average 17 percent increase but will wait until at least August before we get paid retrospective to April."

The ED's tariff system is based on a single trip system from the service

See N.B. For complete copy
also Education General.



Mr A. B. Eksteen

Urban Transportation Fund. The railways subsidise third-class train fares by another R50-million a year.

Mr Eksteen emphasised that ideas to give commuters a better deal and proposals to encourage use of public transport in the fuel crisis were still at the investigation stage.

'All these questions are in the melting pot,' he said. 'I can't tell the

(Continued on Page 3, col. 1)

● Subsidise fares from gold, says Eglin — Page 3.

Argus (269)
12/7/79

Subsidise bus fares from gold — Eglin

Political Staff

BUOYANT Government tax revenue from gold sales should be used to subsidise public transport fares, the Leader of the Opposition, Mr Colin Eglin, has told the Ministers of Finance and of Transport

Mr Eglin said today he was pleased to hear that the Secretary for Transport, Mr A. B. Eksteen, would be discussing bus fares and a subsidy with the Minister of Transport, Mr Chris Heunis.

He disclosed that he had sent telex messages to the Minister of Finance, Senator Owen Horwood, and Mr Heunis urging them to discuss together the feasibility of using the gold tax bonanza to keep public transport fares within reasonable limits.

TEXT

The message to Senator Horwood, of which a copy was sent to Mr Heunis, reads:

'In view of the negative impact of the high increase in bus fares in the Cape Peninsula which were approved last week by the Road Transportation Board, I urge you to consider using part of the additional tax revenue accruing to the State this year to keep the costs of public transport down to reasonable levels.

This would involve either subsidising public transport or reducing the levy on fuel used for this purpose.

FUEL SAVING

'Apart from the burden the new fares place on the users of public transport, they will have the effect of sending many people back to using private cars and thus counteract the fuel saving campaign.'

Mr Eglin asked Mr Heunis to order the National Transport Commission to re-examine the bus fare structure in the Cape Peninsula.

Al hoe meer ry die trein

Deur ALPHONS DU TOIT

DIE Suid-Afrikaanse Spoorweë ondervind as gevolg van peperduur brandstof 'n aansienlike toename in die getal passasiers wat deur sowel sy voorstedelike as hooflyndienste vervoer word.

Die grootste toename was in voorstedelike dienste, veral tussen Johannesburg en Soweto. Mnr. Hennie Loots, assistent-hoofbestuurder (bedryf), van die SAS, sê om aan die toenemende vraag te voldoen, word noodsaaklike veranderinge aangebring.

Hy het aan Sake-Rapport

gesê: „Vergeleke by April 1978 was daar 'n toename van meer as 2 miljoen passasiers op ons voorstedelike dienste vanjaar in April. Veertien 3de-klas-passasierswa-stelle is van 11 tot 14 waens vermeerder en is reeds op die Sowetotrajek in gebruik. Hierdie langer treine kan ongeveer 3 250 passasiers vervoer teenoor die sowat 2 450 van die korter treine.”

Die spoorverbinding met Soweto gaan ook aansienlik verbeter word deur die bou van 'n sirkellyn, 'n spoorverbinding tussen Kazerne-Wes en George Goch, wat die omdraaiyd van Soweto aansienlik sal bespoedig.

„Hierdie nuwe sirkeldiens sal die hele gebied baie beter kan bedien. Dit beteken 'n beter benutting van ons passasierswaens en die SAS sal gevolglik veel meer passasiers kan vervoer.”

Die Spoorweë vervoer reeds meer as 540 000 passasiers daaglik in een rigting tussen die verskillende woonplekke en werkplekke in die land. Van hierdie getal het 178 000 na of van Soweto gereis.

„Volgens beraming is hierdie syfer vinnig besig om 190 000 te bereik. Dit is ons oogmerk om hierdie reuse-klomp passasiers so doeltreffend en so gerieflik as moontlik te vervoer.”

Die Spoorweë is ook voornemens om eersdaags 'n sneltrein tussen Pretoria en Johannesburg, met 'n reistyd van 60 minute, proefondervindelik in te stel. Die trein sal soggens

sonder stilhou tussen die Hoofstad en Johannesburg loop en in die laat middag terugkeer.

Die uitwerking van die brandstofkrisis word ook in die hooflyndienste van die SAS bespeur. Vergeleke by April 1978 het eerste-klas-ritte in April vanjaar met 27 000 toegeneem, tweede-klas ritte met 43 000 en derde-klas-ritte met 1,5 miljoen.

In die huidige wintervakansies was die SAS genoodsaak om 21 meer spesiale treine as gewoonlik te reël. Selfs die vraag na ritte met die swierige Bloutrein het toegeneem. En in so 'n mate dat hierdie trein met ingang van 3 Oktober twee maal 'n week tussen Pretoria en Kaapstad in albei rigtings sal loop.

Van 7 Desember sal die dienste van die Boutrein verder uitgebrei word. Hy sal dan drie maal per week tussen dié twee stede loop.

Wat die vervoer van goedere betref, verwag mnr. Loots geen probleme nie. „Ons vervoer reeds 180 000 t/km en ons beskik oor die nodige kapasiteit om hierdie reeds geweldigse vraag aansienlik te verhoog. Wat goedere betref, is ons besigste trajek dié tussen Durban en Johannesburg.

„Hierdie lyn is byna vol, maar met die gebruik van die regte trokke wat optimale vrugte kan dra, sal ons maklik 90 000 t per dag oor hierdie spoor kan vervoer. Dan is daar ook alternatiewe moontlikhede. Selfs die steenkoollyn kan vir algemene doeleindes gebruik word,” sê mnr. Loots.

Mennonite Central Committee se Konferensie oor: 'Die Rol van Geskiedkundige Vredeskerke', Gaborone, Botswana. Verhandelingsvoorgelê oor: 'The Role of Churches in Promoting Justice in Southern Africa' (Oktober).

Konferensie van die Afrikaanse Calvinistiese Beweging, Potchefstroom (Oktober).

(c) Deelname aan Welsyns- Professionele en Openbare Organisasies

Die Direkteur het aktief gebly in die Suid-Afrikaanse Instituut vir Rasse-Verhoudinge as 'n lid van die Weskaap-Distrikskomitee, die Nasionale Uitvoerende Komitee en van die Raad.

Hy is Voorsitter van die Quaker Service Fund in die Kaap, die diensafdeling van die Godsdienstige Vriendekring (Quakers), wat gemeenskapsontwikkeling op die platteland en in die stadsgebiede bevorder.

Die Direkteur is gekies as lid van Vereniging vir Sosiologie in Suide ook 'n lid van die Suid-Afrikaanse en van die Internasionale Sosiolog is aangestel as die Suid-Afrikaans Raad van die Internasionale Sosiologie tydens 1978-1982.

WAARDERING EN DANK

Ek is altyd dankbaar vir die geleer verslag bied om my waardering te betoon. Akademiese Advieskomitee en die Belasting, aanmoediging en belang in die Sentrum.

Die Universiteit van Kaapstad het tussendeure die bedryfskoste van die Sentrum, sedert sy stigting in kantoorruimte uitbreiding van personeel het ons d

Stappan
15/7/79

269
~~220~~

Buses and the public

THE latest development in the great Cape Town bus fares debate is the reported offer of City Tramways to allow the City Council to take over the bus service. The evident inference is that it is a troublesome, if not unprofitable undertaking that Tramways would be happy to surrender to municipal control.

What the profitability of the Peninsula bus operation is, is not known. Tramways are unwilling or unable to provide this information, but its holding company, Tollgate Holdings, made some R8 000 000 last year.

There is no doubting the right of Cape Town's hard-hit commuting public to know why the bus fares had to be increased to the extent they were.

Thus it is indefensible that the Road Transportation Board should refuse to disclose its grounds for granting the huge fare rises. The board's wafer-thin excuse for withholding the facts from a concerned public is that the Mayor has called a public there is no requirement in law for it to do so.

This hedging serves nobody's best interests. The whole system of urban transport needs immediate top-level examination and positive action. By dragging its heels, the State only makes the ultimate solution more difficult. Additional subsidies for bus travel are part of the answer. More important in this time of fuel shortage is to step up all public transport, bus and train. But the fares must suit the public pocket.

Whites ^{2/19} only again

Staff Reporter

BLACK commuters who have shared a Parow station subway with whites for some months were yesterday barred by policemen from using it

Last night commuters called the Cape Times to tell how railway policemen stopped them and told them to use a separate subway about 30 metres away

A Railway Police spokesman confirmed that his men had been stationed at the subway "at the request of the Systems Manager".

Apartheid signs had been removed, but yesterday, construction completed and the subway reopened, the signs were back and blacks had to walk the extra distance.

222 269 372 19/7/77 Argo

City plea

on rise in bus fares

THE National Transport Commission has been asked to uphold an appeal against bus fare increases and to set aside the decision of the Local Road Transportation Board or remit the matter to the board for further consideration.

The appeal has been made by the Green and Sea Point Ratepayers' and Residents' Association, supported by 32 Cape Town ratepayers' associations — and management committees; Mr Dirk Christiaan Joubert, a Sea Point businessman; Mrs Gwendoline Hardie, 75, a widow dependent on the bus service; and Mr Anthony David Schoeman, secretary of the Kensington Management Committees, who lives at Mitchell's Plain.

The appeal is based on the ground that:

- ① The increase in tariffs is excessive and unreasonable;
- ② The existence of and hearing of the application were not brought to the attention of the public by adequate means;

③ The granting of the application was not in the public interest;

④ The application does not comply with the terms of the Road Transportation Act, No 74 of 1977; and

⑤ The board has not stated its reasons for granting the application.

The appeal lists City Tramways' earnings and net profit for the year ended June 1978.

It states that the main increase in the operation of the service was in the cost of fuel. The tariffs, however, have increased from 60 to 110 percent, which is 'grossly in excess of the extra fuel cost.'

⑥ Bus plea for the hungry — Page 17

Fares 'fiasco'

Govt is blamed

Argus 26/9/79

THE Minister of Transport should be responsible for bus fare increases after they have been widely publicised and the books of all the companies involved made public, according to Mr Herbert Hirsch, MPC for Sea Point and a city councillor.

'The chaos created by the manner in which the recent bus fare increase was handled, is something in which the Government, the Road Transportation Board and City Tramways must share the blame,' he said today.

'The Government has permitted a system under which the Road Transportation Boards seem to have virtually unlimited powers to restrict competition, resulting in the railways and major companies like City Tramways operating under monopolistic conditions.

Suffering

'This in turn led to the recent fiasco brought about by the fare increases which created not only untold suffering — especially to lower income groups and pensioners — but also incalculable disruption to wage earners and schoolchildren.'

This arose from the 'indecent' haste with which the fares were introduced and conflicting information published added to the confusion,' he said.

Remedies

After citing instances of confused schoolchildren and the history of one child, who travelled from

Sea Point to Camps Bay being first asked for 20c, then 40c and finally 45c; and another who paid 20c on the way to school, 40c on the trip home and later rode from Rhine Road, Sea Point, to Camps Bay for 20c, Mr Hirsch listed his remedies.

They were:

- Urban passenger transport should be subsidised where necessary and, if possible, competition should be encouraged.
- Applications for increases should be advertised in the daily Press and sufficient time allowed for adequate representation to be made by the public, after all the facts and associated company reports were made available for public scrutiny.

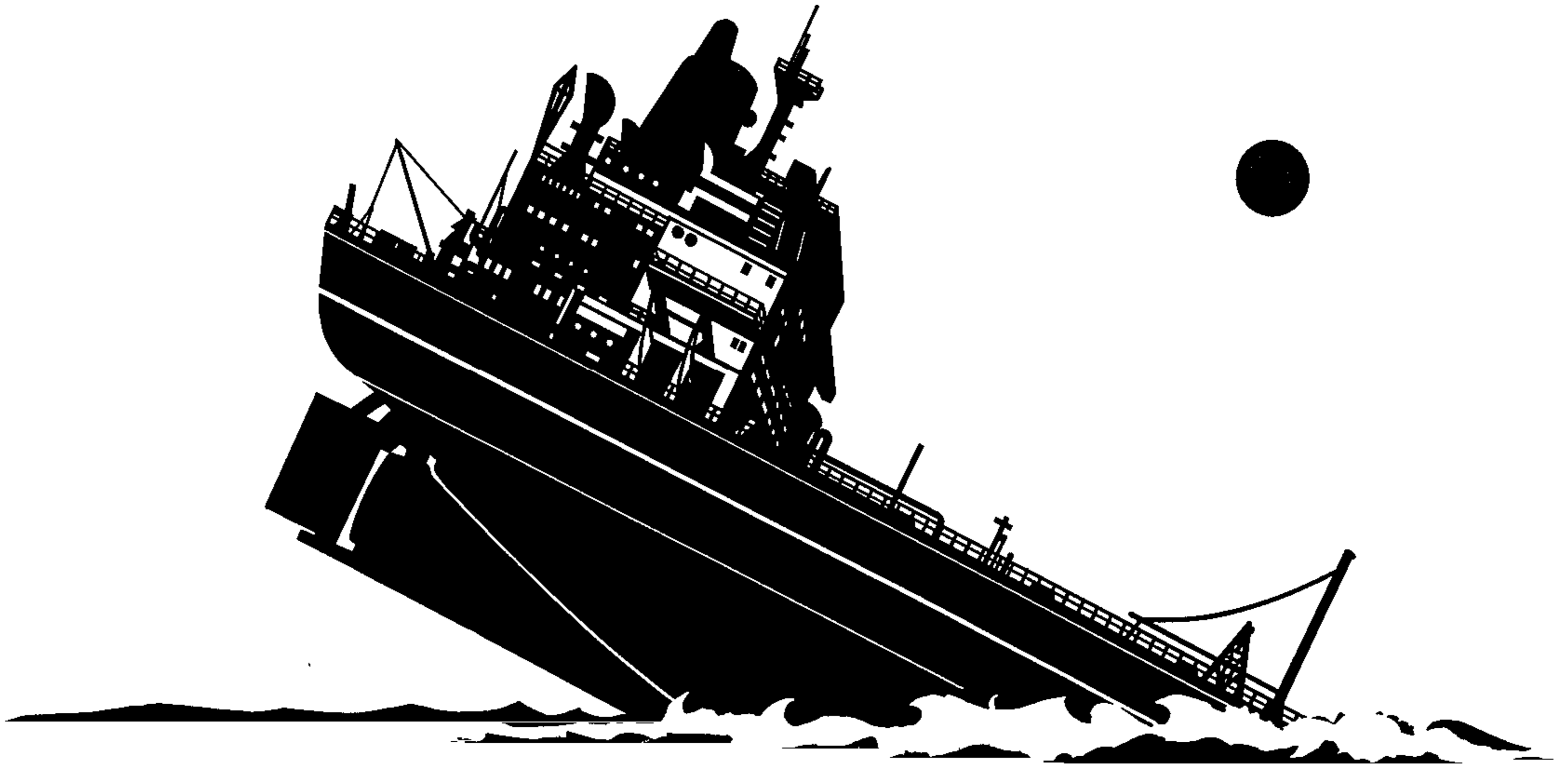
No confidence

This would reveal whether the holding company, which makes the fare application, was being 'milked.'

'The public clearly has no confidence in the local Road Transportation Board,' said Mr Hirsch.

The responsible Minister should decide what subsidies were justified and, before the final fares were implemented, they should be widely publicised in the daily Press so that all commuters would be informed in good time,' he said.

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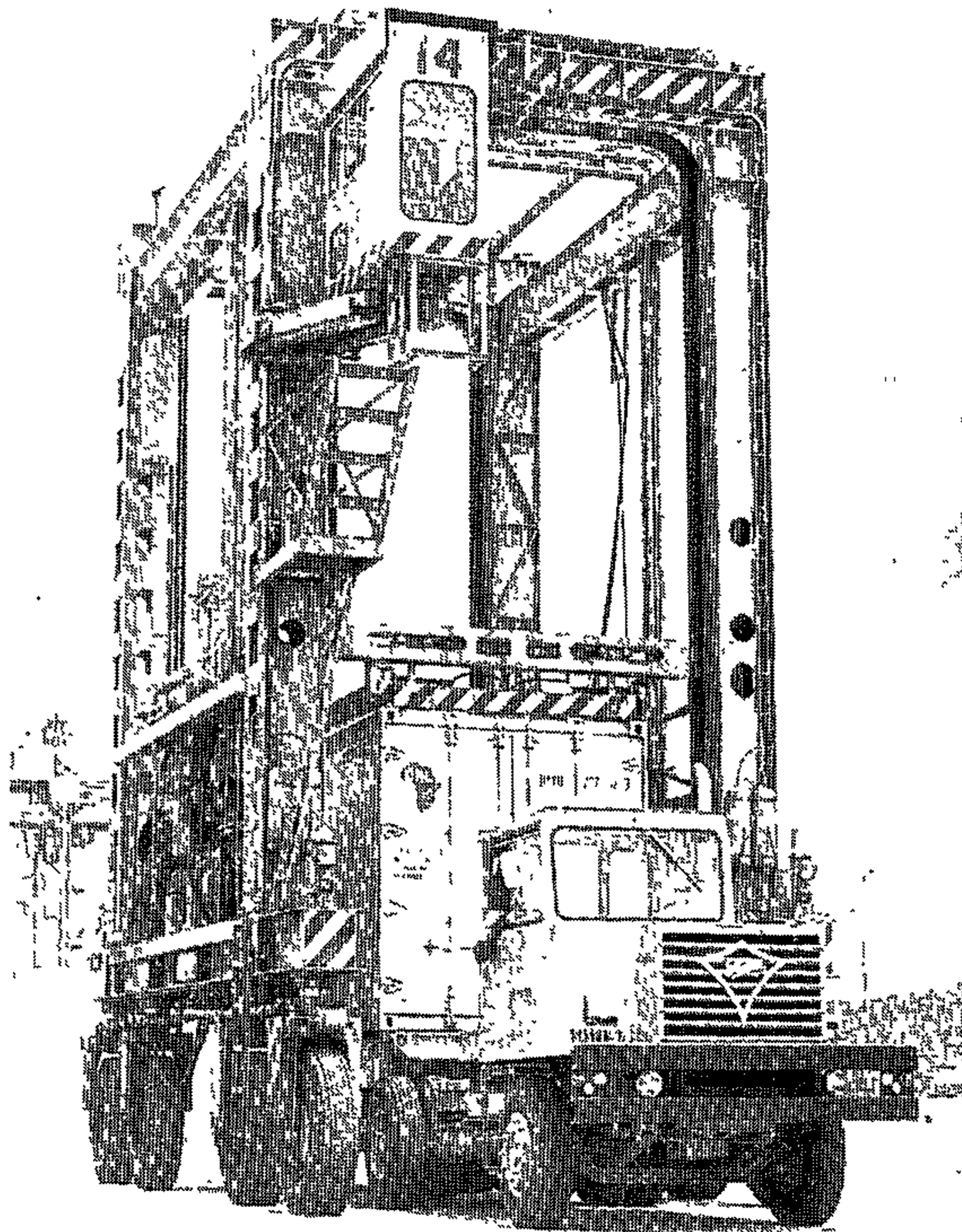


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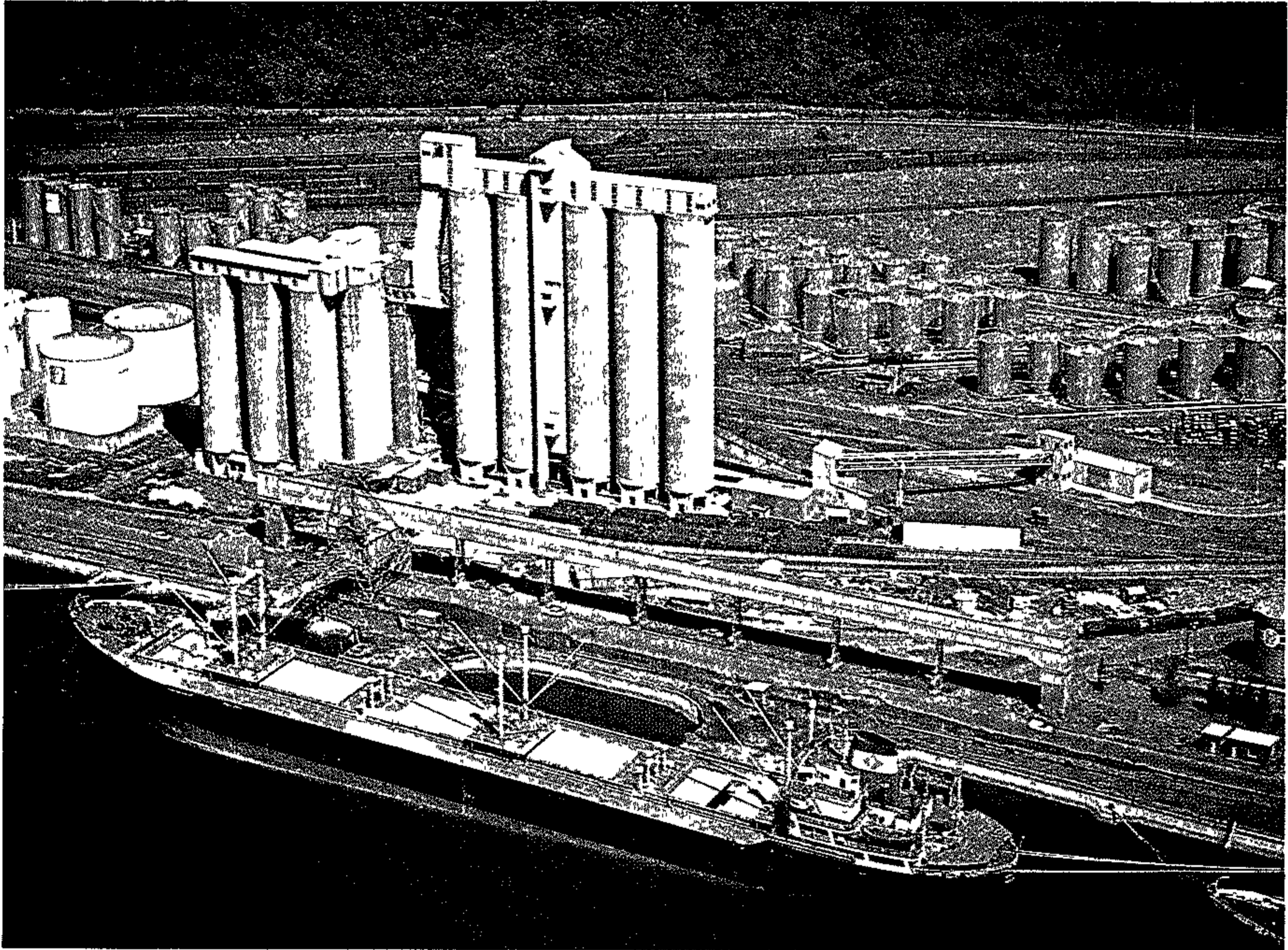
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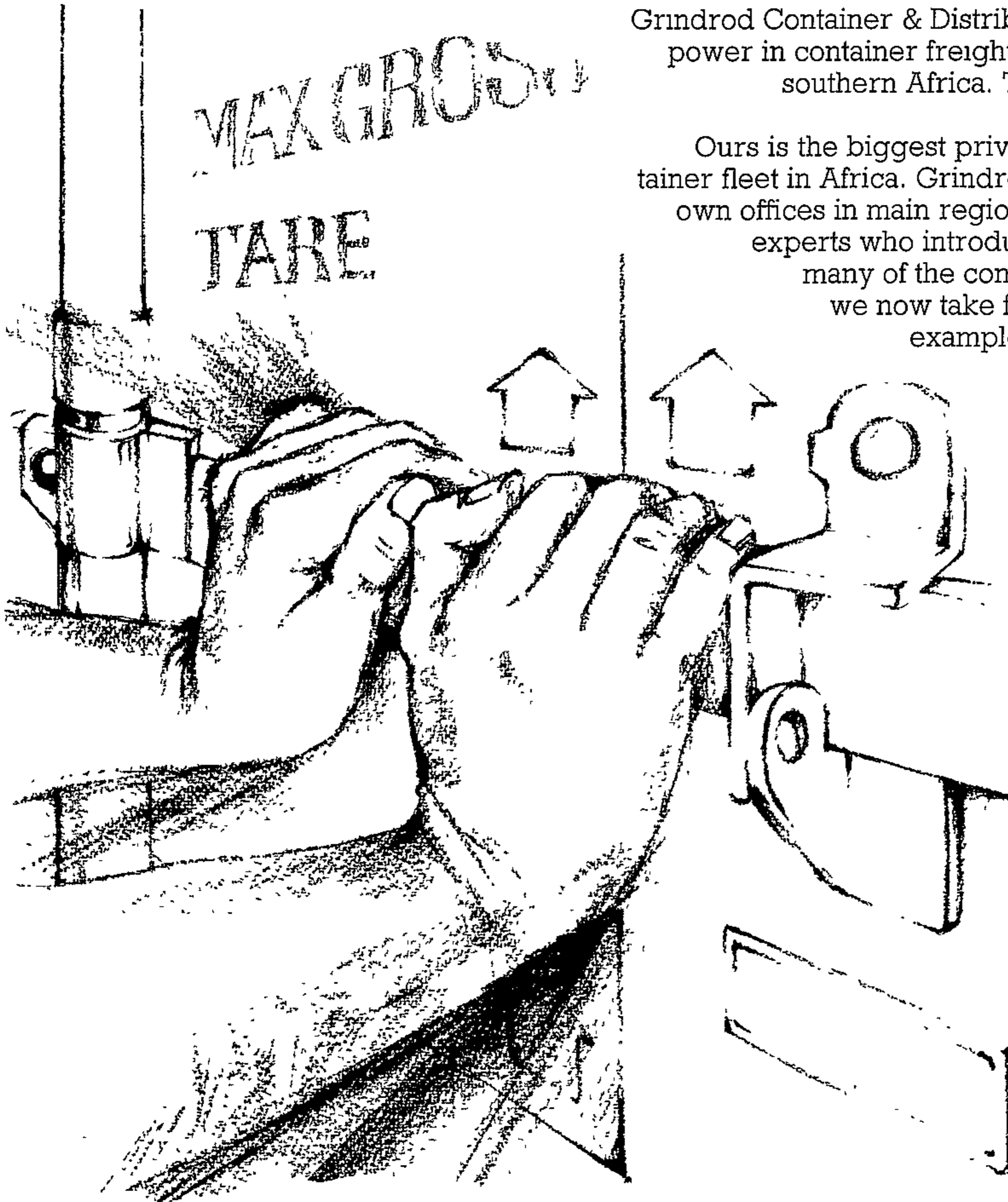
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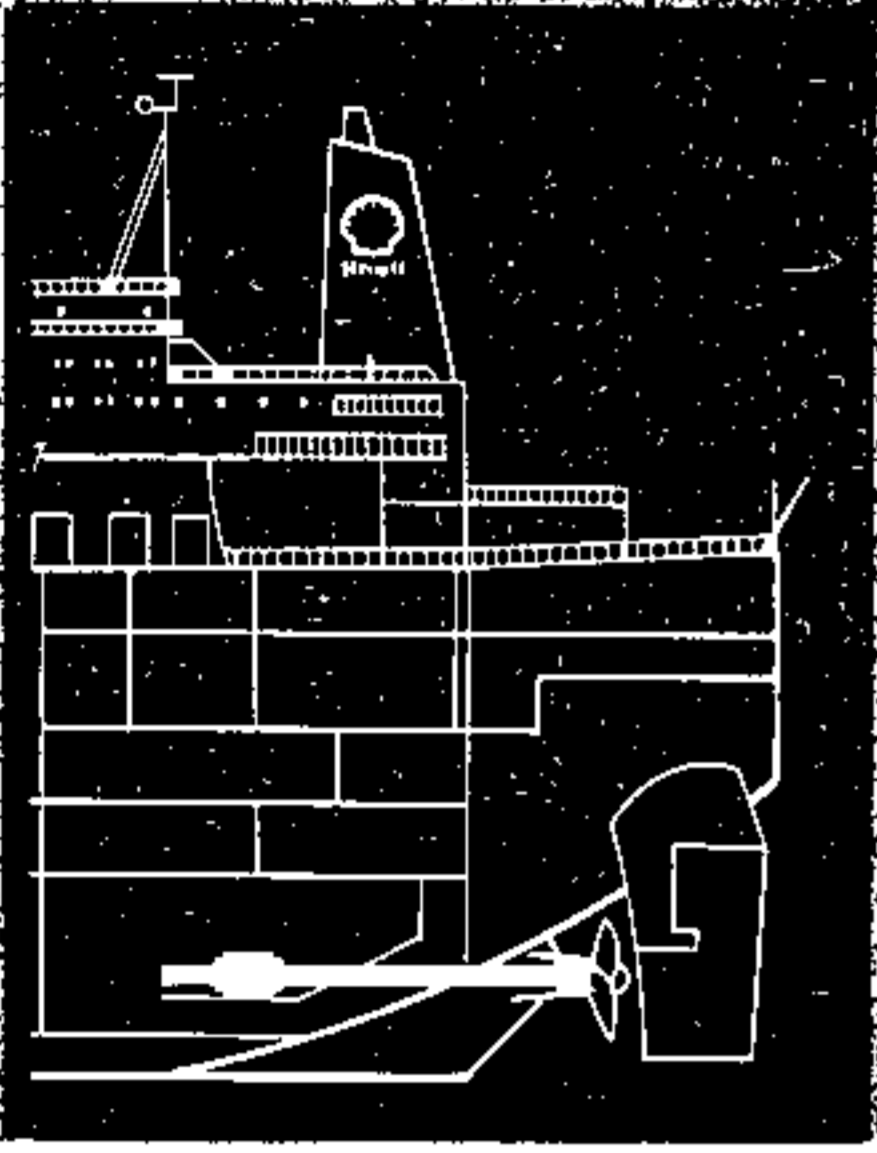
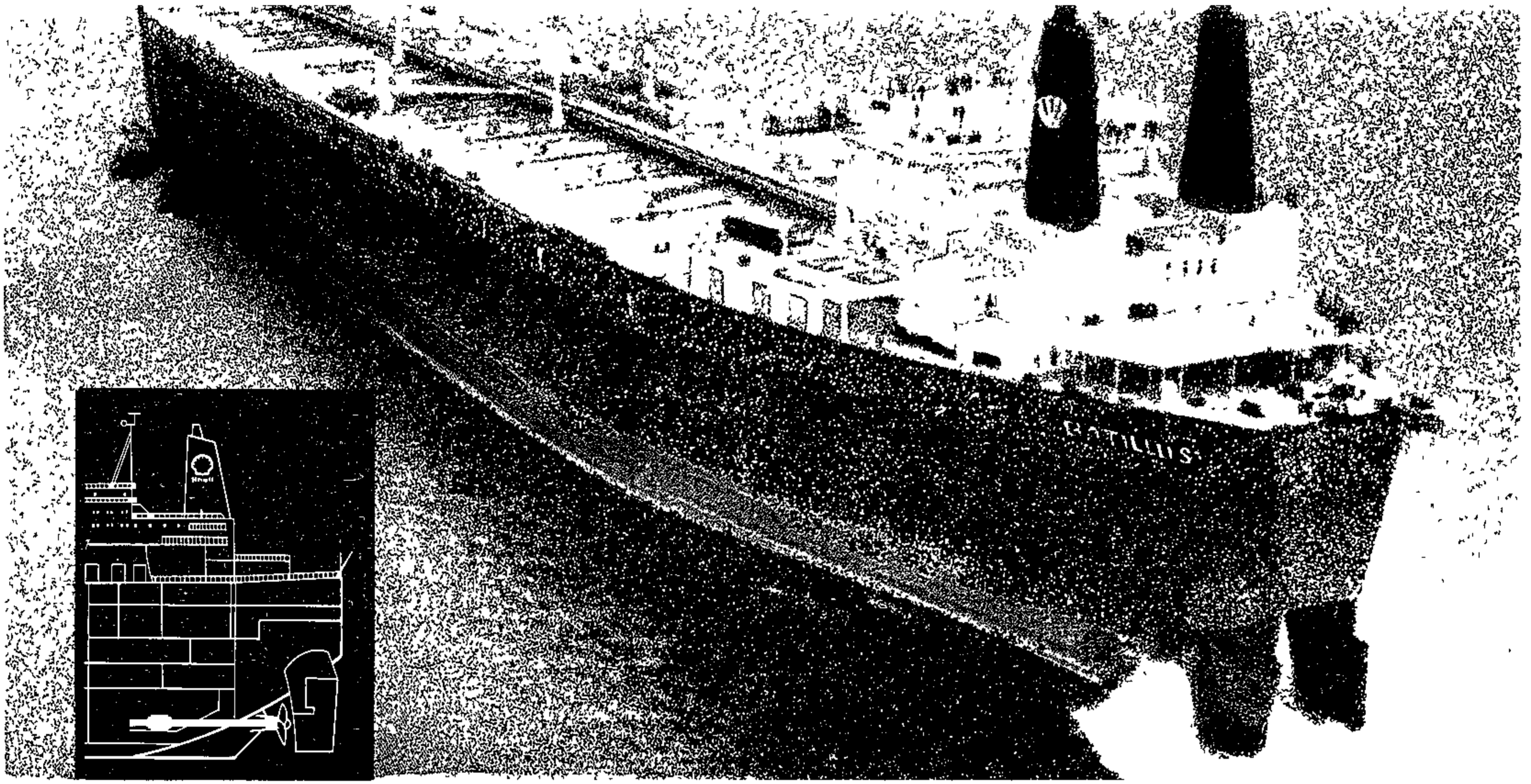


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must not only cope with the driving torque, but must also be small enough to allow maintenance work in limited stern tube space.

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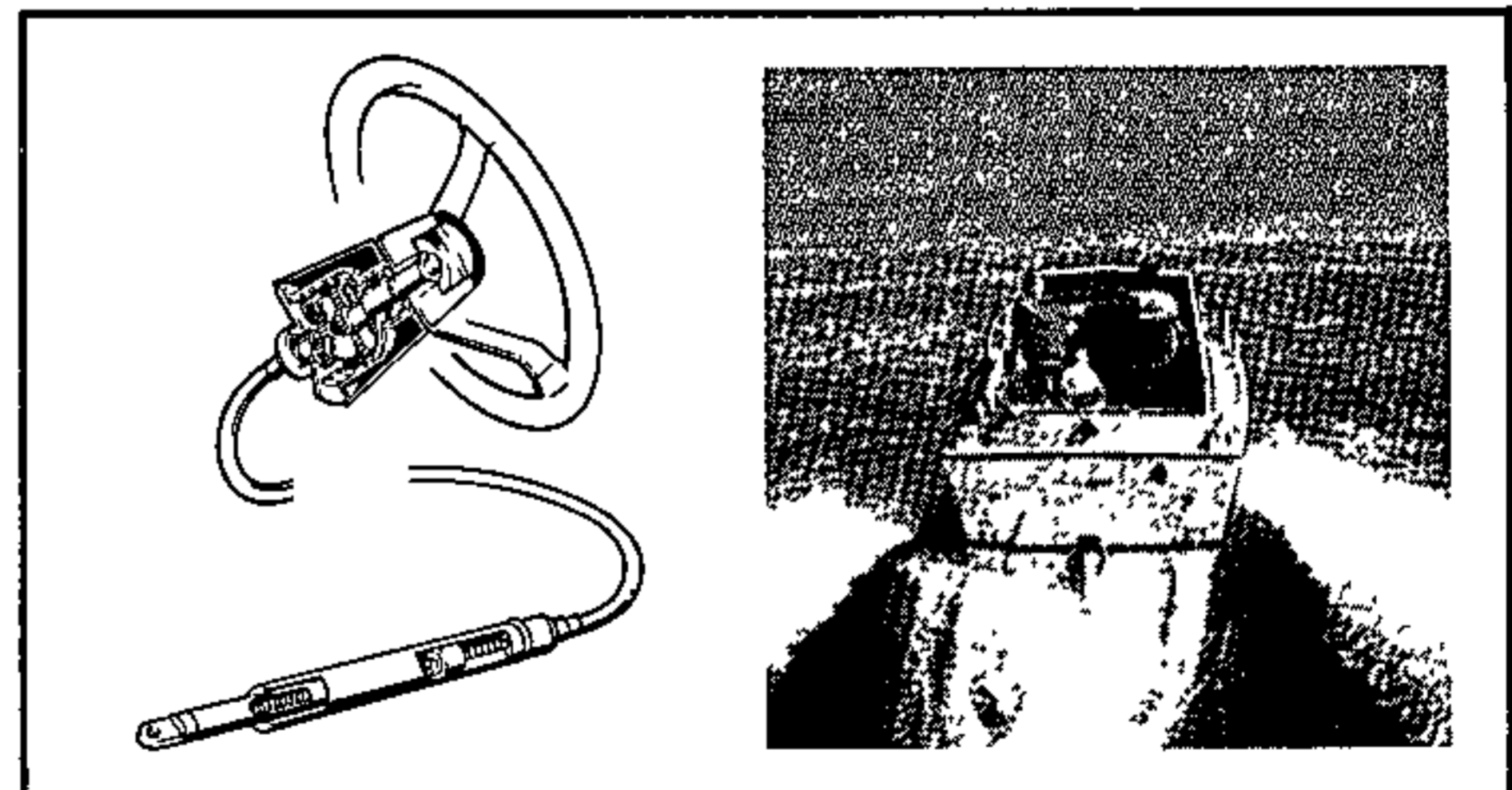
A 270 ton tugboat's propeller shaft transmitting 2,000 bhp of engine power through its screw can exert 35 tonnes of static bollard pull. Simply put, two such tugs can draw the 65,000 t 'Queen Elizabeth 2' ocean liner at 4-5 knots.

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The system with its specially designed planetary gear, a flexible drive shaft that bends to a 150 mm radius, and a ball-screw cylinder which transfers rotary motion to linear movement copes with forces of 10,000 Newtons under test.

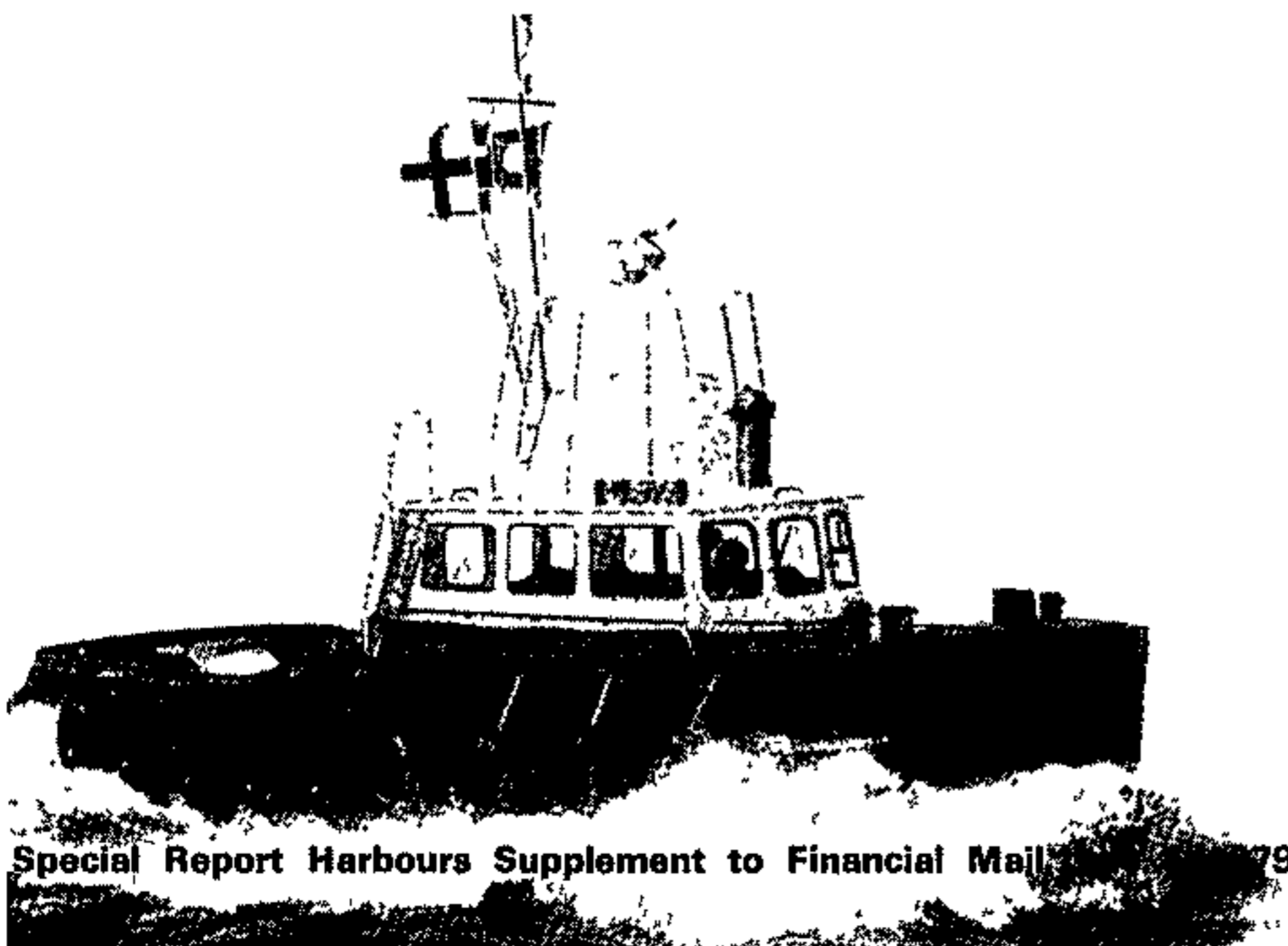


*Rotopilot is an SKF trade mark for steering systems

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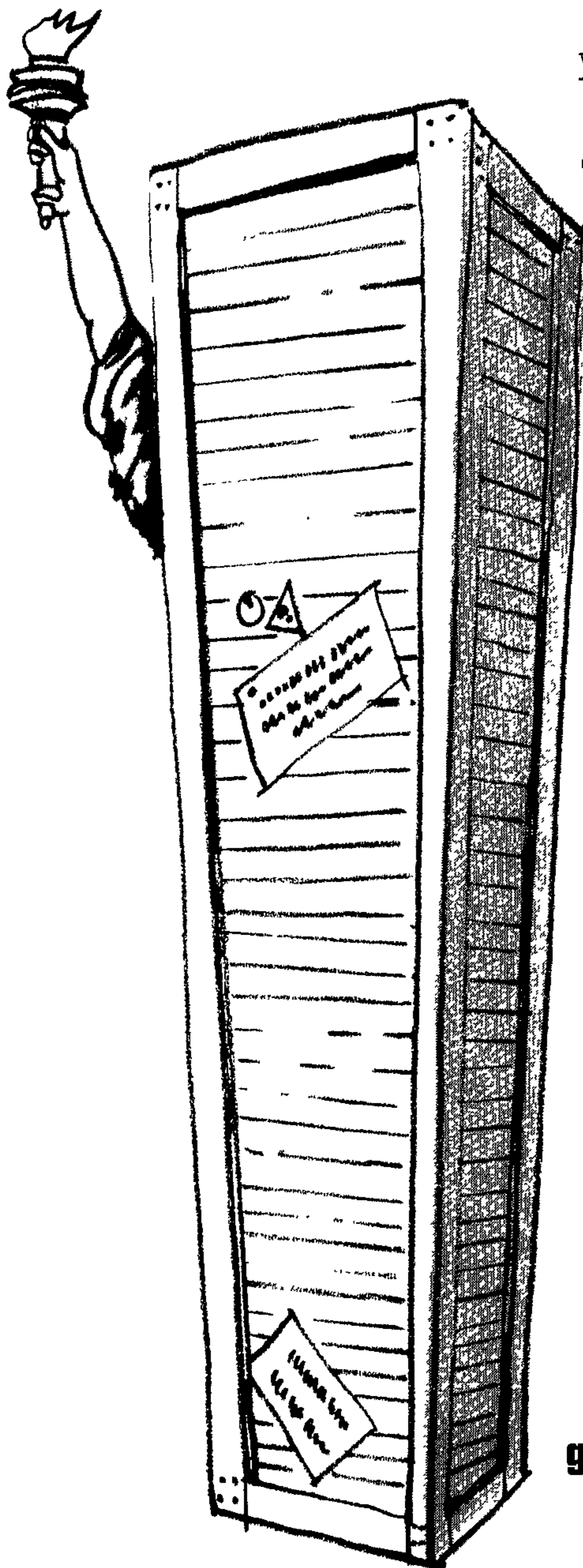
Take our oil injection shaft coupling for example. Experience in friction and metallurgy helped its design. But the reason it's fitted on more than 3,000 ships, of some 20 types built in over 20 countries, is because of mutual developments with customer industries—a connection you don't hear so much about.

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Too much or too little?

Last year, SA had a favourable balance of physical trade, excluding gold sales and oil imports, of R937m. For a country that had for decades relied heavily on gold to help pay its way, that was no mean achievement.

It would not have been possible without government's courageous planning and investment in harbours. They made possible a dramatic change in the direction as well as volume of SA's international trade.

In 1967/68, sea-borne imports and exports weighed about the same, at some 17Mt. A decade later exports, at 54 Mt, weighed more than twice as much as imports. Together they drove the scales to 80 Mt.

Government courage was shown mainly in heavy expenditure on quayside container-handling facilities and on building new railway line and harbour systems for massive mineral exports through Saldanha Bay and Richards Bay. Without the container-handling facilities, the shipping jam of five years ago could have started to return last year as economic revival (and the growing use of SA's ports by states up north) caused an increase in imports (though still 6 Mt below 1974/75's

peak). Without the new harbours, export earnings (of growing importance in an age of ever worsening oil crises) would have been lost. Last year, coal brought in R275m, iron ore R154m.

Government's harbour investment in recent years runs to hundreds of millions of rands. That in containerisation is over R300m. That in building new harbours cannot be meaningfully separated from their integrated rail systems (the Richards Bay and Sishen-Saldanha schemes each cost R700m). But the annual interest bill for the harbour at Richards Bay is over R22m, that at Saldanha Bay over R14m. Together they account for 65% of harbours' annual interest bill, containerisation for much of the rest.

Profit or loss

Where does that leave the Harbours accounts — in the black or in the red? No one is quite sure. The present accounting system shows a surplus for the year ending last March 31 of some R54m. But neither chief superintendent (harbours), Piet de Bruin, nor anyone else is convinced that the system provides for a realistic division between Railways' and

Harbours' figures. Until a new accounting system, now being devised, is introduced (anything up to two years away), Harbours' results should be treated with caution.

What does seem certain, though, is that the heavy investments in containerisation and new harbours have yet to pay their way. That should neither surprise nor alarm anyone.

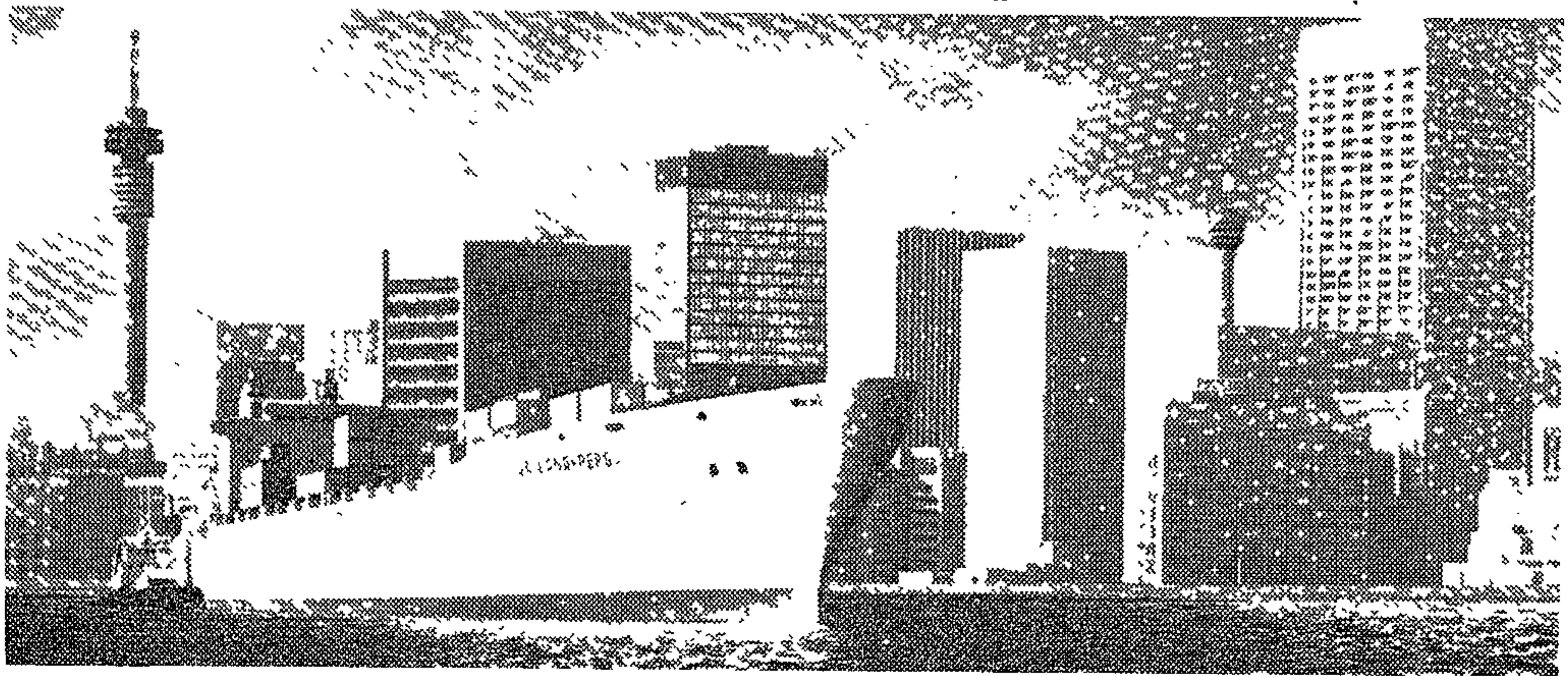
They are hardly rapidly depreciating assets, after all, being mainly civil and mechanical engineering investments. Nor were they planned for short-term needs.

Containerisation facilities should, on present trends, be adequate until well into the Nineties. Saldanha Bay has a present annual capacity of 25 Mt which could, at comparatively little extra cost, be increased to 60 Mt. Similarly, annual capacity at Richards Bay will be 20 Mt from next March and could be increased to 30 Mt through the provision of a third quay and associated storage space.

As a matter merely of passing interest, therefore, containerisation facilities made a loss of R884 000 in 1977/78, Richards Bay harbour ran up an R18m deficit last year, Saldanha Bay one of R4,5m (the latter is



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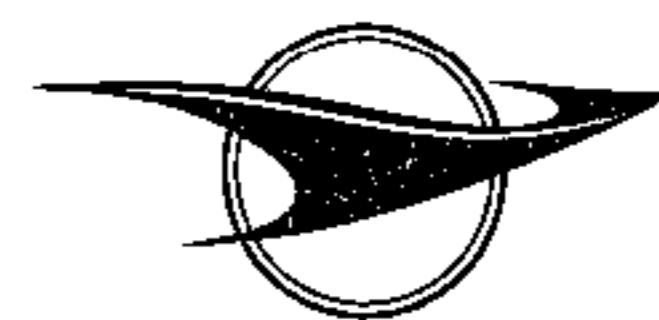
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still being made good by Iscor, the architect and prime mover of the Sishen-Saldanha Bay transport scheme, in terms of the agreement by which SAR&H took over its running from April 1979 onwards).

How soon these deficits will disappear is anyone's guess. In addition to iron ore, Saldanha Bay is planned to handle lead and copper concentrates (mined near Pofadder by Black Mountain Minerals) from early next year. A new quay is being built at a probable eventual cost of R10m, with annual capacity in excess of the 165 000t initially required.

Beyond that there are only possibilities. If foreign demand increases for iron ore, for example, more loops could be added to the Sishen-Saldanha line to increase its annual capacity from 18 Mt to 40 Mt. The O'Okiep mining company also has a large zinc ore body in the north-western Cape, but has not yet informed Harbours of any plan to exploit it.

Meanwhile, at Richards Bay work continues on a multi-purpose bulk commodity terminal to handle both imports and exports. The plan, at a total eventual cost of some R100m, is to transport by belt not only the titanium slag, rutile and zircon that are presently being loaded on board with conventional wharf cranes, but also rock phosphate, wood chips, magnetite and chrome ore. Similarly with the sulphur, alumina and petroleum coke already being imported. A separate quay is also being constructed, for completion in October, to accommodate imported dangerous liquid and gas cargoes.

But, says the chief superintendent of SAR&H's planning division, Helmuth Hagen, industry has not committed itself sufficiently to using the multi-purpose terminal to make it financially more than vet-

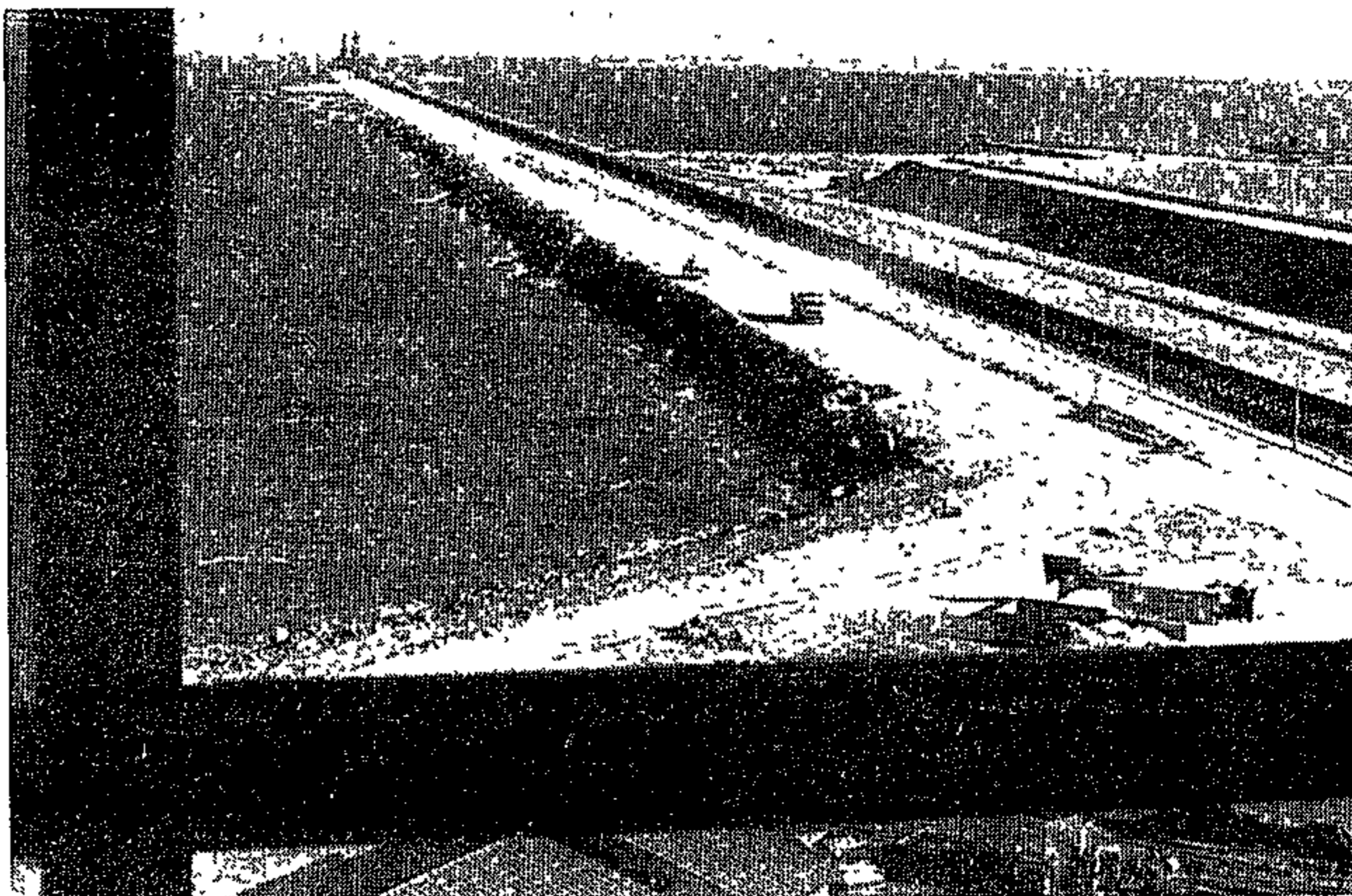
NEIGHBOURLY SUPPORT

How to explain the harbour administration's enthusiasm for Maputo in Mozambique and Walvis Bay in SWA/Namibia, given its heavy but currently under-utilised investment in SA harbours?

Walvis Bay, says chief superintendent Piet de Bruin, is the only real deep-sea harbour in its territory. Though its facilities (which include container handling) are not now fully utilised, he reckons mining at Rossing offers the harbour a promising future (copper concentrates from O'Okiep used to be exported through Walvis Bay until less than two years ago, when it was found "more economical" to ex-

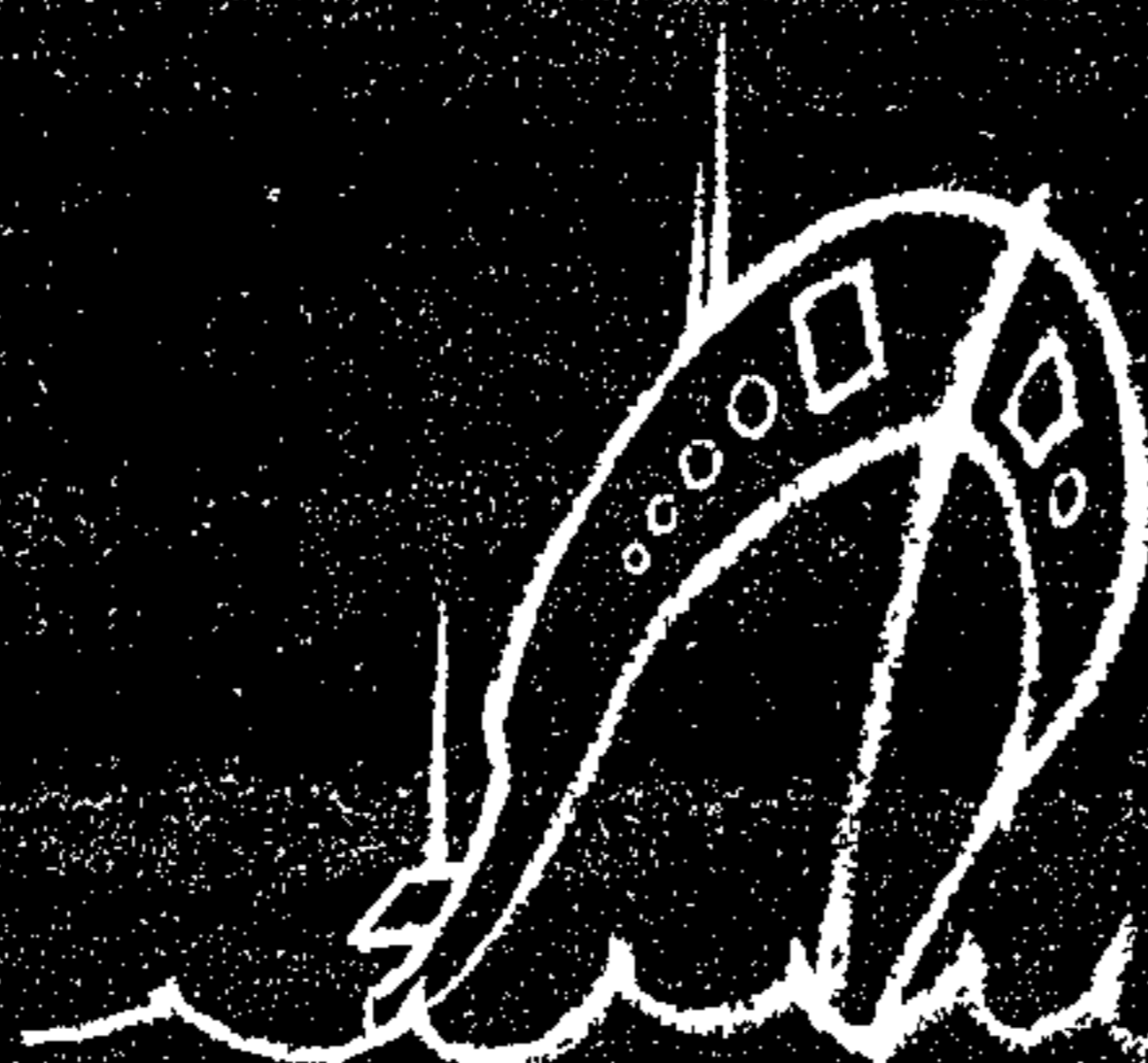
port them through Port Elizabeth).

With Maputo, Harbours seems bound to make use of a heavy investment it made before Frelimo came to power. Because of bad congestion at Durban and other ports five years ago, and because the then existing Mozambique Convention required almost half of all general cargo bound for the Southern Transvaal to go through Maputo, Railways invested R70m to increase rail capacity between the Southern Transvaal and Maputo. Today, the political need to keep Mozambique economically dependent on SA also, undoubtedly, boosts Railways' enthusiasm for Maputo.



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another act of faith. That, indeed, is the problem facing SAR&H planning, he says. Industry is full of enthusiasm for new proposals until it has to sign on the dotted line. At that point its confidence in the future seems to evaporate. "Yet we can't operate on a risk capital basis," he observes.

Another problem facing long-term planning is that, until a couple of years ago, little effort was made to optimise the use of rail facilities. The coming on-stream of the two new harbours, and their effect on the traffic passing through Durban and Port Elizabeth, made it clear, says Hagen, that a macro-economic study of rail, road and harbour cargo-handling facilities was needed in order to achieve a balanced system.

A team was therefore appointed to conduct it. Whether, given the unreliable enthusiasm of commerce and industry for putting its money where its mouth is, the team will be able to produce a plan involving significant new harbour investment is doubtful.

It seems likely that the main public investments have already been made for the rest of this century. What remains is to have them working efficiently and profitably.

Raising the wind

Harbours' revenue represents about 6% of total SAR&H income. It is derived in many different ways.

In return for providing a safe harbour through dredging, building sea walls and so on, harbours charge cargo-carrying ships port dues. These are based on a ship's gross registered tonnage and the number of days it spends in port.

A ship has also to pay light dues, again based on its gross registered tonnage. They are to cover the provision of lighthouses (built and operated by Harbours) and a radar service, and are only levied at the first SA port of call and then only on ships engaged in commerce. If a cargo ship comes into port not to handle cargo but for repairs or some other purpose, it will be charged wharfage, based on its size and the time it spends berthed.

Tugs are also paid for by ships, which may require anything from one to three in attendance.

All foreign ships and SA-registered ships more than 70m long are legally required to have a pilot aboard when entering or leaving a SA harbour. No

charge is made for the pilot's service but a straight R100 is charged for conveying him to or from the ship.

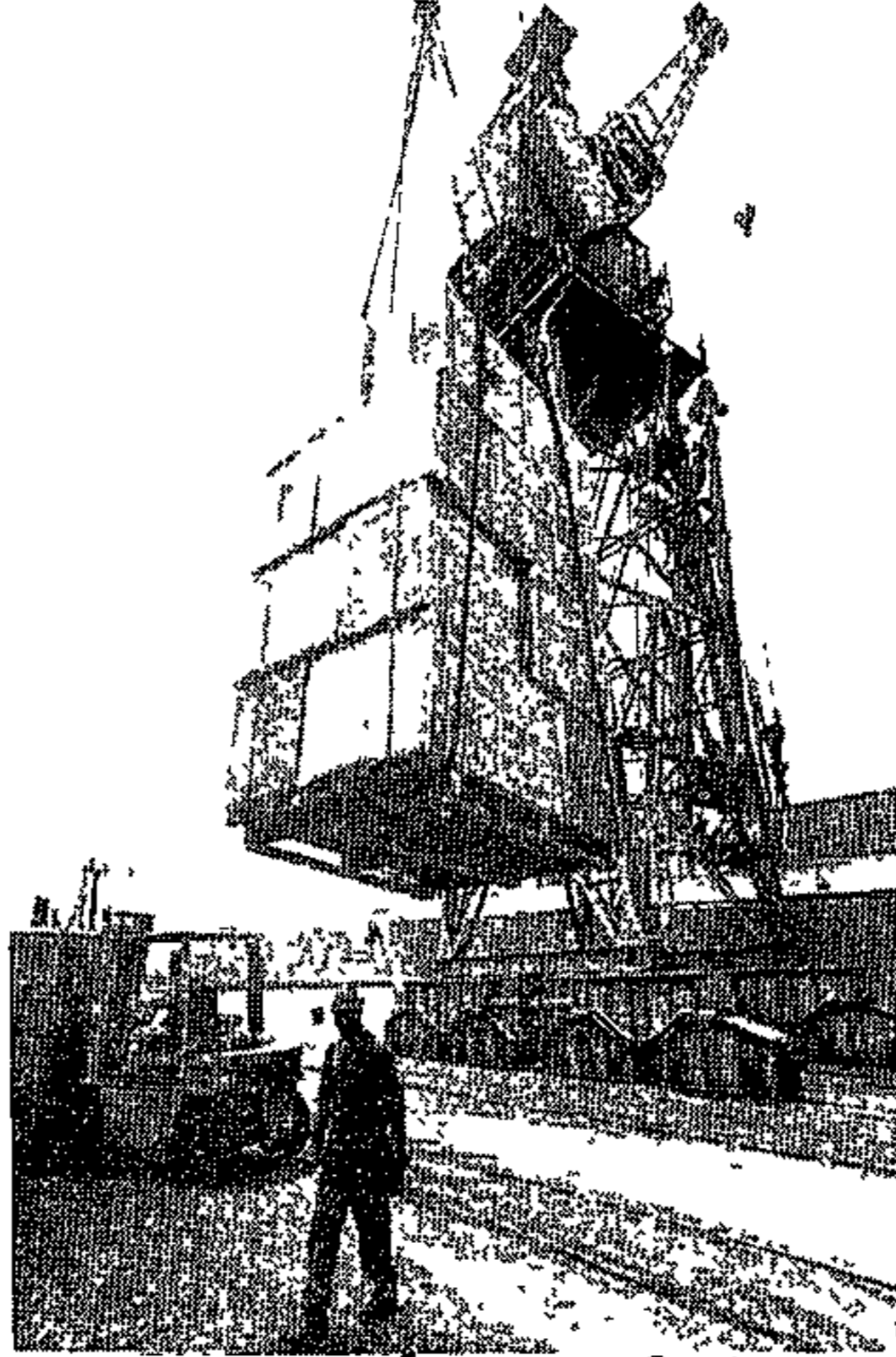
Launches are also provided (except in Cape Town where there is a commercially run service) to run ships' lines to gangs of men waiting on the quayside to slip their looped ends over bollards. A nominal charge of R36 per ship is levied for running the lines, but a ship will also have to pay for the berthing gangs. The total cost naturally depends on the number employed and the time they spend on duty (bad weather, for example, could cause a gang to wait around for many hours for the ship's arrival).

The ship's charges do not end there. Wharf cranes for handling cargo must be paid for. So must floating, self-propelled cranes at Cape Town and Durban. They are far more powerful than wharf cranes (200 t maximum against about 80 t) and, of course, more manoeuvrable in offloading or shipping cargo since they can work from either side of the ship. The men working these cranes must also be paid for as a separate charge.



These charges can add up to a tidy sum. Take for example, a ship of 30 000 grt, liable to port dues for five days, needing two tugs, employing five wharf cranes for 10 shifts each and two floating cranes (60 t and 125 t) for five hours each. That ship would have to lay out R14 700, of which R11 000 would be for cranes and the men operating them.

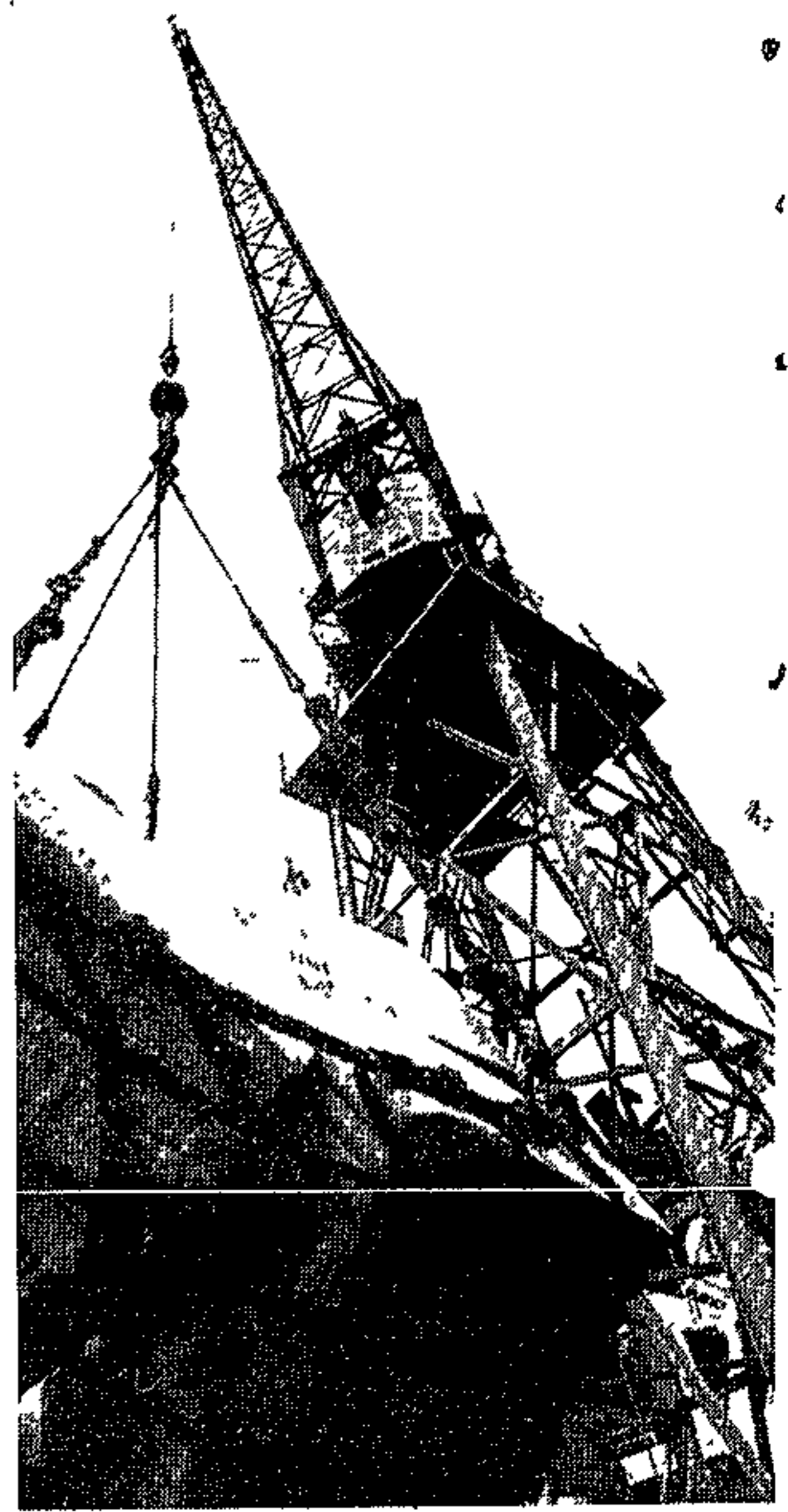
But Harbours revenue by no means ends



there. It comes in from dry docks, floating docks, synchrolifts and slipways — all ways of accommodating vessels for repairs below the water line. But far more lucrative is the *ad valorem* (fob) charges levied on goods. On overseas imports wharfage is levied at the rate of 1,5% (plus 50c/ton). On exports it's a more benign 0,8%. There's also a landing charge for imports, a shipping charge for exports, and trans-shipping charges for goods waiting in SA between ships.

Last year, ending March 31, Harbours had a total income of R214m. Wharfage on goods was by far the greatest single source, at R133m.

The last increase in Harbour charges

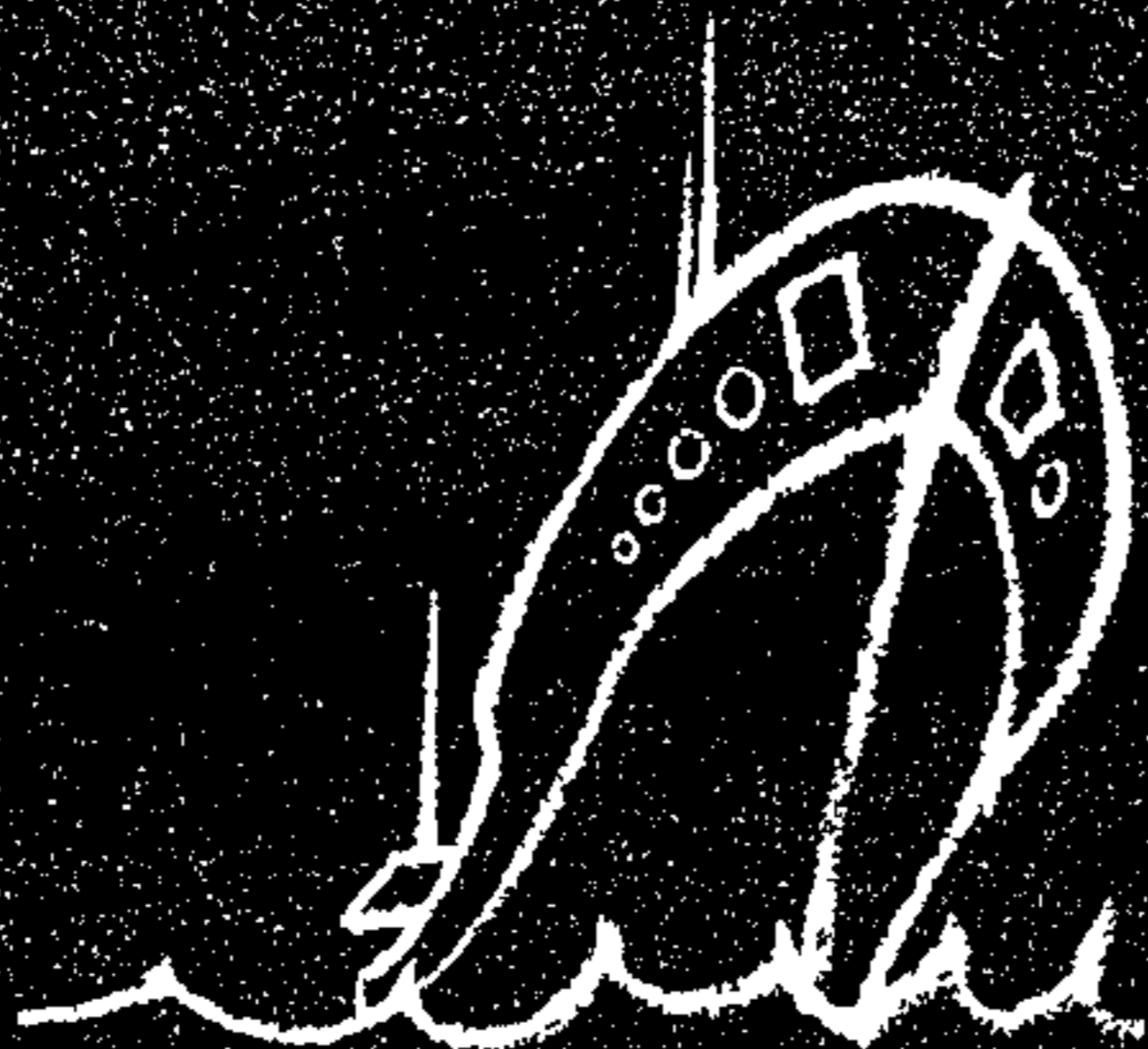


became effective on April 1 1978. That, plus a R200m forecast deficit this year in the SAR&H account, (despite a projected Harbour surplus of R61m) makes another increase next year (the Minister of Transport ruled out one this year) about certain.

By then, however, we could all be so punch-drunk with oil-induced inflation, that no one will notice, let alone protest

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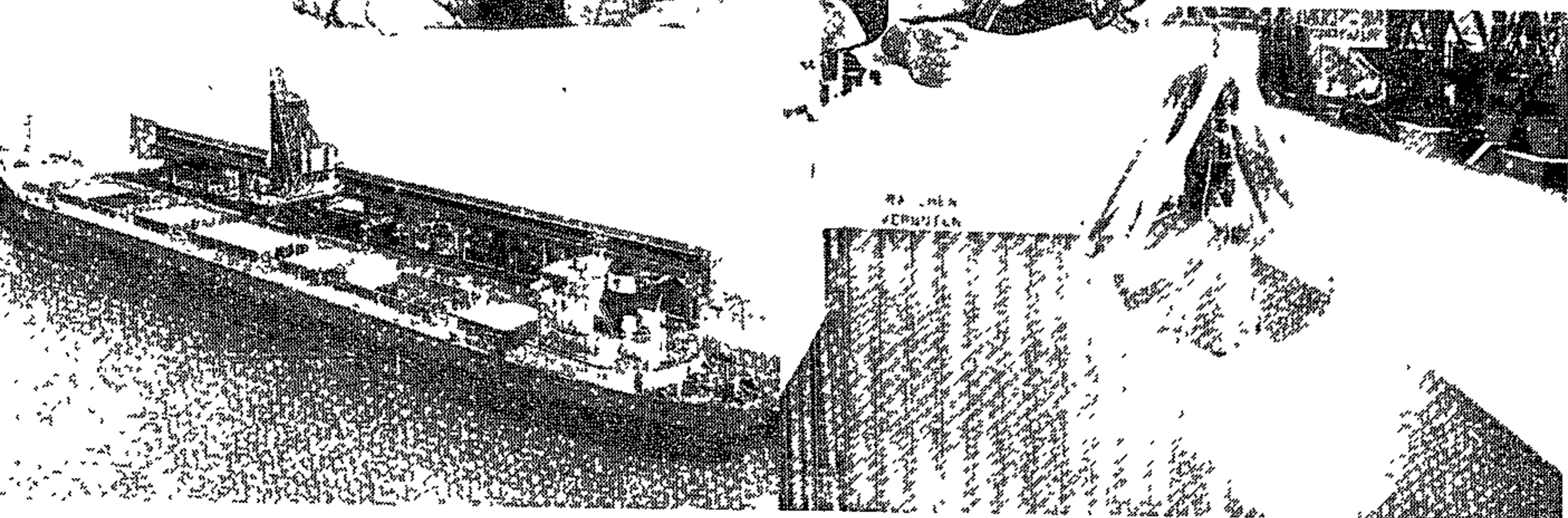
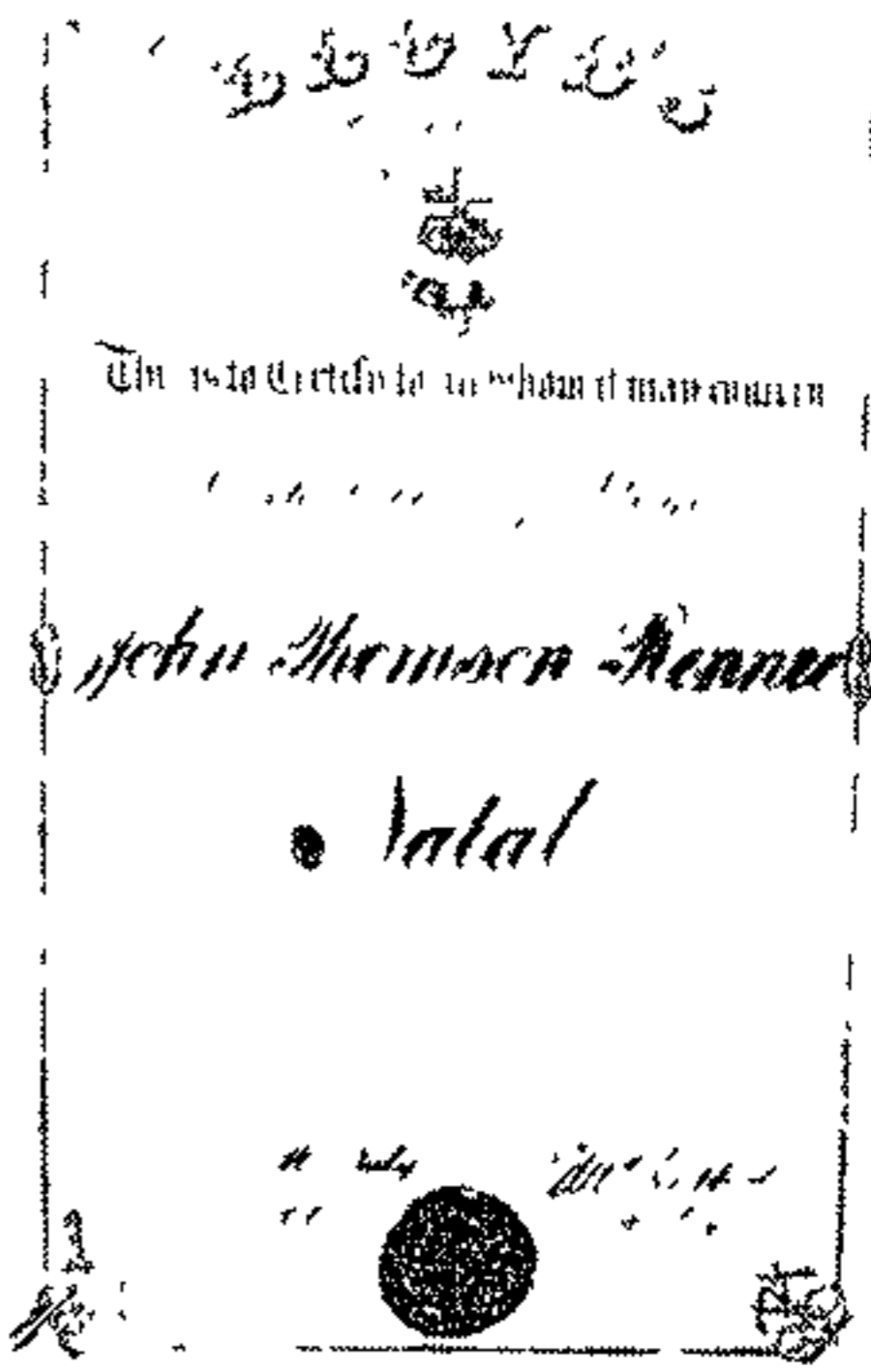
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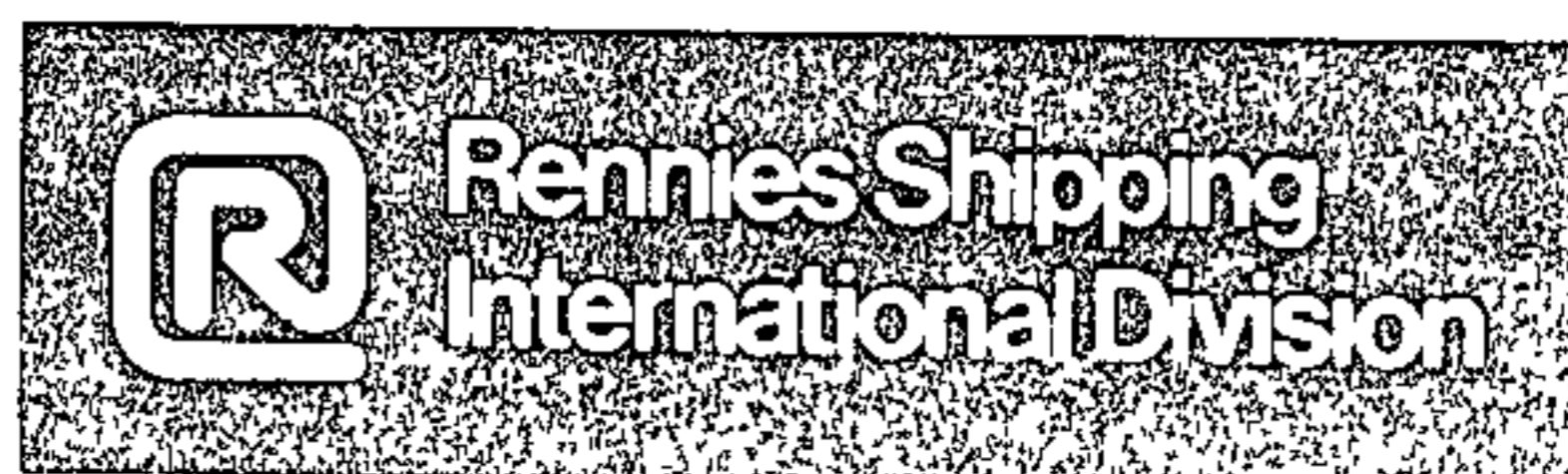
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Where things are moving

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Figuring out productivity

Ordinary cargo vessels cost up to \$10 000 a day to operate, cellular vessels up to \$30 000. Quayside productivity is therefore of vital concern to ship owners. How well do SA harbours rate internationally?

No one can answer that with figures. Five years ago a horrifying jam had ships' crews playing poker for days on end as they waited to enter SA harbours. Today, mention SA to their masters as they sip brandy in St James or ouzo in Athens, and they smile. No, there are no figures. But the smiles give the answer.

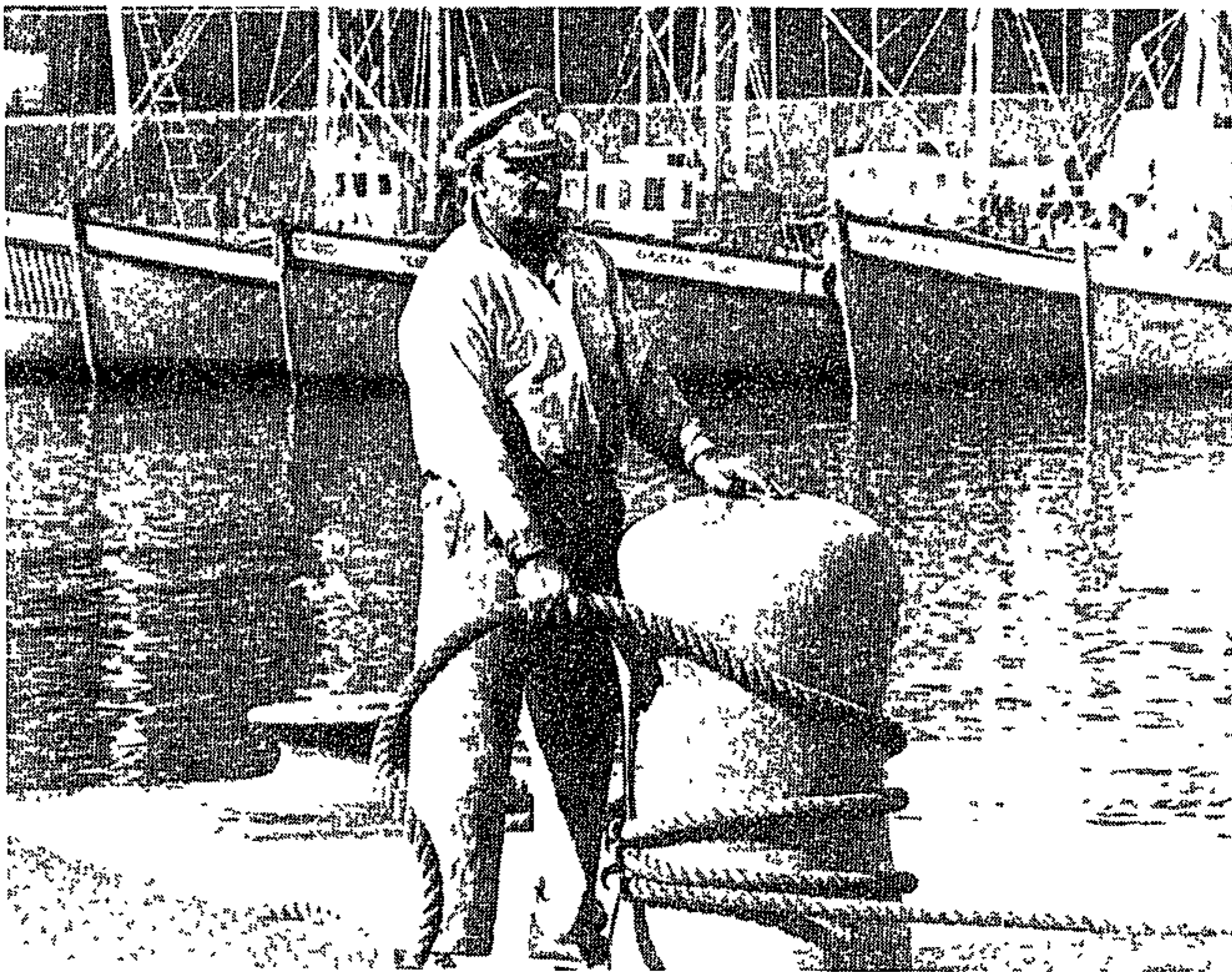
What, anyway, can usefully be compared? A shunting problem at Durban may mean export cargos cannot be pre-staged (arranged in correct loading order on the quayside) by the time a ship has arrived. But how to put a performance index figure on that?

Tons handled per crane/hour for a given type of cargo? In Britain and the US much cargo is handled by ships' own derricks and their crews. In SA the raising of cargo is handled only by Harbours men, "to maintain full control of the passage of cargo from ship to shore," says an official.

Only with cellular container vessels is a direct international comparison possible. And there, SA is ahead of European ports.

That hasn't left local container men resting on their laurels. At the beginning of this year (ie, after the international comparison was made) a productivity cost control system was introduced for all container terminals.

The latter have been divided into cost centres. Performance norms have been



drawn up for each centre, and each shift in each centre has its performance measured against its norm. Indications are that the spirit of competitiveness this has produced is boosting performance still further. That would be particularly welcome for containerisation (despite a good track record so far) because its operators could otherwise suffer from boredom produced by insufficient work. "My biggest problem," says Table Bay port manager,

"Van" van der Byl, "is maintaining productivity in a recession."

Meantime, a less sophisticated system is used to measure the performance of those operating conventional wharf cranes. Incentive is by bonus payments — and certainly works. During the year ending last April, productivity rose by 17% in Durban, 12% in Table Bay, 18% in Port Elizabeth and 10% in East London.

Bonus calculations are arrived at thus

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211650

CAPE TOWN

838.7867

JOHANNESBURG

2.2176

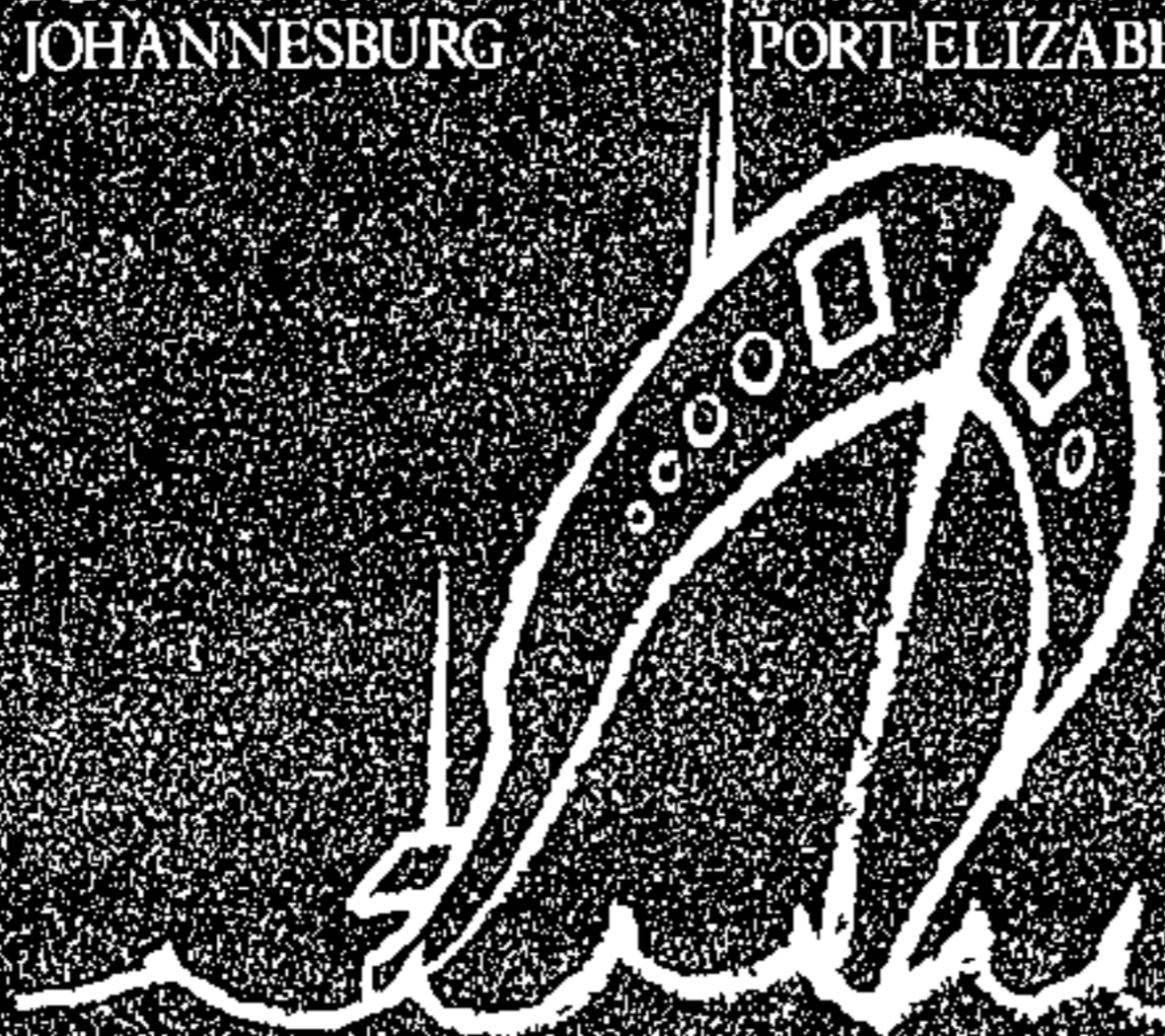
PORT ELIZABETH

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DURBAN

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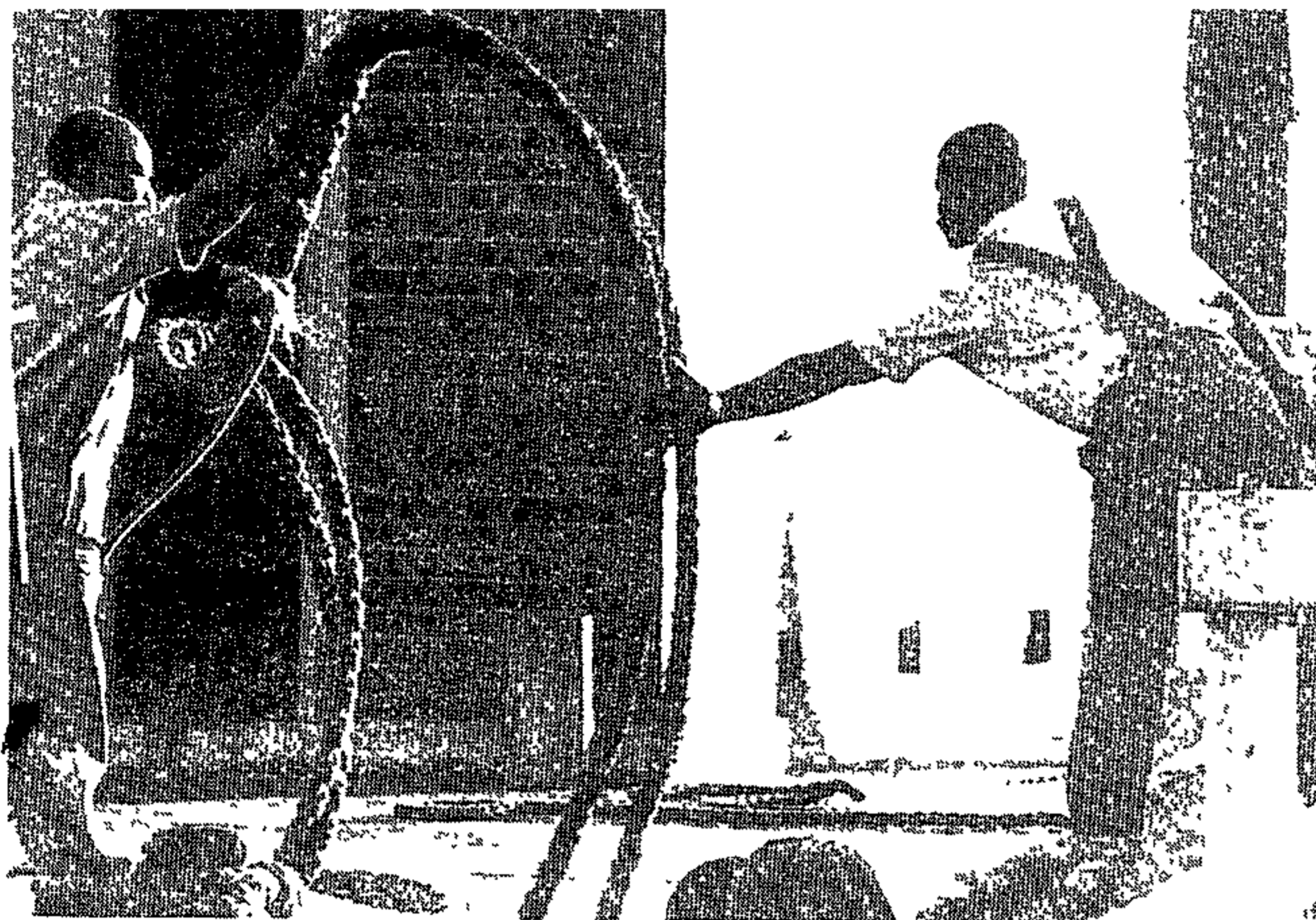
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Norms for different types of cargo are calculated by O&M studies. Ships' manifests are then computer-analysed to calculate the number of crane-hours needed, say, to unload a ship. Actual results are compared with these calculations. They are usually better, which eventually leads to discussions with staff associations for revising the norms. What it hasn't yet produced is comparison between different terminals in a harbour. Sound management obviously requires that it should, a point recognised by Harbours' chief superintendent, Piet de Bruin.

How much interest Harbours would have shown in productivity without the chaos of five years ago is an open question, since the administration doesn't have to compete with anyone for business. The chaos had ship-owners adding hefty surcharges for trips to SA (15% at Durban), and harbour staff working 14 hours a day, seven days a week.

Eventually, more staff were employed, a two-shift system instituted and a productivity incentive scheme introduced. Harbour workers now have one day off a week and are rewarded with the same basic pay (ignoring cost of living increases) for handling in eight hours what used to take them 11 hours. Still greater productivity is also financially rewarded. The challenge is met and measured, ship by ship. The team includes all those working on an individual ship, from crane drivers to labourers. Such is the enthusiasm for improving productivity, says Durban's port manager, "Pine" Pienaar, that "chaps now plan their work."

Are ships' agents, stevedoring companies and clearing agents happy with harbour efficiency? On the whole, they are. Many reckon that the appointment as Railways GM of Dr Kobus Loubser some years ago saw a businesslike attitude begin to spread downwards throughout the SAR&H hierarchy.

At the same time, though, there has

been little strain on most harbours in recent years. East London, Port Elizabeth and Cape Town are working far below capacity. Richards Bay and Saldanha Bay are special-purpose harbours, working for, at most, only a few clients. Without work pressure, inefficiencies and inadequacies aren't readily apparent.

That pressure exists, however, at Durban. There, a swing in the flow of cargo handled, from imports to exports, has created a shortage of shunting facilities. That's because imports, once landed, can usually be shipped out quickly by road or rail. Exports must wait for their ship to arrive, and weather or strikes elsewhere

An independent course

How independent of railways should Harbours be? Indeed, shouldn't the private sector play a far greater role in the provision of harbour facilities? Overseas, after all, harbours are more often than not run by local government, by chambers of commerce or even by private companies.

Harbours' own policy is, in fact, to strive for greater operational independence of Railways. It has already achieved much. In 1969 a separate Harbours (and pipelines) department, under its own assistant GM, was established at SAR&H headquarters in Johannesburg. That led to the separation of harbour and railway goods activities at system level and the formation of port directorates at all harbours.

At Johannesburg, the Harbour department formulates and administers its own tariff policy, and handles such matters as preparing specifications for, and buying, harbour craft and cargo handling equipment. A statistical and economic section

may delay it for a week or more.

There's quite a tendency, in fact, for ships to arrive at SA harbours in a bunch, though scheduled sequentially. That places an undue strain on shunting facilities since several ships clamour simultaneously for delivery from railway sidings of their cargo.

There would, of course, be no point for Harbours in boosting productivity during a time of recession if staff numbers weren't correspondingly reduced. Indeed, the combined effect of containerisation and improved productivity in handling break-bulk cargo has, since April 1978, led to a reduction of 2 000 people working at SA harbours out of a total of 25 000. Table Bay saw the biggest reduction at almost 900, but even Richards Bay could cut its number by 62.

As staff numbers shrink, the proportion of blacks rise. In recent years, especially in Durban (the world's 13th busiest port), they have graduated to crane and fork-lift drivers as well as shunters, while Indians work in cargo sheds as tally clerks and sorters. Berthing gangs in Table Bay are still white. But few whites are entering harbour service these days, even in economically depressed Cape Town.

Whether that will lead to supervisory jobs for blacks remains to be seen. Some think it must, since eventually only blacks will have real operational experience. That isn't at present, though, preventing whites from any SAR&H department (provided they have the necessary qualities) from being trained for those jobs.

has also been created.

Official policy is, however, that planning of the country's rail, road and harbour facilities should remain centralised. So should other service departments — purchasing, technical and health services, industrial safety, security, data processing, works and estates, and so on.

The private sector's role in harbours will remain limited — at least at the quayside. The Harbours administration wants to control fully the moving and berthing of ships and the quayside handling of their cargo. Its freedom to do so is restricted in Durban, where certain private interests have bulk storage and ship-loading rights as well as first claims on certain berths. These rights were bought many years ago. The Harbours administration would not like to see them extended to others.

For one thing, it believes that privately provided facilities would not be readily

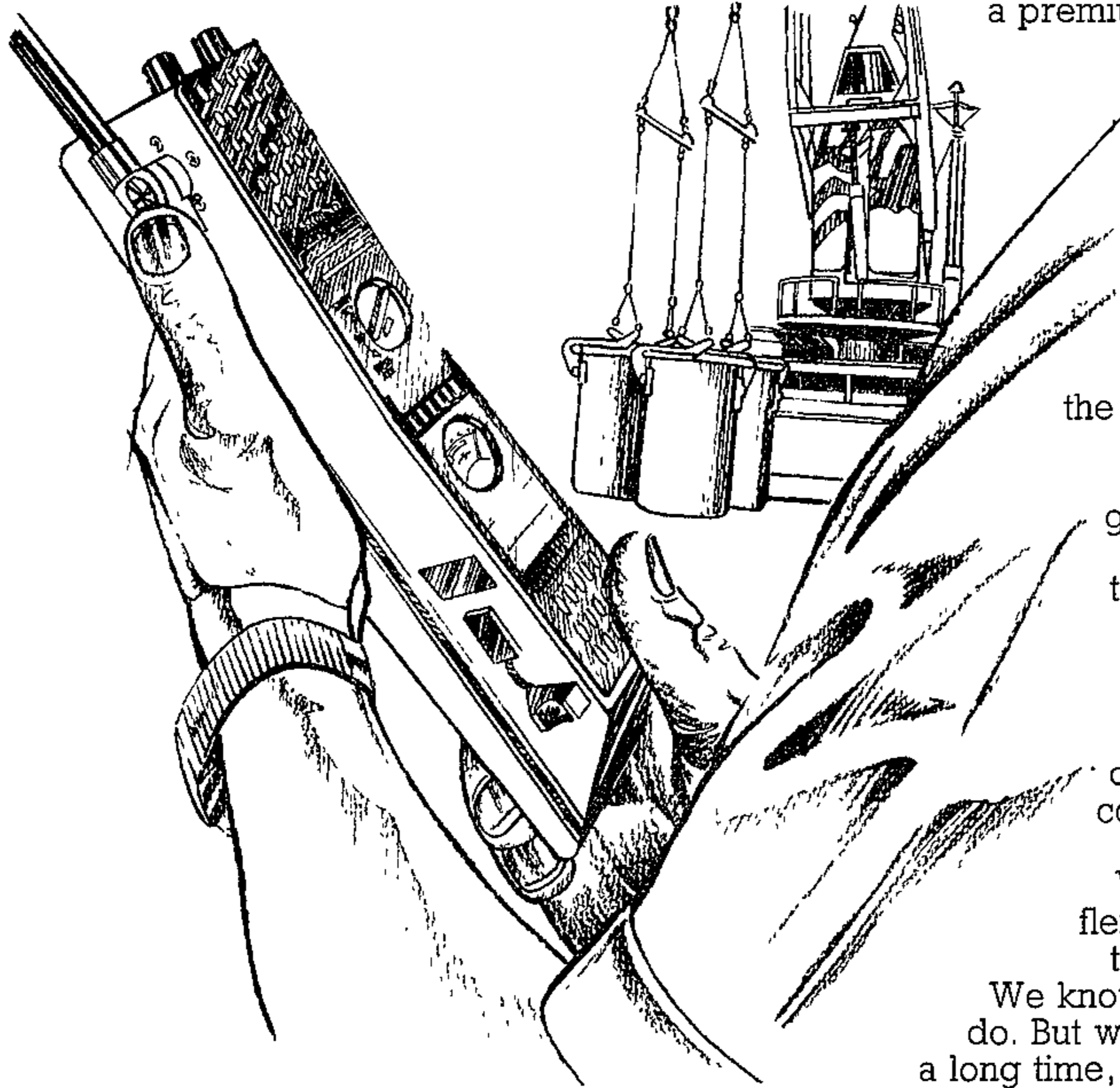
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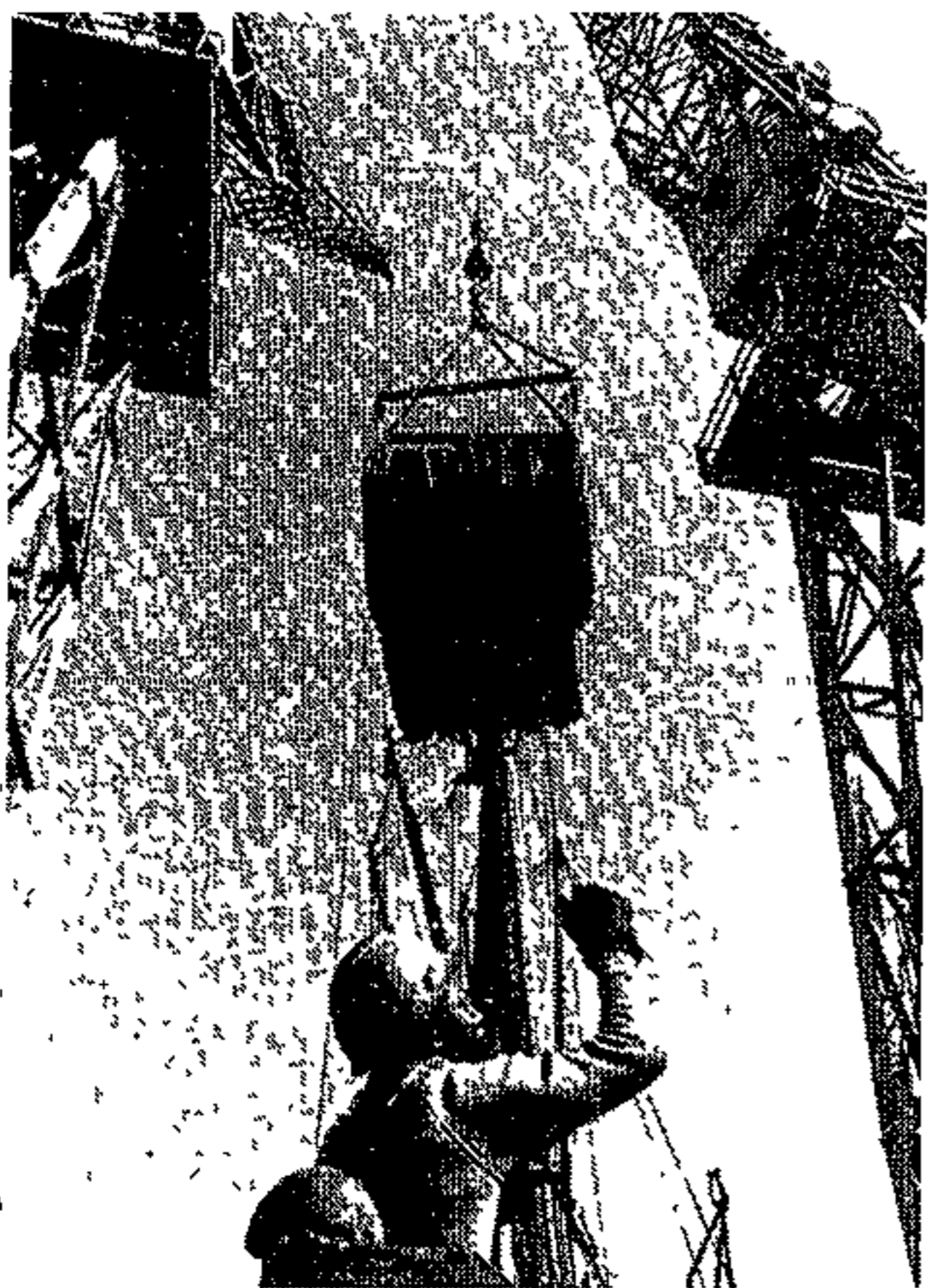
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available to all, as it believes all harbour facilities should be. Nor would it like to share profits with others if it doesn't have to. In 1977/78, for example, grain elevators produced a profit of close on R1m

Outside, then, of the activities already described (ship repairs, stevedoring, etc), the private sector can only participate in harbour administration through the harbour advisory boards. Each of the older harbours has one (Saldanha Bay and Richards Bay not yet). They have eight or

nine members, appointed mainly by local business and labour interests, who meet monthly. "Their job is to act as watchdogs for their port providing ideas for how their ports might be better run,"

says the superintendent of harbour administration, Fred Yelverton. "East London's is particularly lively, regularly offering ideas for how more business might be won for the port."

Cranes or ramps?

When the first fully cellular container ships began arriving in SA from Europe two years ago, over R300m of specially constructed berths and quayside handling equipment greeted them. That indicated Harbours' determination to pass goods through its ports as rapidly and as safely as possible.

Since then it's become apparent that containerisation is not an unmixed blessing. But Harbours' enthusiasm for it, and efforts to operate the system as efficiently as possible, have never wavered.

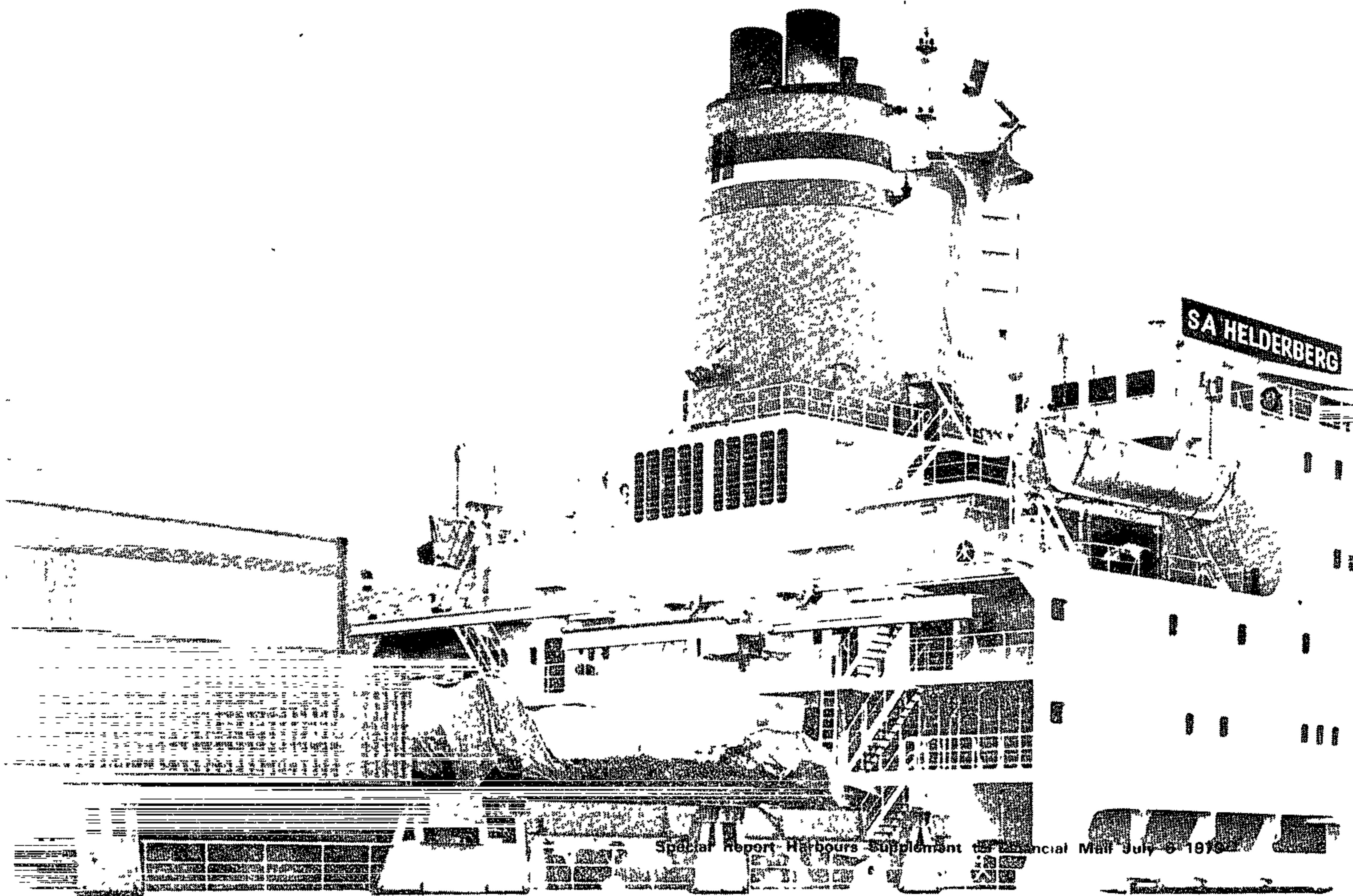
One problem that became immediately apparent is the sheer size of the ships — more than 250m long and with a bridge well over 30m above the water. "They catch a lot of wind," observes Durban's port captain, Malcolm Rose. Indeed, the first to arrive in Durban, the *Table Bay*, nearly broke adrift from her moorings during her first night there. To cope with strong winds, therefore, special storm bollards have had to be built, restricting

the quayside working area.

Not that container facilities at any of the three ports equipped to handle cellular vessels (Durban, Port Elizabeth and Cape Town) are yet fully extended. That indeed, is another problem with containerisation. Its facilities can't be introduced gradually, as demand builds up.

The introduction of containerisation in SA occurred, too, during a pretty bad recession. Add that to normal business reluctance to use new methods and it's not surprising that for most of the past two years, utilisation has fallen far below demand forecasts, let alone capacity.

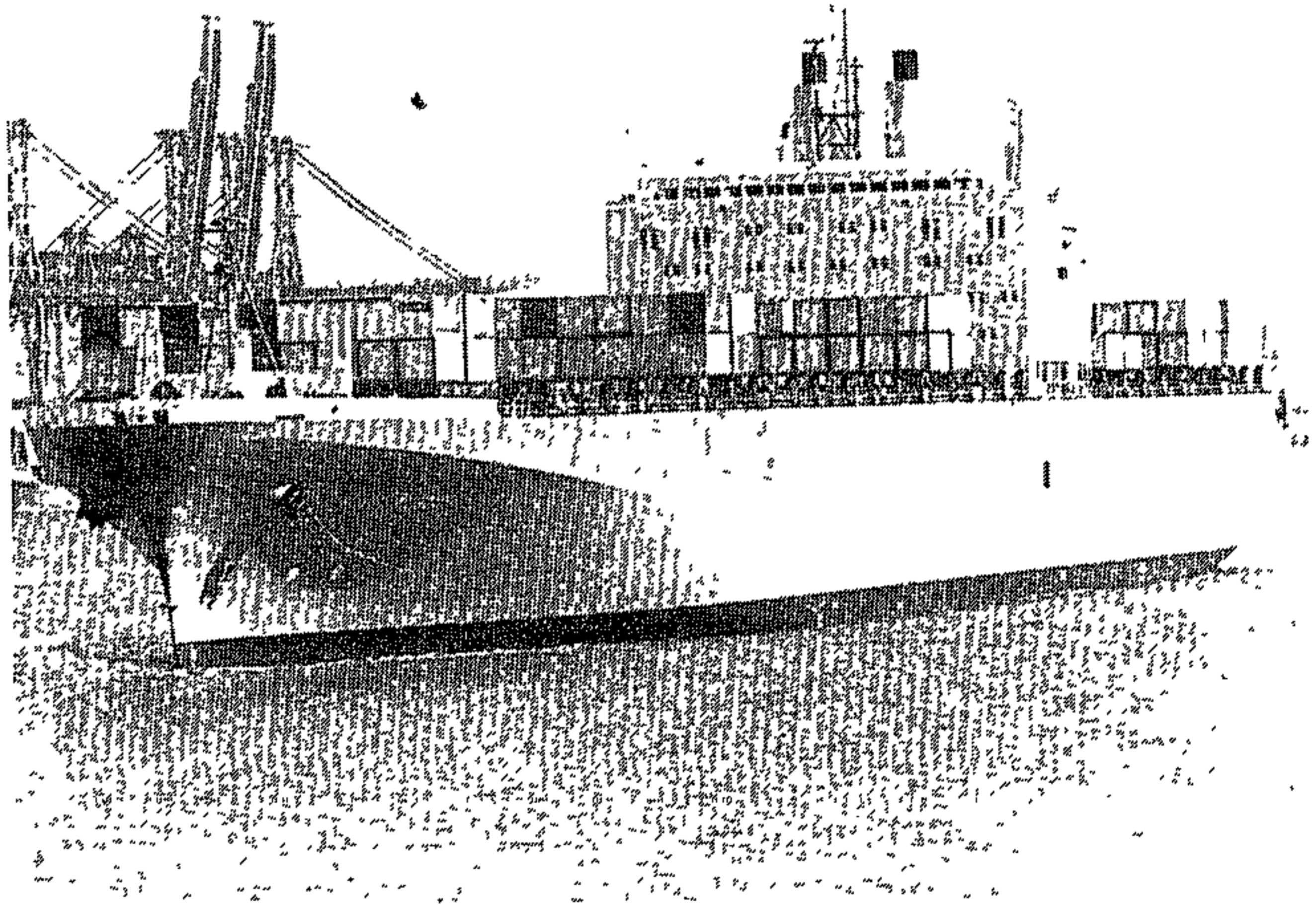
Actually, one wonders how those forecasts were made. Whenever they had shown demand due to rise, it actually fell, and vice-versa. But by March of this year demand for containers for deep-sea traffic was only 8% below forecasts. For coastal traffic, though (a feeder service operates from the three main ports to others), there's still a 50% gap.



The deep-sea figure is also misleading. Though work continues on a R80m scheme at Port Elizabeth that will be mainly devoted to increased container facilities, present facilities are still badly under-utilised. Monthly handling capacity is 10 000 TEUs (20-foot equivalent units — the standard container being 20-foot long). Coping even with a heavy backlog caused by British strikes saw PE's monthly throughput at no more than 5 000 TEUs. Once the new scheme is completed, monthly capacity will rise to 12 500 TEUs. Port manager, Jack Davidson is pinning his hopes strongly on a lifting of international sanctions against Zimbabwe-Rhodesia. Port Elizabeth once relied heavily for throughput on Rhodesian imports.

It also once handled much of the import traffic bound for the Reef, since goods could often arrive there sooner if offloaded at Port Elizabeth than several days later at Durban. The provision of a special, rapid unit-train between Johannesburg and Durban has, however, changed all that. It's now faster as well as cheaper to import containers through Durban. As a result, Durban handles considerably more deep-sea containers than Port Elizabeth and Table Bay together.

The latter harbour reflects, of course, the depressed economy of the Western Cape. Port director Bertie Heckrood reckons that about 60% of his cargo that



could be containerised has been. But last year Table Bay imported only 4,7 Mt of general cargo against Durban's 14,4 Mt, and exported only 1,6 Mt against Durban's 7,7 Mt.

At present, in short, there are large

differences in the rate of utilisation of container-handling facilities at the three major ports. Overall, while utilisation is rising and getting closer to early projections, last year's 230 000 deep-sea TEUs handled represented less than one-quarter

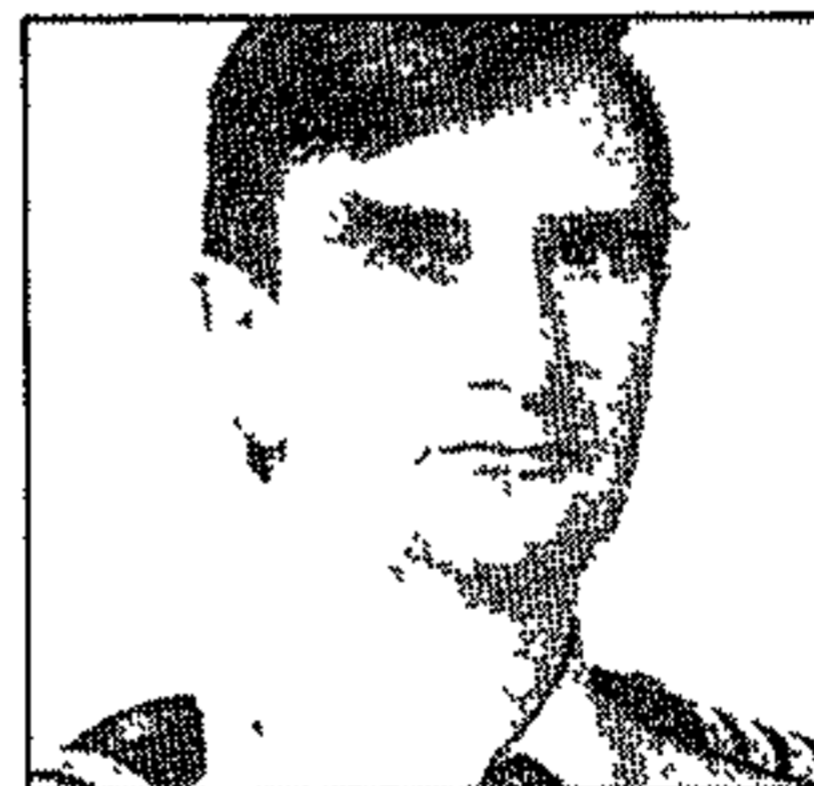
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Commodore R Thomson, Commodore of the Safmarine fleet and Master of Safmarine's container ship "SA Helderberg".
"The diversity of our fleet means that we have the types of ships and the experienced personnel capable of handling any category of cargo."



Capt M Fowkes, Master of Safmarine's container ship "SA Sederberg".
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Capt D Kemp, Master of Safmarine's general cargo ship "SA Vergelegen".
"Vergelegen has been modified to carry containers in addition to conventional and heavy lift cargo. We have a lot of experience in handling the break bulk cargo mix."

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of the theoretical maximum capacity of 950 000 TEUs

The picture is likely to improve steadily, however, as the economy grows and the benefits of containerisation are more widely perceived. The speed with which containers are handled on the quayside is certainly remarkable. Up to 30/hour are handled by individual cranes, showing SA operators to be more efficient than the best in Europe, according to shipping line members of the SA-Europe Container Service. That rate of handling also makes containerised cargo more than 30%

cheaper to ship than break-bulk cargo, ton for ton.

Speed is not the only advantage. Containerisation also minimises damage and pilferage. "It has reduced the number of claims we have to handle by 75%," says Peter Willmers, assistant port manager at Table Bay.

There's yet another advantage in containerisation that could boost utilisation at all three ports. Fruit can be kept chilled in special reefer containers in vast quantities. Their use would enable SA farmers to supply overseas markets with larger

single shipments and with greater flexibility.

Present pre-cooling sheds (pre-cooling lengthens fruit's shelf life and destroys bacteria and fungus) at the harbours have pretty limited capacity. Cape Town, for example, has 30 000 m². That may sound ample, but foreign grape buyers, for example, want the fruit to be packed in plastic bags. That lengthens the cooling period from 24 hours to 60 hours, effectively reducing the sheds' capacity.

Harbours, therefore, have agreed with the Perishable Product Export Control Board on the construction of a holding store for refrigerated containers in the harbour, costing some R10m. The idea is to deliver the insulated containers to farmers who would load them with already chilled fruit. The containers would then be brought to the storage area where, connected to power, their refrigeration units would continue to work.

Thereafter, far more fruit can be shipped at a time in cellular vessels than in conventional fruit-carrying ships with their refrigerated holds — 16 000 t against 10 000 t. Loading would be more rapid, too, giving a turnaround of only two days against the conventional ship's five days.

"It's the only way to increase fruit exports," Heckroodt avers. And he admits, the only likely prospect for significant growth at Table Bay harbour.

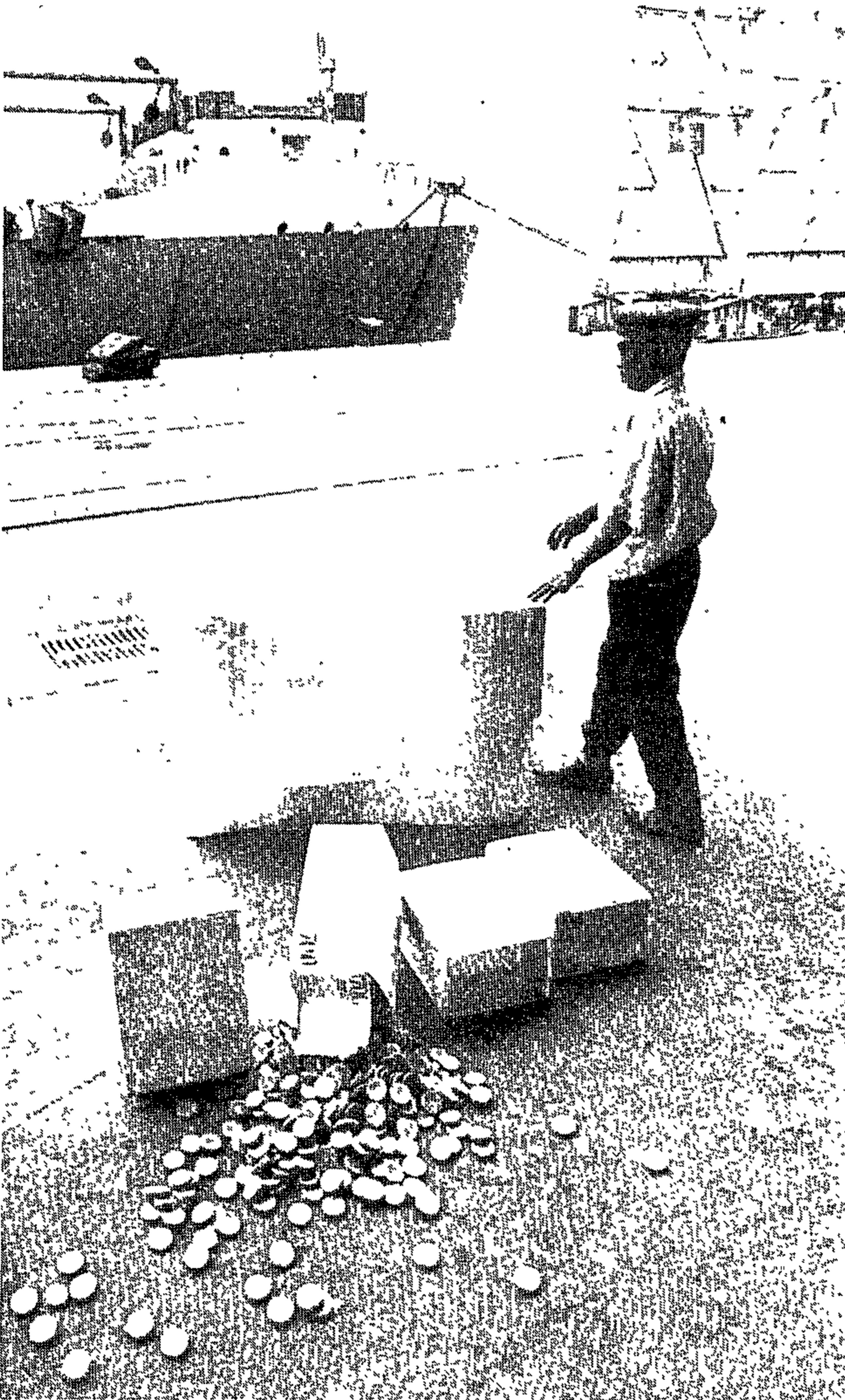
East London's prospects

East London's general harbour facilities, meantime, are only half used, according to port manager Brian Paddey. A major reason, is containerisation that has diverted some Reef-bound cargo to Durban. In 1976 1.3 Mt of general cargo landed at East London, last year only 1.1 Mt.

Fortunately, exports through East London increased, from 1.9 Mt in 1976 to 2.7 Mt last year. They consisted of steel, chrome ore, copper from Zambia and Zaire and, finally, maize. East London, in fact, has SA's largest and most modern elevator. Last season (ending April) it loaded 2.2 Mt against 1.6 Mt the previous season — "an all-time record for any SA port," says Paddey. Ships are loaded at the rate of 1 650 t/hour from a holding capacity of over 75 000 t.

East London's main hope of winning more cargo, however, seems to depend on RoRo (roll-on, roll-off) vessels. Hinged ramps, forming part of their rear structure, are lowered to the quayside. Vehicles then carry or pull cargo onto or off the ship, to or from several decks inside the ship.

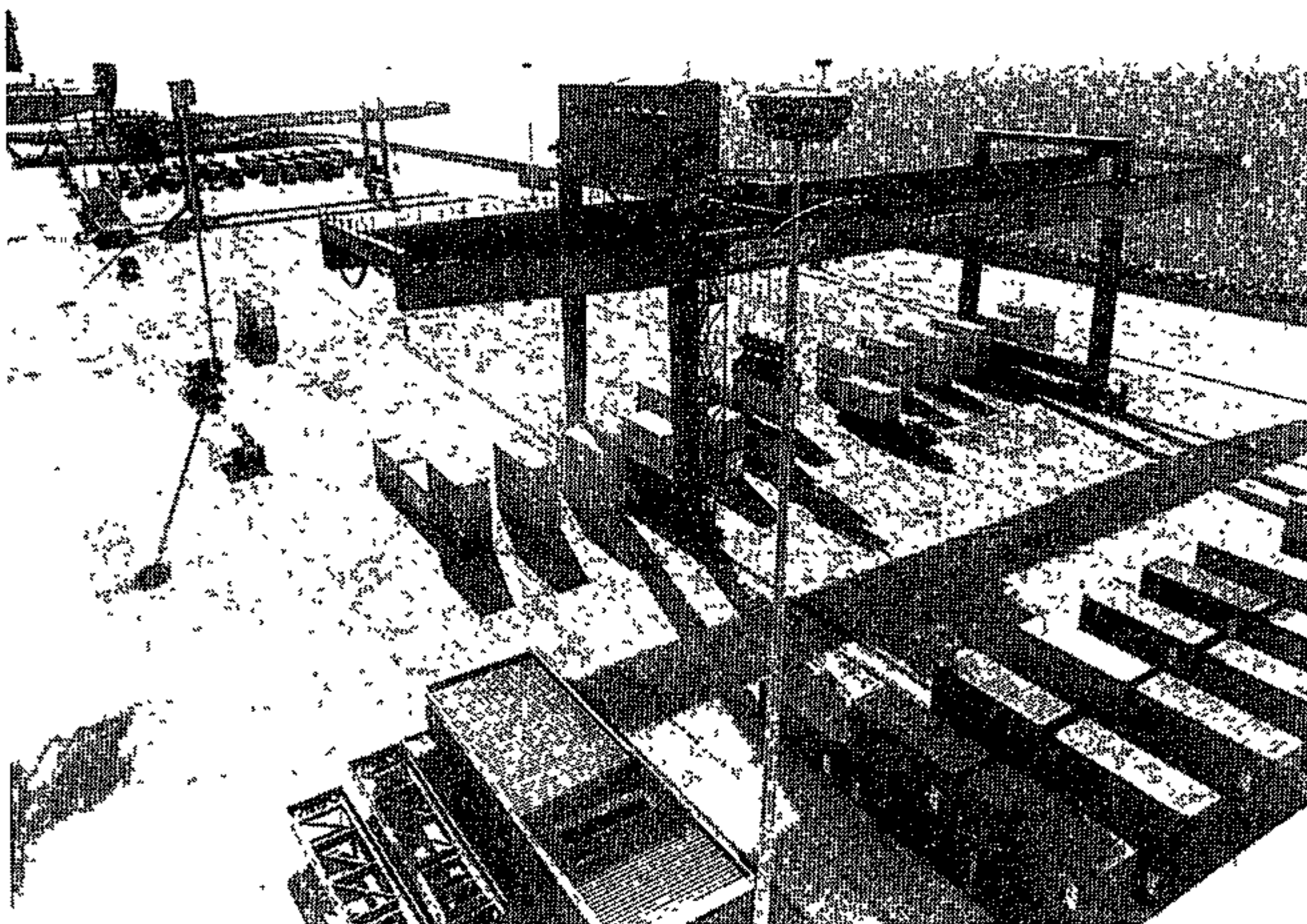
East London is the only SA port at which special facilities for these ships have been provided — hence Paddey's hope of boosted throughput. The facilities are, however, pretty modest — a large clear area on the dockside for marshalling cargo that cost only R640 000.



Indeed, that is the main attraction of RoRo vessels. They need little quayside investment, but seem to handle unitised (palletised) cargo and vehicles more rapidly than conventional wharf cranes. They also carry containers, loaded into them by 25 t fork-lift trucks. Claims Paddey: "It would be quicker to send an imported container to the Reef through East London, if it came off a RoRo vessel, than through Durban."

The first RoRo ship to begin a regular service to SA called a few months ago. By next March, one will be docking every eight days, and without the heavy investment needed for container facilities serving cellular vessels.

Indeed, some believe that RoRo vessels have challenged the wisdom of Harbours investing heavily in facilities to serve cellular ships. Says Heckroodt: "When it comes to speed of handling cargo, there's nothing to beat containerisation. RoRo is also retrogressive in that it means more handling of cargo. Although cargo is unitised, it still gets damaged. But I reckon that, if RoRo ships had been introduced to the SA trade earlier, containerisation would never have materialised. Generally, a far wider range of goods can be put on



to RoRo vessels than on to cellular vessels." Adds his port manager, "Van" van der Byl: "My personal view is that

we should have gone for RoRo ships, offloading containers from them with fork-lifts."

Pilots take fresh bearings

A squall is blowing up that could, harbour pilots report, severely trouble local shipping. It's caused by the co-mingling of two winds. One comes from across the ocean, the other from far inland at SAR&H headquarters in Johannesburg.

Together they threaten to reduce steadily the number of highly qualified men handling vessels in SA's harbours. That would be not only an economic disaster (ships can't move in and out of harbour without pilots and tugs), but also a blow to national pride. SA is regarded as having just about the finest and best qualified bunch of pilots and tugmasters in the world.

Local conditions and shipping developments certainly demand all the skill and experience available. Take ships first. The increase in their size in the past 30 years (which is within the working lifetime of many pilots and port captains still on the bridge) has been incredible. During World War Two tankers of 15 000 t were the biggest vessels afloat (apart from the two Queens, which were 85 000 t). In the late Forties, "supertankers" were built of 28 000 t. By the late Fifties they had grown to 100 000 t. Today they are often more than twice as big, carrying oil, iron ore or other bulk commodities and visiting one or more of SA ports.

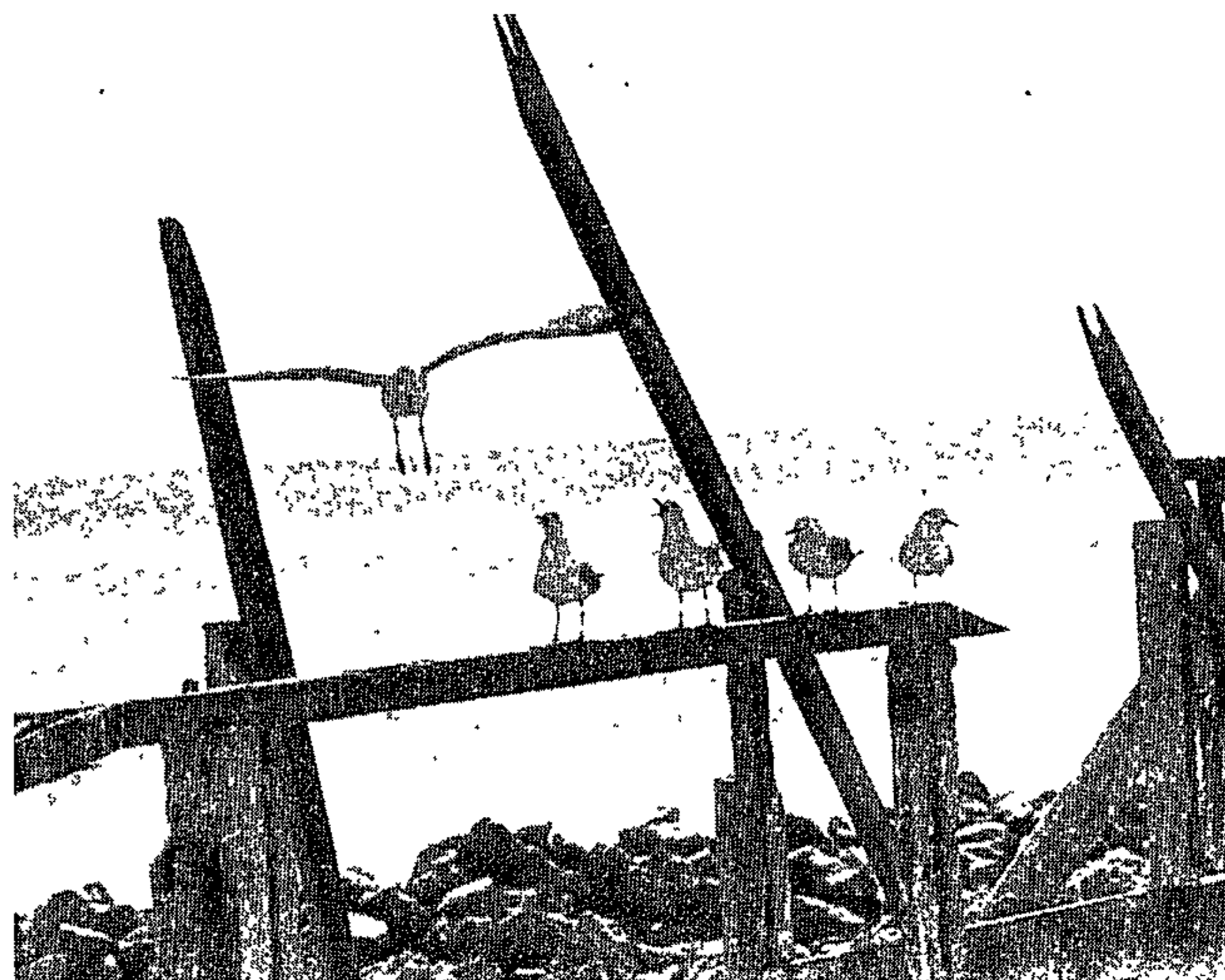
Ships of that size are far more difficult to handle than smaller ships. For example, they respond slowly to alterations in speed. That means they

must slow down well before entering a harbour. But the slower the speed the less responsive to the helm.

At the same time, most very large vessels entering SA harbours do so wholly or partly in ballast. That means they sit unusually high in the water (the bridge almost 40m above the water) and are

thus, together with their light weight, more affected by winds.

The latter can make sailing conditions in SA harbours very difficult, even for comparatively small vessels. In Durban, says port captain Malcolm Rose, a fresh north-easter can provide "a current that sets right across the entrance to the sea,



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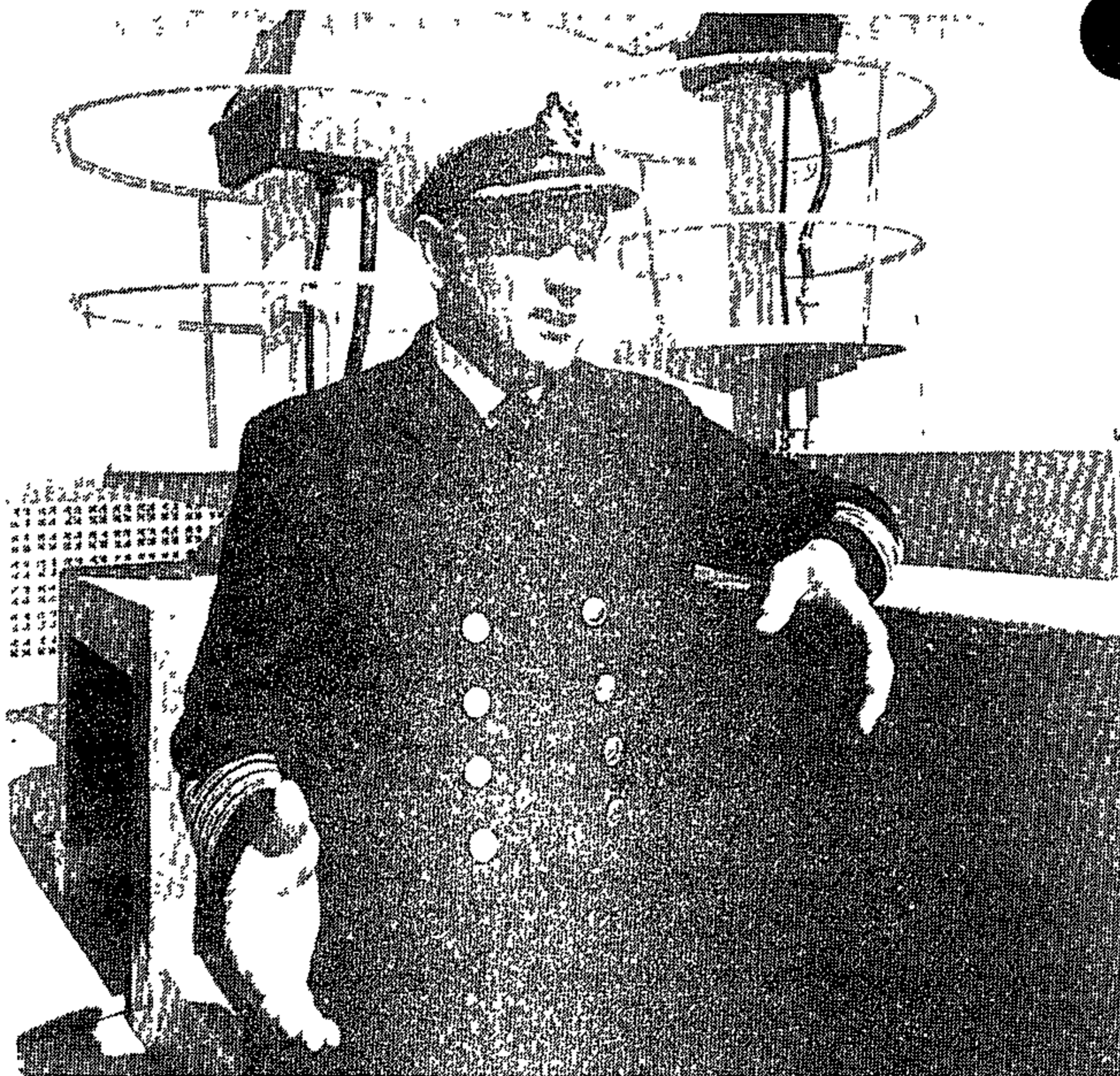


and it sets quite strongly. So we have to make quite a hefty allowance for it with a big ship and come in well off the leading marks * A strong south-wester can provide a current in the opposite direction So the entrance is not easy. It can even be hazardous."

At Table Bay harbour it can be quite alarming especially if, as used to happen with the much-missed mailships, they put into the Victoria Dock The latter, says Rose, is at times "a pilot's nightmare The prevailing wind is broadside on into both the Victoria Basin and Duncan Dock, and there are all sorts of piers sticking out into the Victoria Basin (which was built almost a century ago to receive sailing ships), which has a most inhibiting effect on pilots "

Even in the much larger Duncan Dock, the looming mountain makes for winds that are not only very strong (up to 100 km/hour) but very variable So pilots depend heavily on their tugs for control, since their own engines have little steering power at low speeds

Lucky the men at the other harbours Saldanha Bay, for example, may suffer from strong south-easters But if there is any danger of tug wires snapping under the strain, the ore vessels are left out at anchor Once the giants are loaded with an average of 160 000 t of iron ore, "We don't give the wind a second thought,"



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DEEP TROUBLE

Being a pilot has its own discomforts, even perils, arising from the need to board and leave a vessel by ladder. In a strong sea the vessel must "make a lee" in which the pilot's vessel can ride in comparative calm. That's not always possible, however, and a pilot may have to allow a vessel to leave harbour without him rather than delay it until calmer weather prevails.

Some pilots' ladders are hydraulically

operated. Should they fail or be badly manned, the pilot could find himself helplessly dunked in the drink if the vessel he is boarding is riding a heavy swell.

Several pilots have ended up in the sea. One was killed in East London some years ago by being crushed between the two vessels. Several others have been injured.

says port captain Ray Schooling.

The demise of the mailships has also made life a lot easier for pilots at East London. Subject to strong winds from both the north-east and south-west, and being a small river harbour to boot, with a mouth needing constant dredging, East London sighed with relief when the mailships cast off for ever. "They were a terrible worry," says acting port captain Dennis Forster.

Today, then, a pilot's life at East London, as at Port Elizabeth and other ports, rarely taxes the nerves. Their biggest threat are winds that build up such a strong swell that ships risk parting their moorings. In PE the warning comes from the south-west, in East London from the north-east. Similar risks exist at most

other ports.

Whatever the level of challenge to shipping at different harbours, the law sensibly requires all ships of any significant size to receive pilots to bring them in or take them out of a harbour. A ship's master has several different publications to inform him of conditions in and around each of SA's harbours. Lack of familiarity with them, though, will lengthen the time it would take to bring in his vessel and could lead to damage to it and other vessels. No shipowner, then, objects to the R100 charge (low by world standards) for taking a pilot on board. What would upset them would be a noticeable drop in SA's high piloting standards.

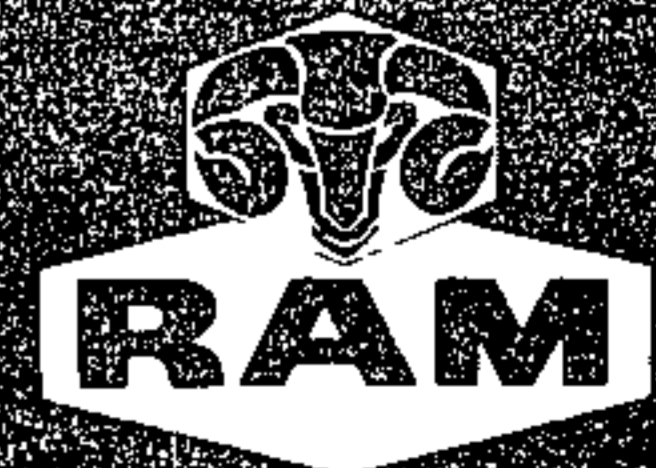
Some fear that could happen. Too few

qualified (master's certificate) men, they say, are entering the harbour service at the lower levels (first officer on a dredger or tug) for the port captains to be certain of having sufficient properly qualified men as tug and dredger masters and as pilots.

There are two reasons. First, the number of men with a master's ticket available to the harbour service has already declined. On the one hand, Safmarine (operating internationally) and Unicorn (coastally) have greatly expanded their activities and need all the certificated men they can get. On the other hand, the number of British ships visiting SA harbours has plummeted. Those that do, maintain sea watches while in port to minimise their turnaround time. So their crew have barely a glimpse of the country, let alone get to like it. The attractions of SA once persuaded many ship's officers to settle here and join the harbour service.

Meanwhile, men have been resigning from the service in recent years to return to sea. That was once inconceivable. Pay as well as living conditions ashore were far better than at sea. No longer. Quarters in modern ships are superb and a ship's master may earn 50% more, at R18 000 pa, than his Harbours equivalent. He also gets more leave. So men are staying at sea, or returning to the sea despite the greater challenges piloting offers.

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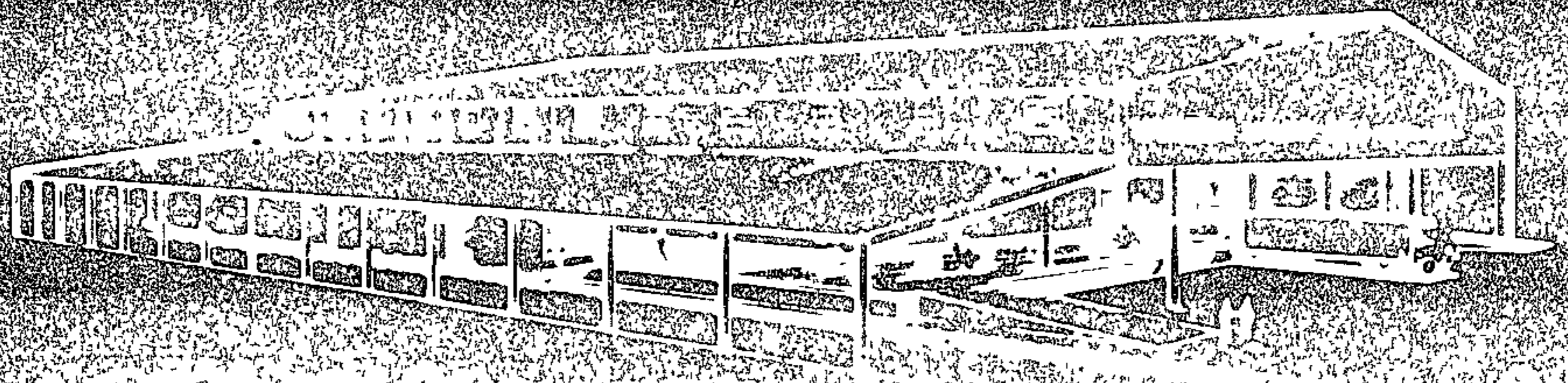
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The problem will clearly have to be tackled on two fronts — financial and training. The latter is being investigated, the idea being to pay men while they are serving an apprenticeship with Safmarine. Clearly, though, men with valuable

maritime experience cannot be bound to harbour work if working mid-ocean remains far more attractive

Top SAR&H men are well informed about the problem. They have yet to show they take it seriously.

* Lattice-work towers visible by day and each carrying a fishing light (one red, one white) by night. Pilots get them in transit (one behind the other) to indicate their ships are in the middle of the entrance channel.

A question of thrust



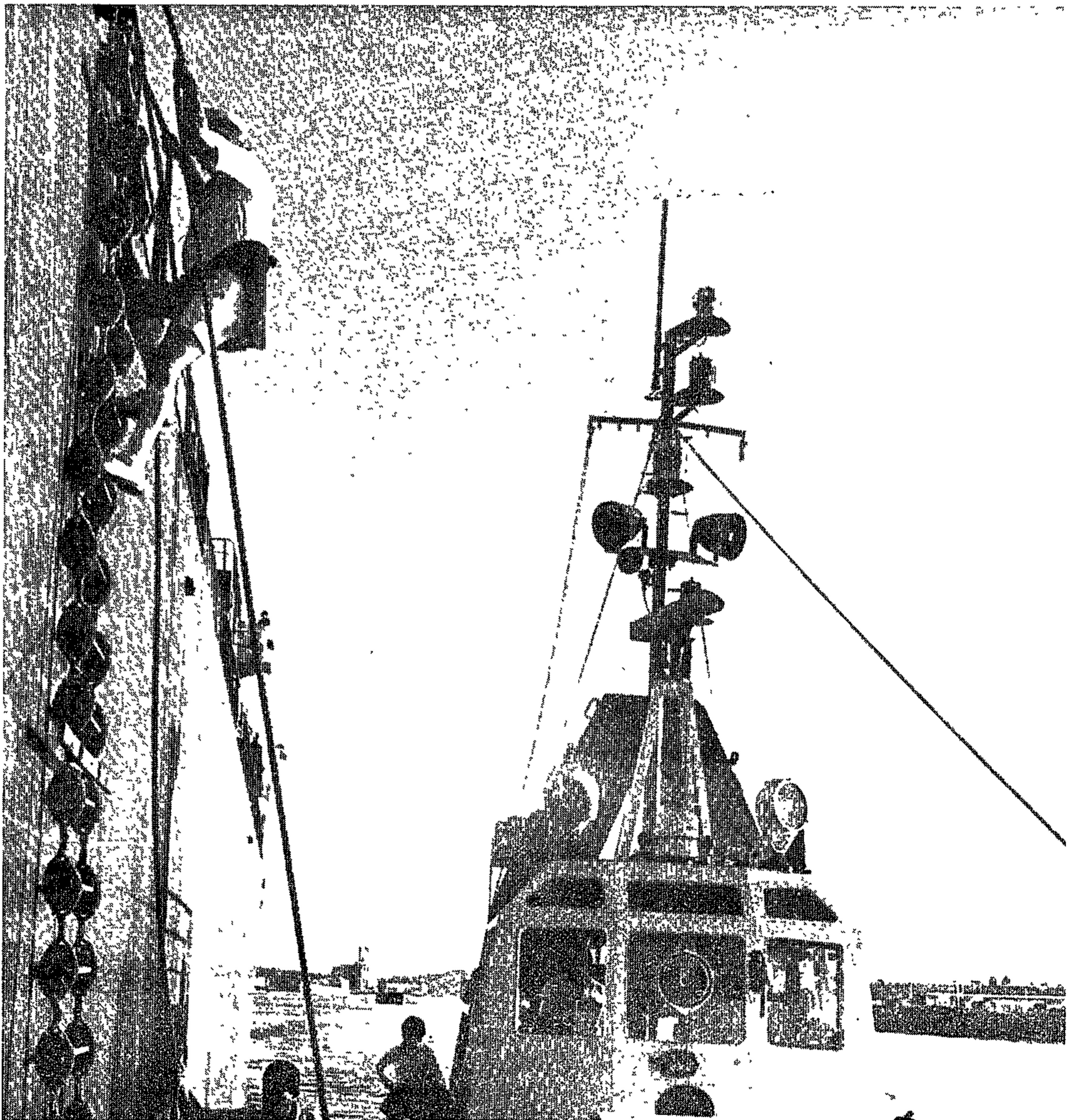
It's virtually impossible for today's ocean-going cargo vessel to dock unaided. Its weight is so great that it must be virtually at a standstill by the time it is

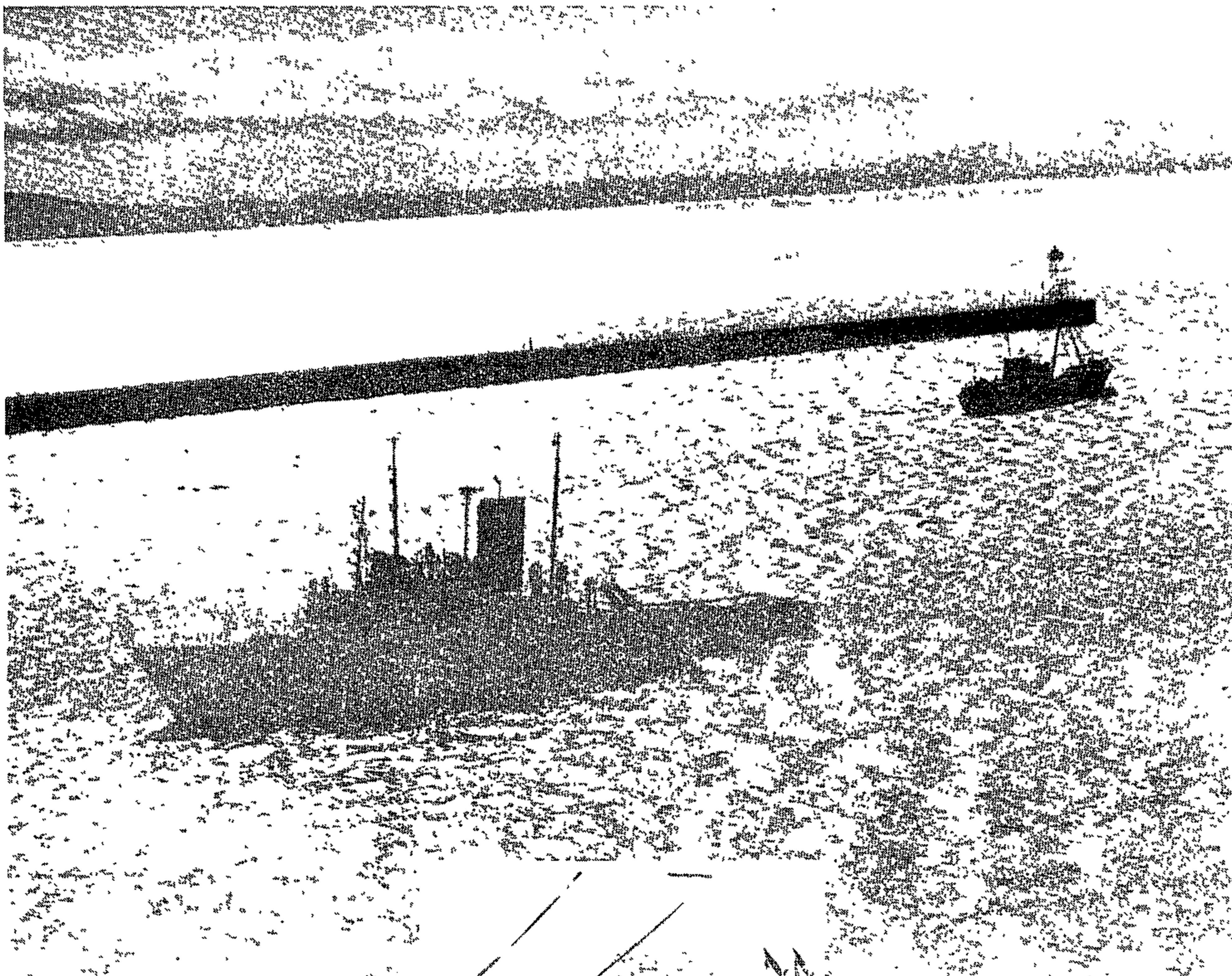
maneuvered into its berth. Without forward or backward movement, however, its rudders obviously have no effect.

Some vessels have additional propellers,

set sideways. Even they cannot, however, berth the ship unaided.

That is why tugs are needed. They provide sideways thrust or pull for a ship





that's docking or casting off.

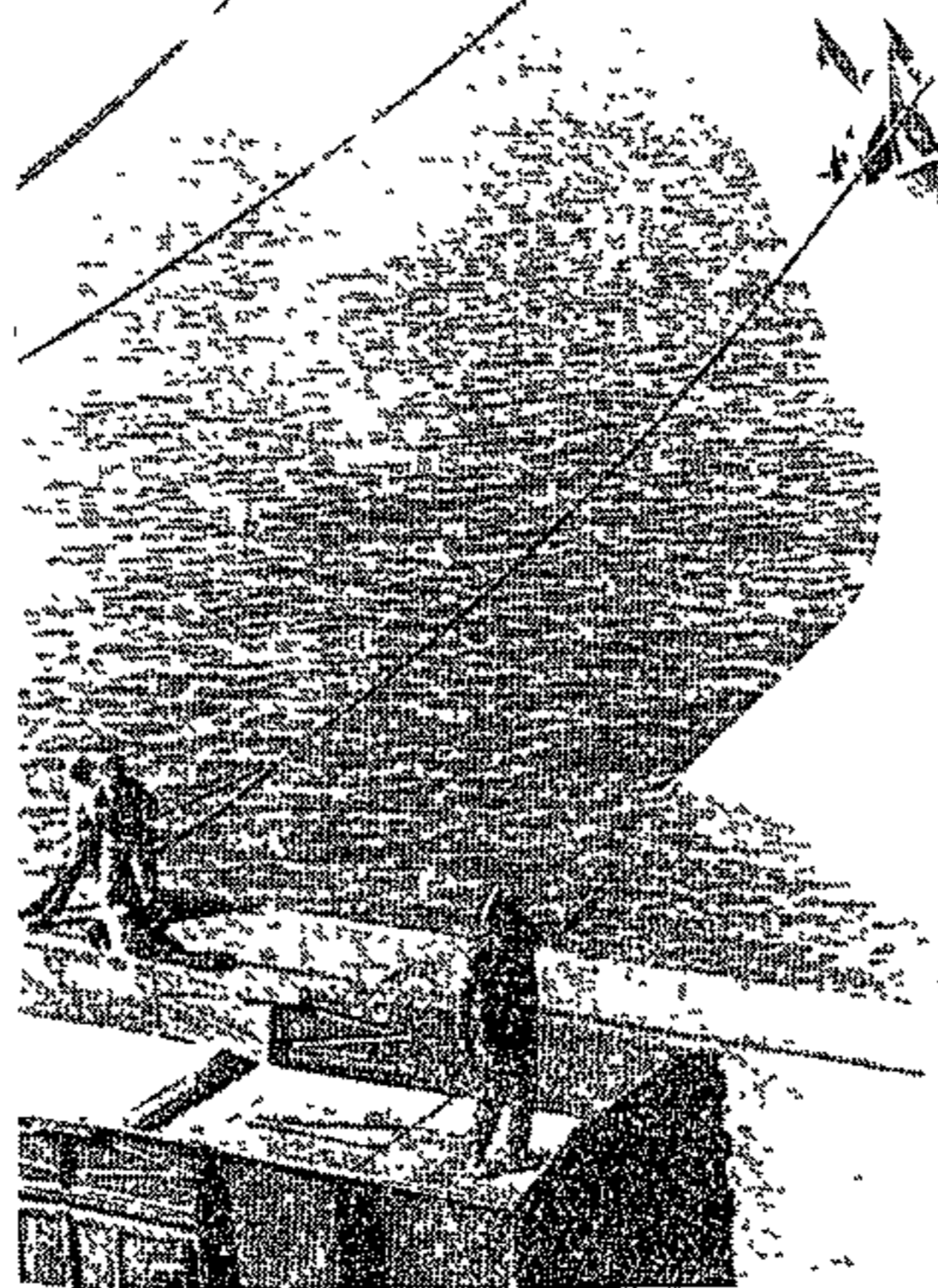
As cargo vessels have grown, tugs have shrunk — but not in power. Today's tugs, indeed, are up to 70% more powerful even than those built less than 20 years ago.

Their size has been reduced to make them more maneuverable. The newest can stop in just over their own length (36 m) within 11 seconds. The older, steam-powered breed took about five lengths (totalling about 250 m) and 90 seconds. As important, the new tugs can turn through 360 degrees in 40 seconds against the two or three minutes needed by their steam-powered predecessors.

All of which makes today's tugs a dream for pilots who instruct tug masters over walkie-talkie radio. Without such tugs, in fact, some of the largest ships couldn't enter SA's older harbours because of limited maneuvering room available to tugs.

Today's type of tug was introduced to SA only in 1971. Before then, tugs were mainly steam-powered, using coal or oil.

Two diesel-electric vessels were, however, built in Durban in 1969. A major problem has been unreliability of their electronic components.



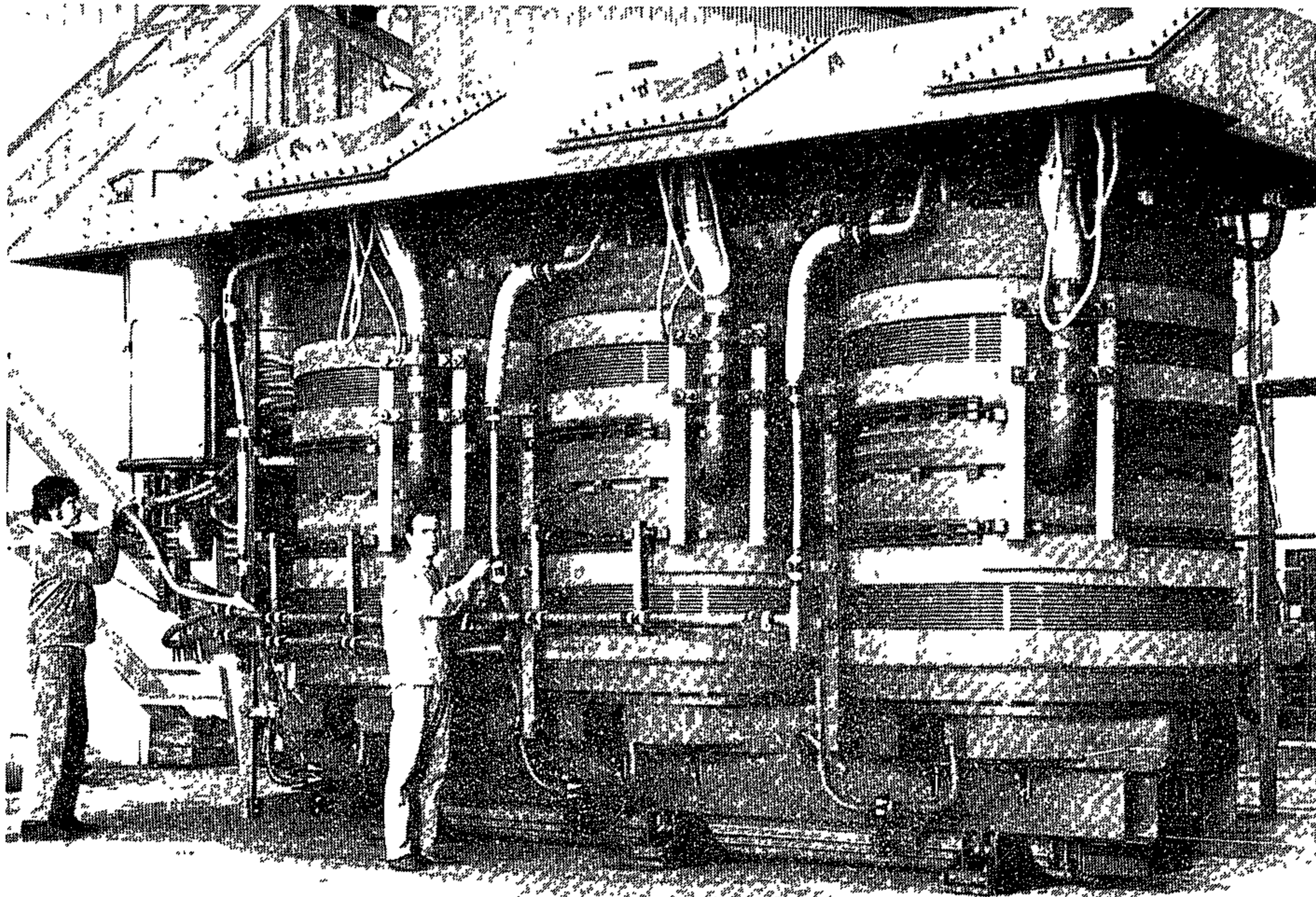
One reason why steam-powered tugs were so large is because Harbours' tugs have to be available for salvage work (they also carry fire-fighting and anti-pollution equipment). It was also widely thought that they had to be long, heavy and fairly deep in the water to cope with SA's frequent storms. The latest tugs,

however, have far greater power and reliability (running out of steam at crucial moments was as great a fear for yesterday's tugmasters as it is for over-the-hill lovers) and are as good as any for rescuing distressed ships.

They are also far more pleasant to sail in. "The steam tugs were very uncomfortable," says Table Bay's deputy port captain, Pieter Kroon. "Because their engines were set low down, they were stiff, not riding the swell lightly but suddenly rising and falling."

Two different kinds of steering are available in the latest tugs. The one employing steerable rudder propellers produces the more powerful pull and is used for salvage tugs. The other, using the Voith Schneider design, uses its propulsion/steering unit set amidships. That, together with a longer than usual aftdeck, enables it to push ships with its stern — useful when considering the dangers presented to tugs' superstructures (set fairly well forward in the hull) by the flared bows of some modern vessels.

The four tugs due for delivery in 1980/81 will be of the latter kind. They will bring the total of new tugs ordered by Harbours



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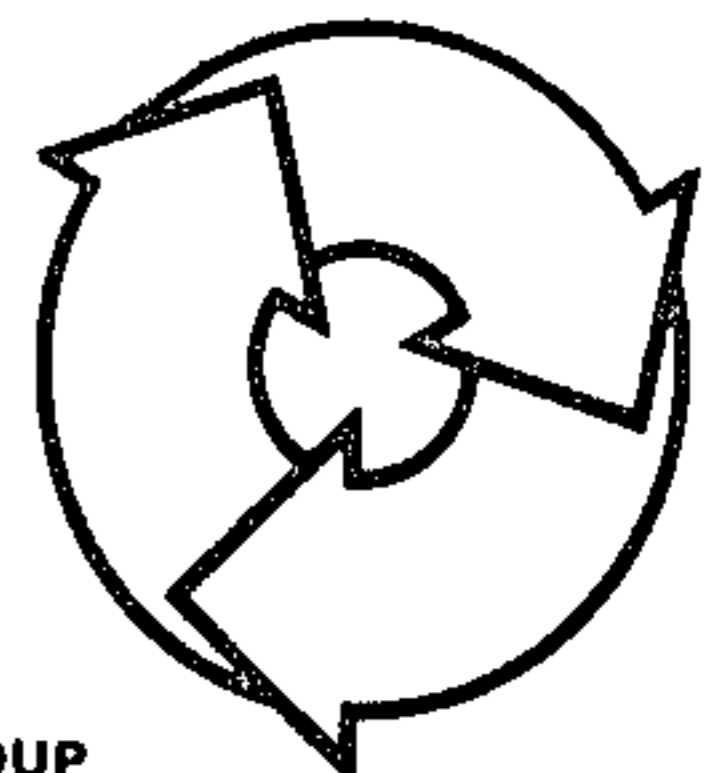
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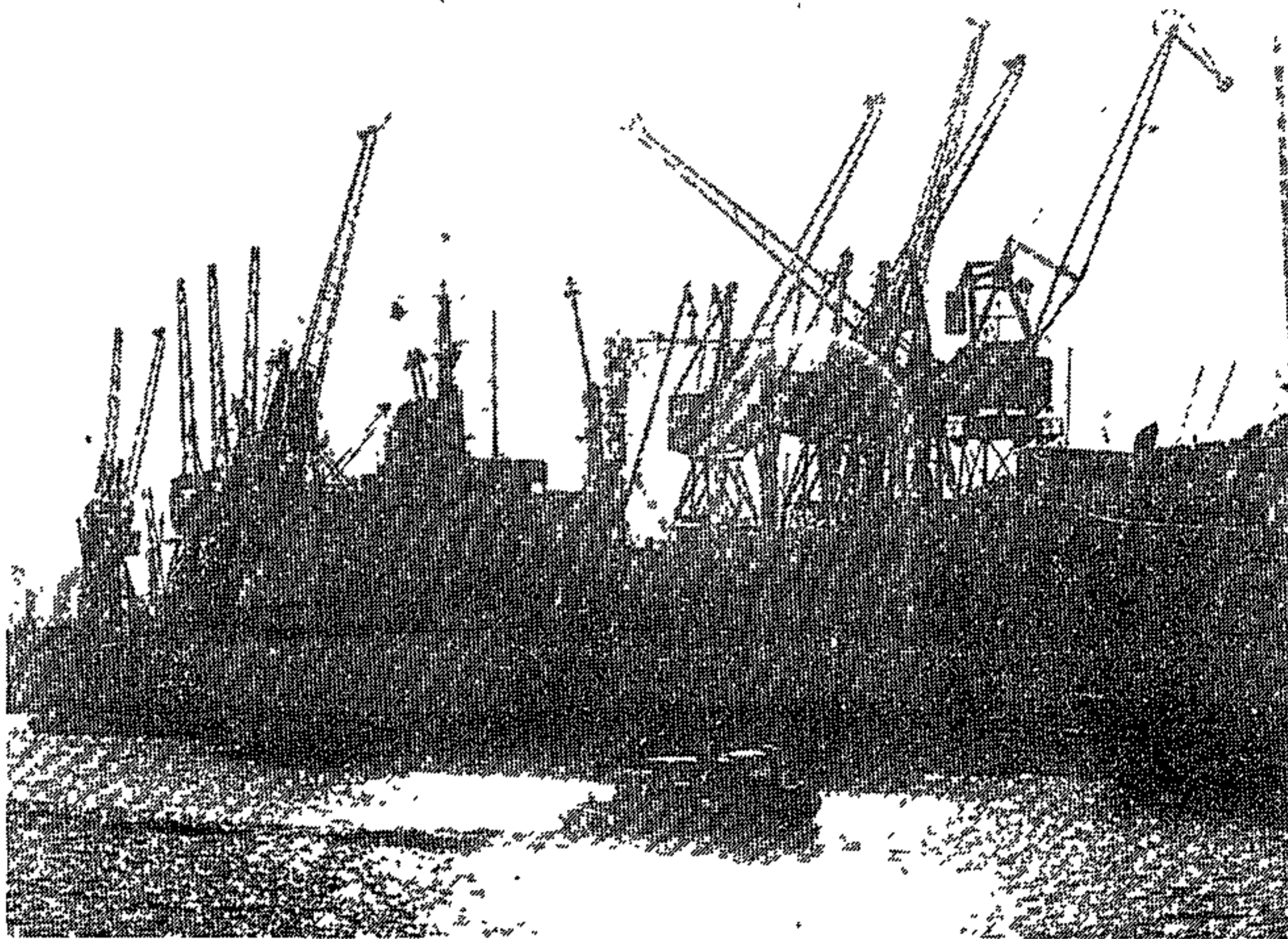
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LESS IS MORE

The latest tugs offer other major gains apart from increased power and manoeuvrability. Though the diesel they consume costs three times as much as the oil burned by the older tugs, they use only about 15% as much fuel to do the same amount of work.

Even so, their fuel still cost R8 500 each for an average month, earlier this year. God knows where it will stand by the end of this year.

Port captains are taking steps to reduce fuel consumption by cutting out unnecessary trips and by reducing power and speed whenever possible. The savings thus obtained can be dramatic. Increasing speed by 25% increases fuel consumption by 75%, says Durban port captain Malcolm Rose. Reducing speed whenever possible has meant that the large Voith Schneider tugs are now, on average, consuming only 170 litres/hour against an earlier 220 litres/hour. At present prices that's likely to produce an annual saving of at least R100 000.



since 1969 to 16. Cost escalation during recent years has, however, been appalling. The four built in 1974 cost R1.5m each. Those on order will cost R5m each.

So, too, with dredgers which are needed to maintain channels, particularly at Richards Bay, Durban and East London. At present, there are four large dredgers in

service. The latest is capable of dredging nearly 3 000 m³/hour at up to a depth of 30 m. Commissioned last year, it cost R16m. Another now being built will cost R20m.



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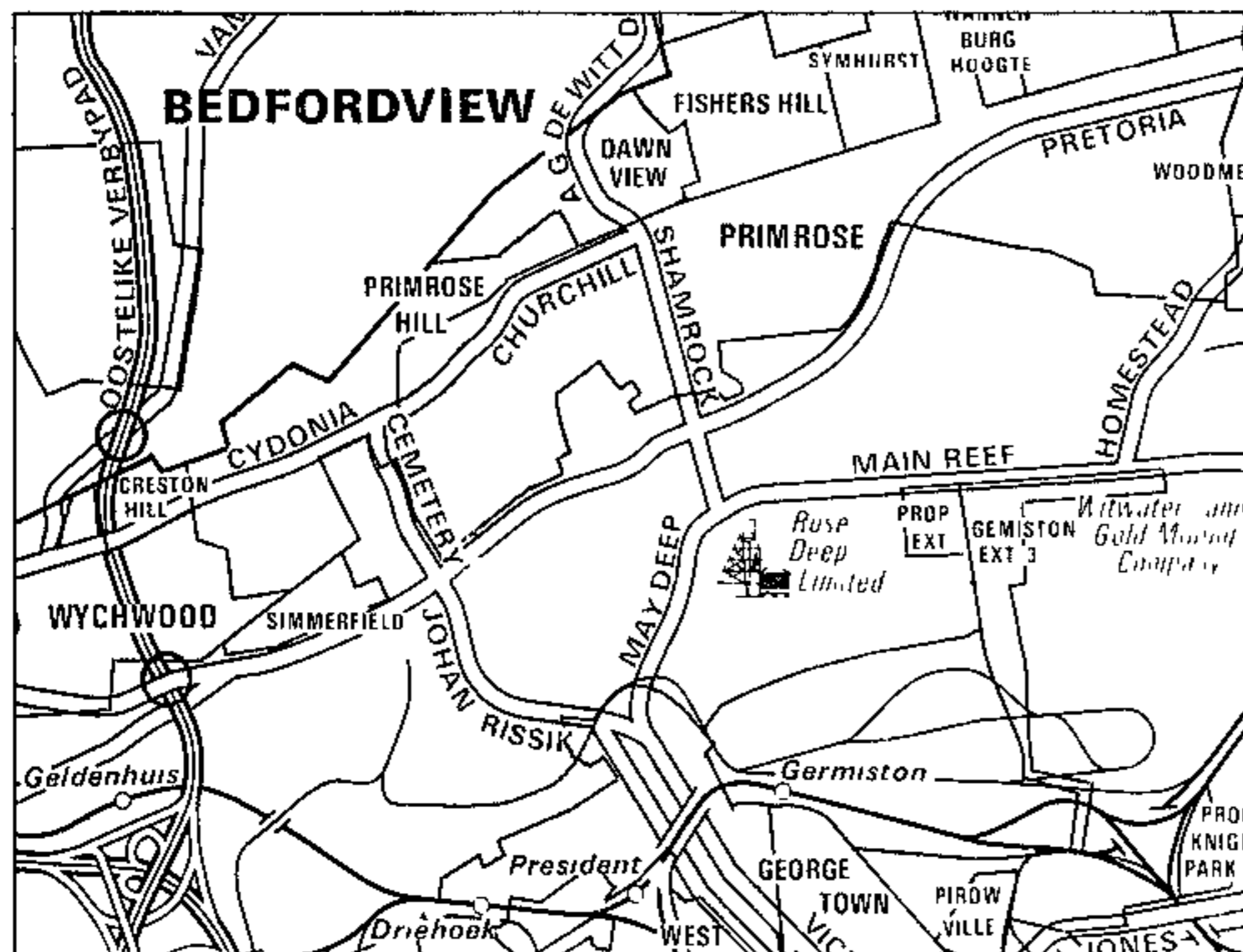
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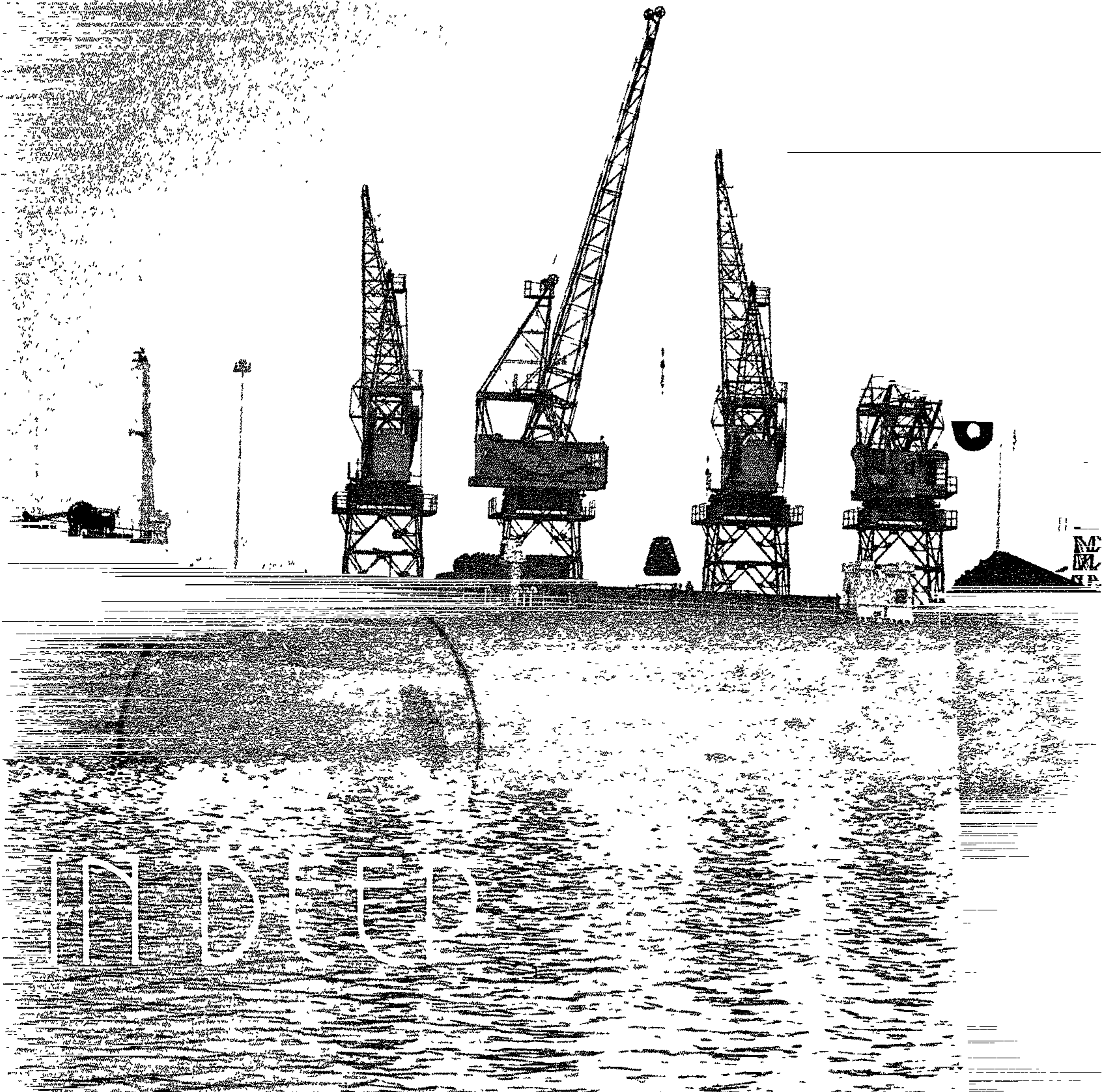
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(For all despatch queries telephone Jenny Attenborough 37-4250)

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Supplement to

Financial Mail

July 6 1979

SPECIAL REPORT: HARBOURS

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Foreword

SA's first harbour, the Alfred Basin in Cape Town, is barely a century old. Yet today it is little more than a picturesque relic, abandoned to small fishing vessels. While gulls wheel and cry above them, and porpoises wait hopefully for tribute, the real commercial action is far away.

A clue is offered a kilometre or so across the water, in the Ben Schoeman Dock. There, huge cranes stand poised to lift six metre-long containers. In attendance are equally immense gantries to stack them tidily in towering lines. Barely a soul is seen. Machines have taken over, men merely pilot them.

So, too, at Saldanha Bay to the north. A railway line almost 900 km long brings

millions of tons of iron ore a year from the north-western Cape. Only a few dozen men are needed to tip it from rail trucks on to a series of belts that ultimately lead it into the holds of vast ships.

The scene repeats itself at Richards Bay, north of Durban. But this time it's millions of tons of coal for the world's power stations. No cries and gesticulations from stevedoring gangs here. Instead, men isolated in drivers' cabins far above the ground talk over radios to others in computer-equipped towers.

The romance of the sea is dead. Harbours, like ships, have become the stalking ground of bankers, accountants and efficiency experts. Too much money

is at stake to allow for uncertainty.

And yet . . .

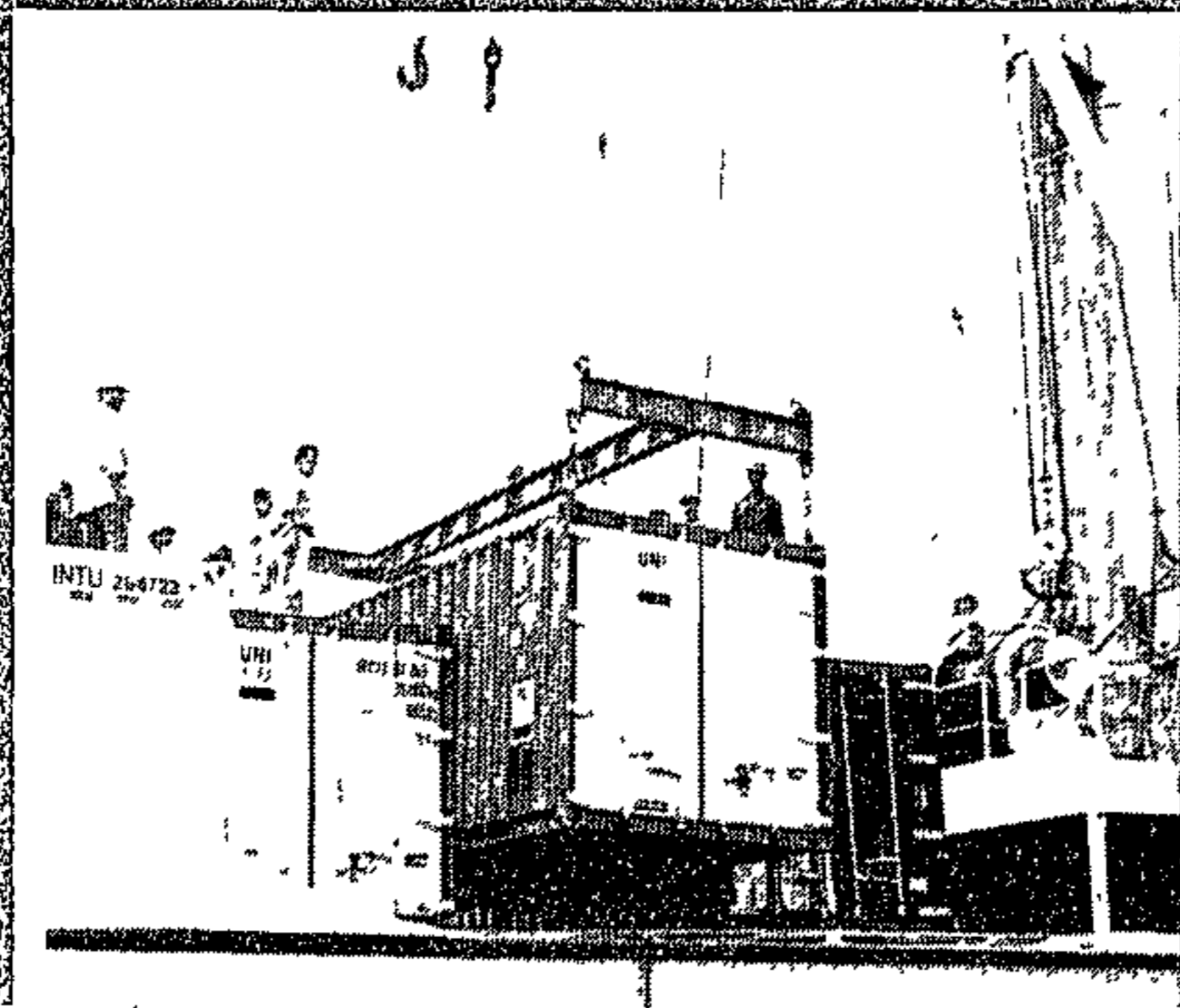
The seas' moods cannot be guaranteed. Nor can the ebb and flow of trade. To sink hundreds of millions into new harbours and facilities is therefore an act of high courage . . . or folly.

Yet SA has done exactly that in recent years. Has it been worth it? Or are we, as taxpayers, astride a tiger — committed to an extremely costly ride, with no assurance it will ever deliver us where we want or need to be?

What, in short, are SA's harbours all about as a planning and operational challenge? This *Special Report* attempts an answer.

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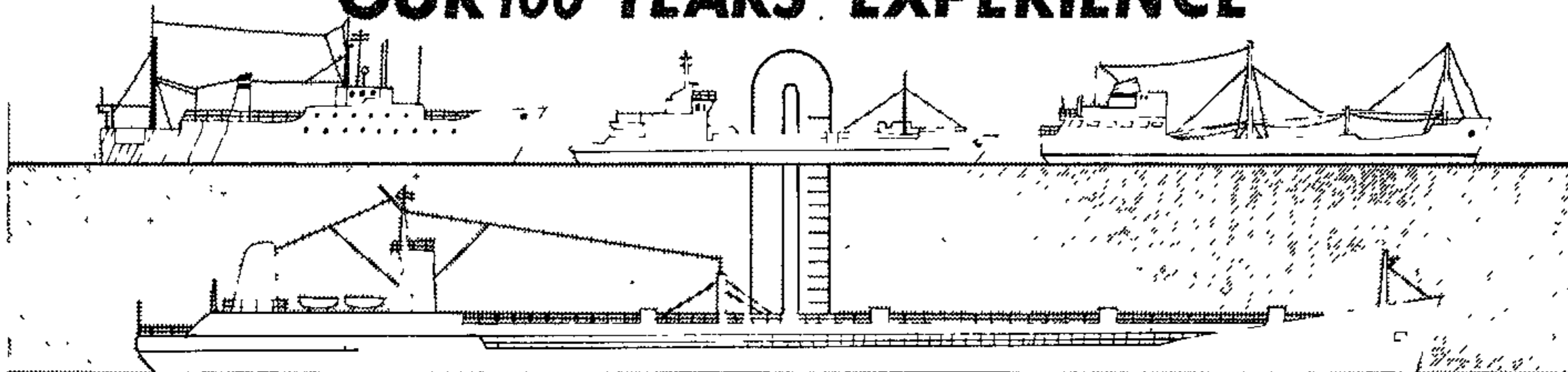
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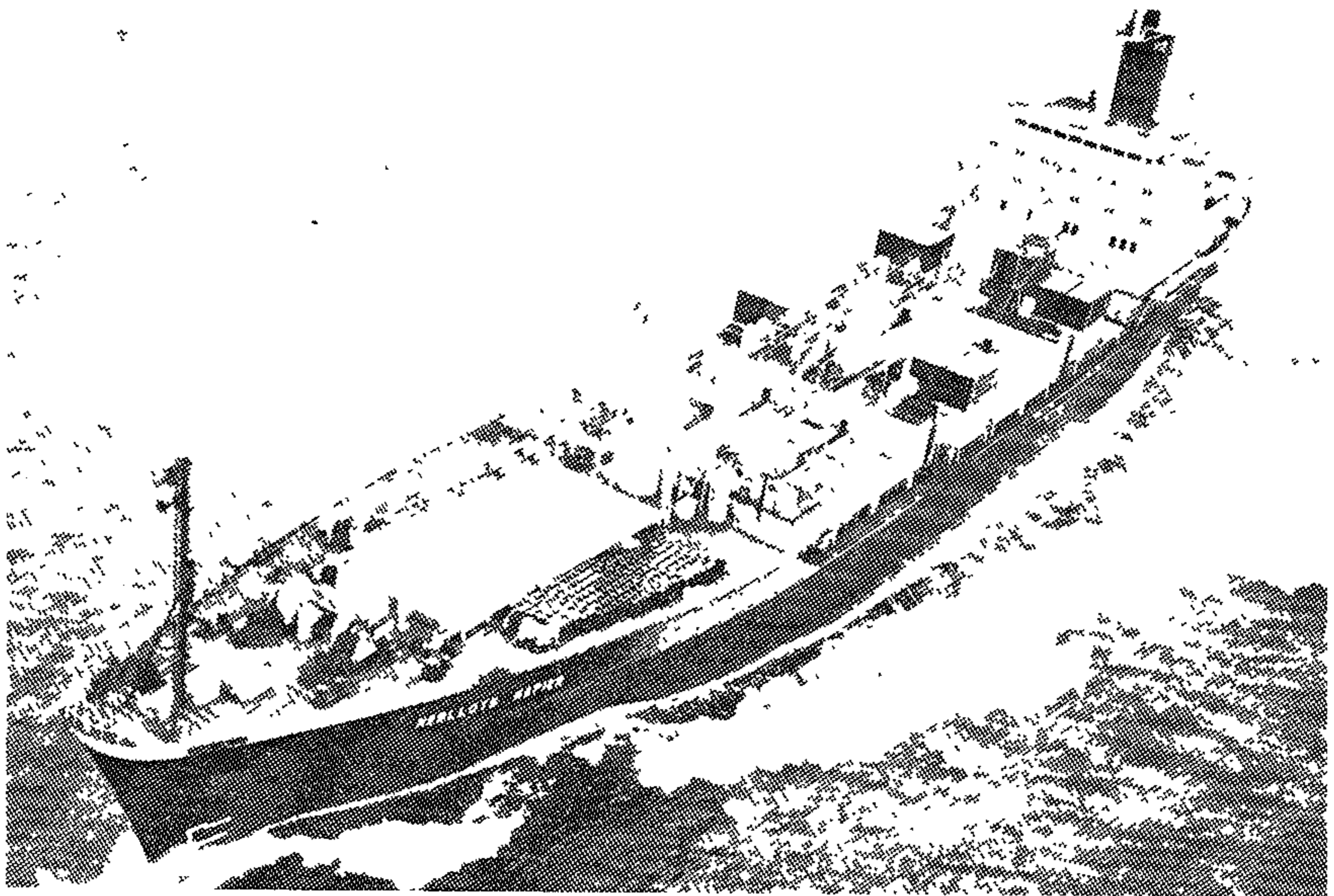
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High and dry

Tough world competition, the re-opening of Suez to smaller ships and the rapid growth in size of many other ships have led to severe underutilisation of SA's drydock ship repair facilities. In its financial year ending last March 31, Harbours derived less than 1% of its total revenue from ship repair companies hiring its various forms of drydock (conventional drydock and floating docks, synchrolift and slipways).

When the Prince Edward Graving Dock in Durban was commissioned in 1925 it was the largest dry dock in the world, being 352 m long and 42 m wide. Similarly, when Table Bay's Sturrock Graving Dock opened in 1945 it was the world's second largest, being 370 m long and 47 m wide (the world's biggest at that time was at Toulon in France, with a length of 417 m).

Since then, ships haven't got longer. But they've certainly got wider. Today's giant tankers are often more than 50 m across.

Often, too, ships' hulls can be repaired or maintained without putting them into drydock. Pumping seawater ballast from one part of the vessel to the other while it is berthed careens it sufficiently for, say, repairs to be made to propellers or for the upper part of the below-water hull to be cleaned. That's where most marine growth, anyway, is found, except on oil tankers. They have flat bottoms that attract the most growth.

But below water repairs and maintenance to the hull can also be carried out by remotely controlled devices or by divers. It's dangerous work, though, for the latter. One diver was decapitated by a passing ship's propeller some years ago.

Another problem facing local ship repairers is that conventional ships normally only approach SA because they have cargo to land and collect (if not, they don't round the Cape but use Suez). Theoretically, they could fit drydock work in between at, say, Durban. But the delays that are unavoidable in sailing long distances play havoc with drydock schedules.

The decline in the number of ships afloat has also led to tough competition among the world's ship repair yards. Prices in Malta and Singapore are far below SA's. A drydock stay costing R17 000 for a vessel of 15 500 grt in Table Bay would cost R12 000 in Singapore and R5 000 in Malta. Even in Germany it would cost only R15 000.

Harbours have tried to offset this disadvantage by allowing one day's free berthing for every day spent in a drydock. Charges have also been reduced at Table Bay's repair quay (where ships remain afloat). Last year a vessel of 138 000 grt would have paid R25 000 for a 15-day stay. Today it's just over R16 000. That, together with an engineering infrastruc-

ture untroubled by union hassles, fine weather and technological developments that enable most of the work needed by VLCCs to be carried out while the vessel is still afloat, has seen a remarkable rise in the volume of work handled this year at the repair quay by Globe Engineering and its subsidiaries, says MD Bob Hughes. It's still not back to the fat years of 1974/75, though.

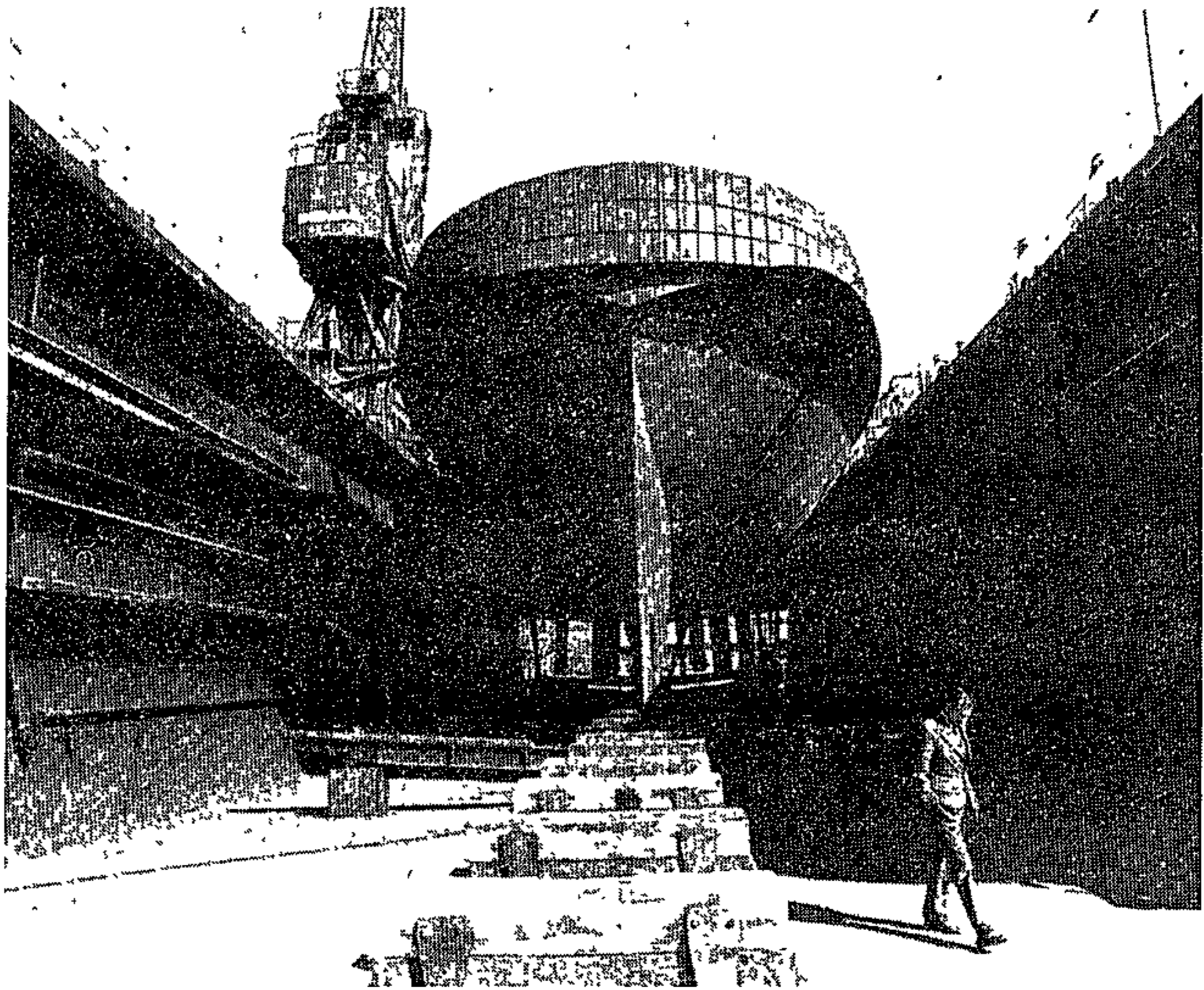
The one drydock repair facility in Table Bay that is well used (mainly by fishing vessels) is the synchrolift. Installed in 1975 at a cost of R1,85m, it can simultaneously handle five vessels of up to 1 800 t each, lifting them out of the water and moving them along rails to a nearby repair yard. "Because it can handle several vessels at a time, there is no waiting list. Its tariff is also low," observes port director Bertie

however, would only become available against bank guarantees.

Time alone will tell whether these will be forthcoming. A R40 000 market study, paid for by the Port Elizabeth City Council, has been completed by PE Consulting. Now a full economic study must be made to persuade the bankers.

Combe shows no doubt that the scheme will be completed. A drydock for oil tankers in Algoa Bay makes extraordinarily good sense for ship owners, he reckons. It's on the route that two-thirds of the world's tankers travel (a tanker rounds the Cape every 90 minutes, on average). That means tankers don't have to carry out extremely costly deviations to reach shipyards in northern Europe, the Mediterranean or the Far East.

True that monster shipyards already



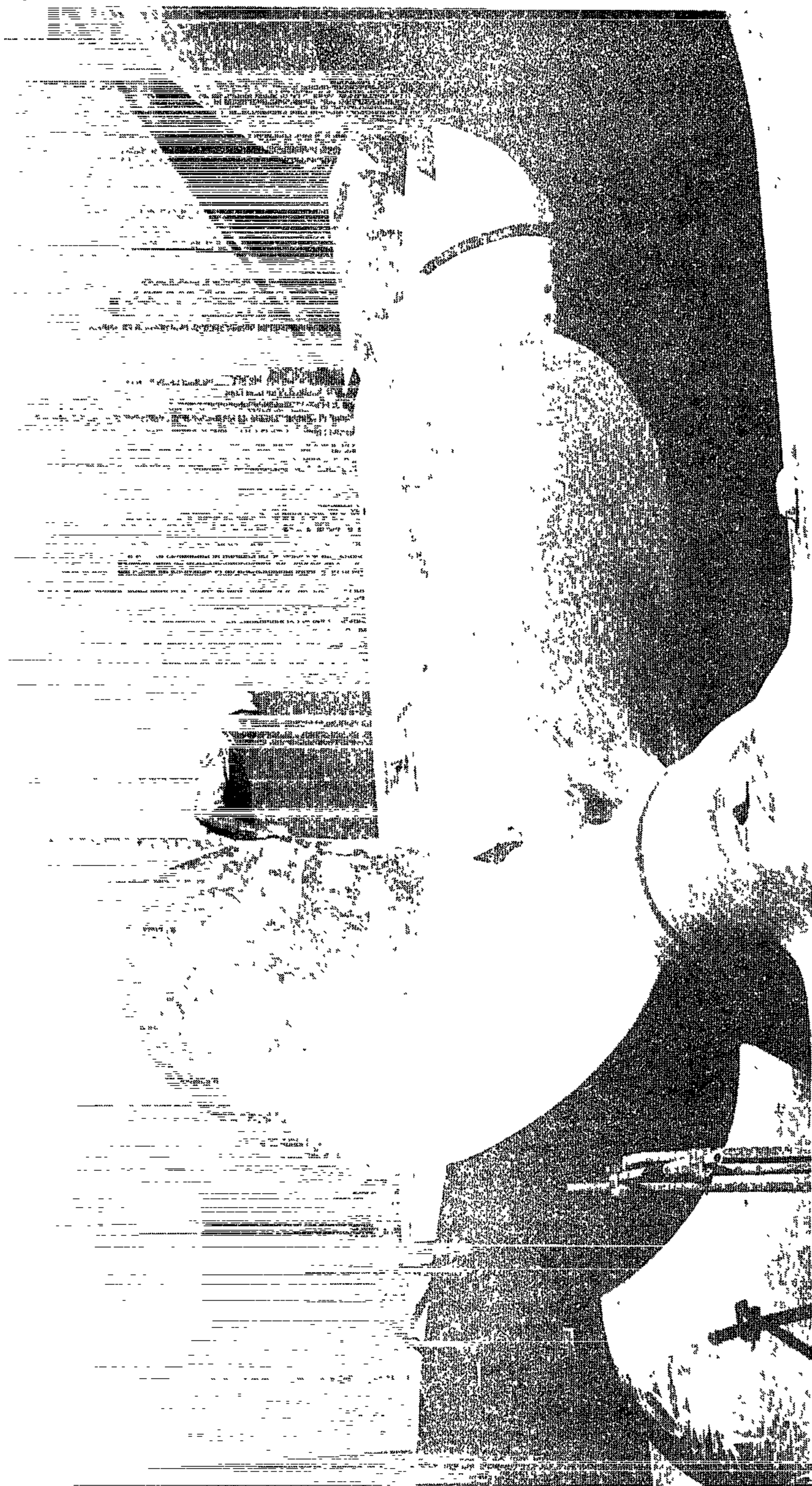
Heckroodt

Meantime, Algoa Bay Dockyard Development Co (Pty) was formed a few months ago to promote the construction of drydocks near Port Elizabeth, mainly for huge oil tankers. The hope is that bank support can be won for the construction of a floating dock capable of accommodating vessels of up to 300 000t (which would make it the world's largest, says MD Henry Combe) and a graving dock for vessels of up to 550 000t. The total cost could be as high as R200m.

Most of the funds would have to be provided in the form of export credit facilities from foreign suppliers, and local and foreign loans. Both forms of finance,

exist in Portugal and Bahrain. But they are fully employed - unlike oil tanker drydocks in the rest of the world which are not on the main route (one should become operational by the end of this year at Dubai, but has yet to find an operator prepared to offer the \$20m ante demanded by Dubai's ruler, Sheikh Rashid).

Even if the Portuguese and Bahraini yards did have spare capacity, Combe reckons a SA drydock could put up tough competition against them. The SA climate is far better than they enjoy (important when working externally on hulls). And a SA yard, he believes, would probably operate more efficiently (Portuguese efficiency has been lowered by political devel-



opments, while the Bahrain yard employs mostly unmotivated Pakistanis)

Vital degassing of tanks could also be done on the eastbound voyage to SA. For a Portuguese repair job says Combe a tanker has to spend 3-9 days in port just for that, before repair or maintenance work can begin, because there has been insufficient time to do it at sea since beginning the return voyage

Provided Combe and his colleagues can win over the bankers, he believes he could offer a floating drydock by end-1981 the graving dock a year or so thereafter. The danger is," he says that if we don't make a definite move pretty soon, the World Bank will finance the construction of one somewhere in East Africa because of forecasts that the number of oil tankers will steadily expand until almost the end of the century. Should that happen we'd be out of the running for ever."

The vital link

It's two hours after midnight and a patchy fog is blowing in from the sea. It swirls around the ankles of a figure standing alone on the quayside, shoulders hunched against the chill. He has been waiting there for four hours, the protests of his wife still ringing in his ears.

"But that's what being a ship's agent is all about. You must be there to meet your ship as soon as it docks," he tells her for the umpteenth time.

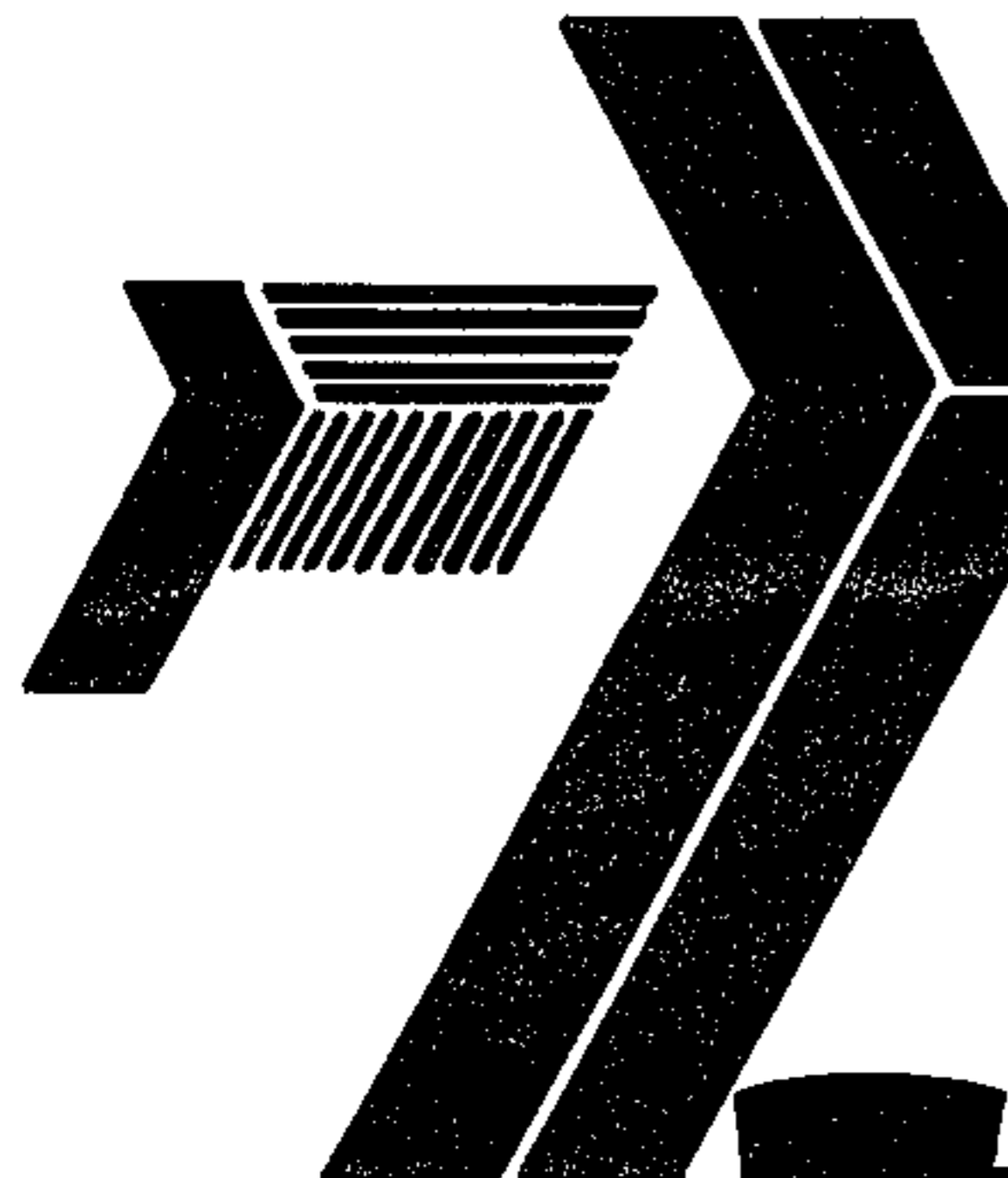
"It isn't worth it," she retorts. "Five hundred a month and on call twenty four hours a day! What sort of a job or a life is that?"

The question hits home and again, on the quayside, he sighs. Maybe he should find a different sort of job. He's not yet thirty, after all, plenty of time to begin a new career.

But dammit, man, it's nice being involved with ships. And when the captain shakes your hand at the end of a visit and thanks you for all the help you've been hell, man, you feel really good.

All foreign ships putting into SA ports are required to have a ship's agent. He is the vital communications link between the ship and harbour personnel, official or commercial.

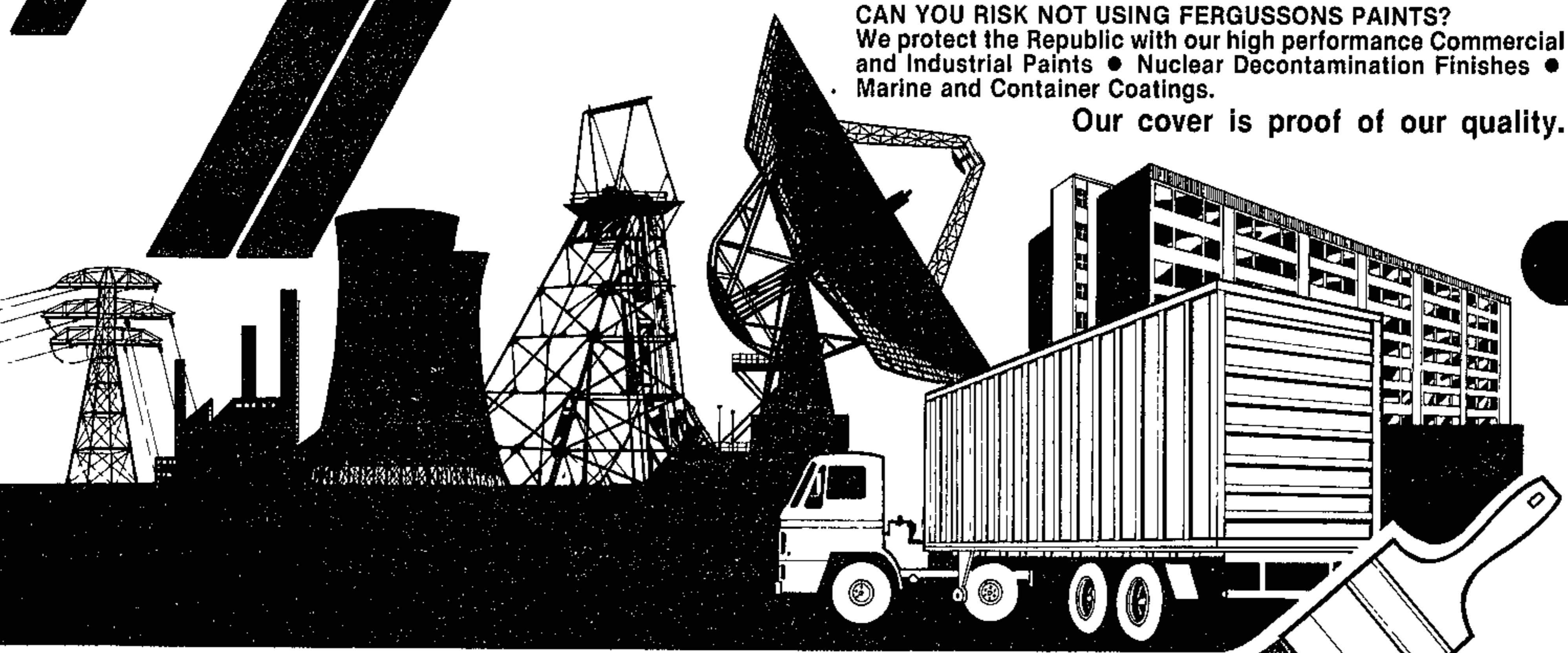
There are many different services a ship may need while in harbour and its agent ashore can be called on to organise all of them — repairs, re-vice, transportation and hospital arrangements for sick personnel, and so on. So there are no



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formal qualifications for being a good ship's agent. It's a matter of knowing how and where to get things done efficiently, promptly and at reasonable cost

Take chandlers, for example, who provide ships with their physical needs. Some specialise, some don't. It's wise to know who the specialists are, so that time is minimised, for example, in getting the right kind of ropes or steel piping, or that fresh vegetables really are fresh when shipped. There's nothing likely to infuriate a ship's crew more than discovering, two days out to sea and the next port of call ten days away, that all the vegetables must be thrown over the side.

On the other hand, an agent must also know which chandlers charge fairly. Major foreign shipping lines often call for full price lists from local chandlers every few months. But no list can contain everything a ship may need.

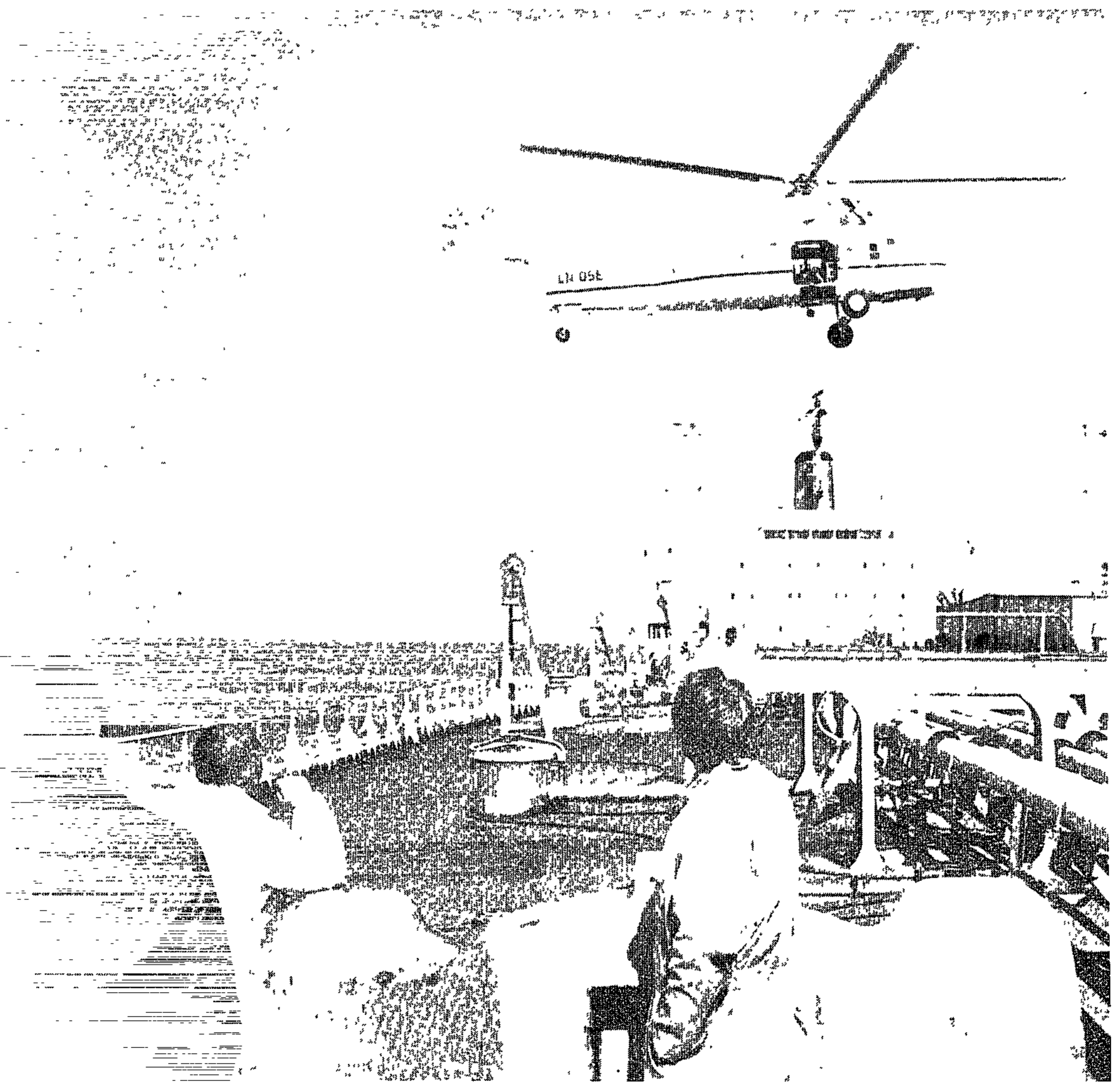
Some ships need re-victualling while rounding the Cape. Then, the ship's agent must alert a helicopter service, since weather or distance may prevent supply launches from pulling alongside a tanker or ore carrier.

Keeping a ship well supplied is far, however, from being the sole job of ships' agents. They also ensure that berthing and stevedoring facilities are properly organ-

ised, that money is available to pay crews, chandlers, stevedoring companies, harbour charges and so on. Agents also sell cargo space.

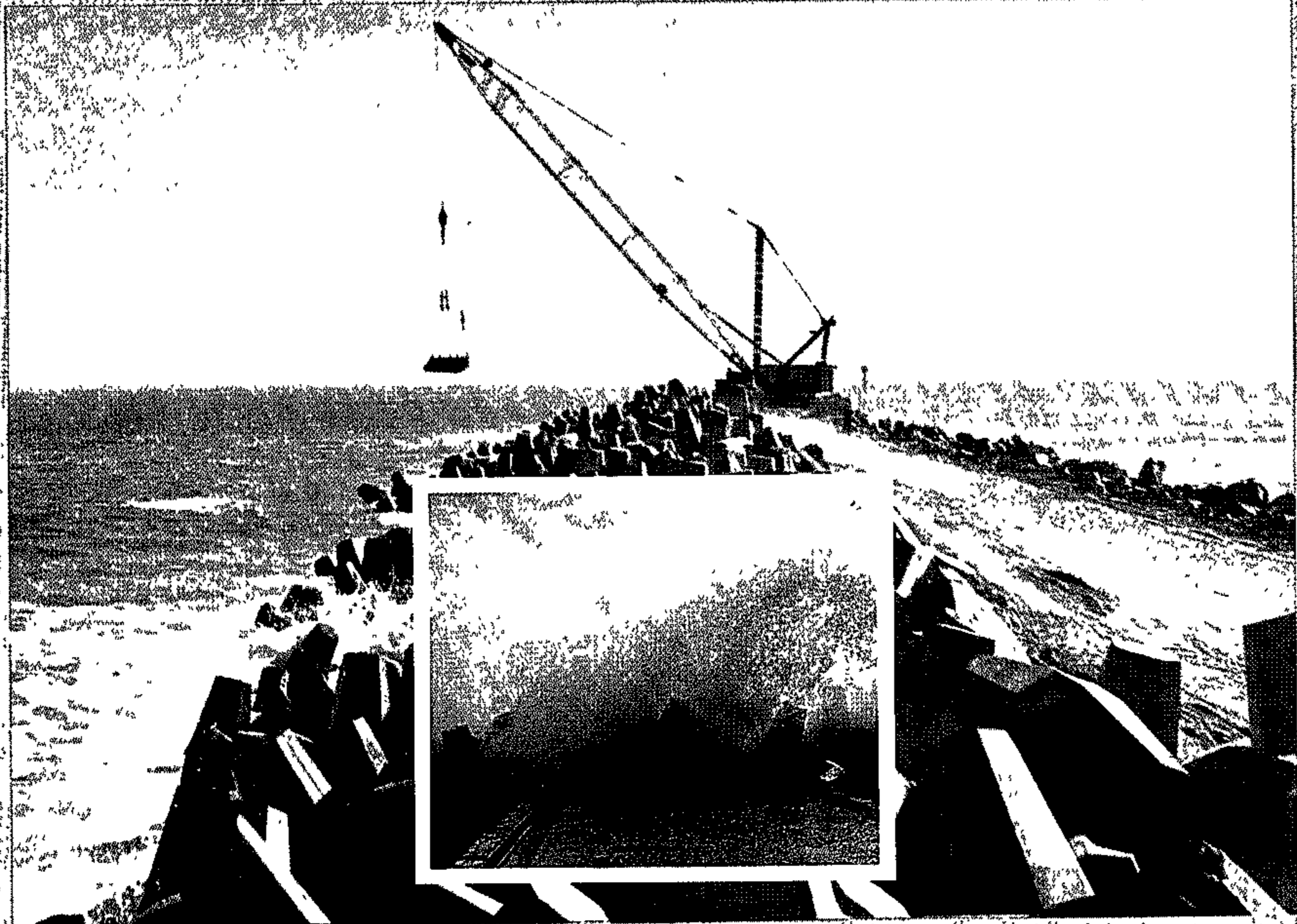
Yet no ships' agent, says Freight Marine's Bertie Jupp in Cape Town, makes a fortune. Hence salaries that, despite increases in recent years, are hardly attractive.

There's a danger, he fears, that within the next few years the business won't be able to attract enough recruits. That may, however, turn out to be a false alarm. As ships grow in size and their numbers decrease, fewer ships' agents may be needed and could earn more.



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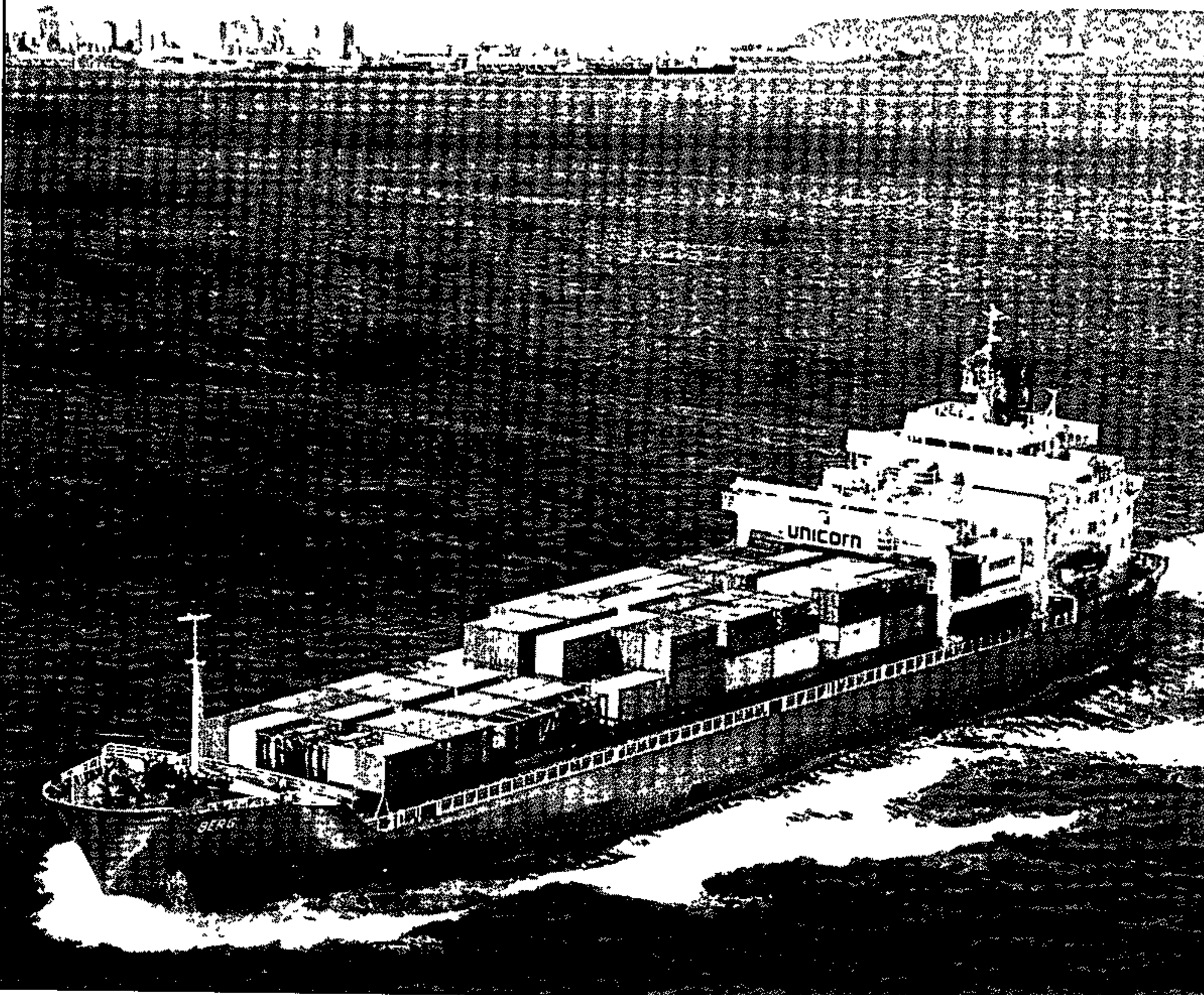


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Moves aim at easing SA transport costs

Argus Correspondent
JOHANNESBURG. — A revitalised system of public transport in South Africa promises a measure of relief for families who cannot cope with the increased cost of motor-
 ing.

The relief comes as a result of bus, rail and air officials having taken a long, hard look at transport needs for the future.

Already the bus and rail officials have announced their plans to cope with an increasing demand for public transport as more and more people decide to leave their cars at home.

EXTRA CAPACITY

And South African Airways is examining its operations to find ways and means of providing extra capacity.

A spokesman for the Railways said that a number of schemes were being implemented to cope with the switch from road to rail travel.

'We hope to have a computerised reservations system in operation by August 1980, which will speed up reservations and facilitate easier handling,' he said.

'Platforms and trains in and around Johannesburg

are being lengthened and we are also considering increasing frequencies.

'We are building a link-line between Kazerne on the Rand mineral line and George Goch station on Johannesburg's main east-west line.'

EXTRA PEOPLE

This will allow the Railways to transport an extra 30 000 people from Soweto during each peak-period.

'We will also introduce a system which will allow us to add extra coaches onto scheduled trains if there is sufficient demand, or even put an extra train on the line,' said the spokesman.

The newly announced express train between Johannesburg and Pretoria is the possible forerunner of many more such trains on inter-city routes to provide for commuters in a hurry.

'Because of an increased demand for the Blue Train we are to increase the frequency during the holiday periods, and extend the booking period from three to 11 months.'

EXTRA SEATING

A commission of inquiry into the rationalisation of urban transport will make known its findings later this month.

Among other things, members of the commis-

sion are looking into lift clubs as a means of saving petrol.

A spokesman for South African Airways said members of the airline's operations division were looking at abandoning the first class cabin in the airbuses to put in extra seating.

'We could change that and the configuration in the other aircraft we fly

on our internal network to create extra space,' he said.

There had been a huge increase in the number of passengers since the petrol price rise, but he emphasised that this was also because of the school holidays.

'We are also looking at increasing the number of flights, but nothing is settled yet.'

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Nkope has occasional fluting and beveling which has been used to tie it to the eastern stream, but as this feature was not common (Robinson, 1973; Table 2) and it would seem that Nkope probably belonged to a different tradition.

Phillipson (1975, 1977) has suggested that the expansion occurred as a linear continuum with Urewe as the earliest and Silver Leaves as the latest group. The linear continuum is based on the flouit analysis (Phillipson, 1975) and has marked differences from the reconstruction derived from pottery analysis which suggested that Urewe and Kwale were related through a common ancestor (Soper, 1971b). The simulations were carried out over both possible reconstructions:

Simulation 1. Urewe → Lelesu → Kwale → Silver Leaves
 Simulation 2. Kwale → Silver Leaves

RESULTS

Simulation 1. The discontinuous spread model produced a faster rate of expansion than the wave of advance model. Rates of less than one kilometer per year were generated by the wave of advance model (Table 1) and these lower than the rates from the discontinuous spread model. The rate generated by the wave of advance model populations had little affect on the rates for (Table 4) but did affect the internal culture continuous spread model (Table 5). The differences within a culture, for the discontinuous spread model, are inputs being spread over a large area. Areas were colonised before fission occurred. Therefore the critical population density was short and this expansion.

Simulation 2. This was also true for the within culture continuous spread model. Appreciable differences in the overall rate of expansion, with rates from the wave of advance model being much faster (Table 6) than from the discontinuous spread model (Table 2).



Mr and Mrs F Abrahams

23/7/79
269 Ago

Black held after 'white' coach clash

A BLACK man was arrested at Cape Town station after he refused to leave a white coach for the crowded black coaches on a Cape Flats line train today.

The arrest occurred during the peak-hour rail disruptions caused by flooding, which left thousands of commuters stranded at stations along all Peninsula lines.

Several black passengers were removed from white coaches when black coaches became too overcrowded on a train from Athlone.

RAN 'SPECIALS'

The railways ran 'specials' to get commuters to the city and alleviate the pressure on other trains running up to an hour late.

A 'special' pulled into Athlone station and, according to Mr and Mrs F Abrahams of Athlone, about 800 commuters, mostly black, scrambled to fill the five coaches allocated to them.

'My wife and I and several other commuters decided to take seats in one of the white compartments which was empty.

'The black coaches were

overcrowded and the doors wouldn't close as the train moved out of the station.

'We were approached by a conductor who told us we were not allowed to sit in the white compartments,' Mr Abrahams said.

Several black commuters, however, refused to leave and argued with the conductor, he said.

Mr Abrahams said he and his wife, who is six months pregnant, were forced to stand in the uncovered passageway between the white and black coaches.

ARREST CONFIRMED

Colonel D P Nel, district commandant of the railways police, confirmed that a man was arrested at Cape Town station today for refusing to leave a white coach.

'But I don't know at this stage whether there were any further arrests,' he said.

Flower power gives farmers a boost

Own Correspondent

The sunflower-for-diesel project has boosted farmers' morale.

Yesterday the Minister of Agriculture, Mr Schoeman, said sunflower oil as a tractor fuel could be marketed at about 53c a litre. Its by-product, sunflower oil cake, was valuable stock feed, which had increased importance because of the scarcity of fish meal.

This opened the way for the maize farmer to plant, say, one 10th of his fields with sunflower, have his sunflower seed pressed by his co-op, and use the oil for the production of his main crop, maize.

The government, it could be assumed, would waive in the case of sunflower fuel, the excise duty and development levy now imposed on all oil fuels, Mr Schoeman said.

Explaining the research work done by his staff, the head of the Division of Agricultural Engineering of the Department of Agricultural Technical Services, Mr J J Bruwer, said test tractors had been run on pure sunflower oil with only minor adjustments to the fuel pump.

Pollution was much lower than with diesel fuel. There was far less blackening of the sump oil and power per litre was higher. Where the higher viscosity affected the fuel pump a slight

admixture of petrol would restore the viscosity for which the fuel pump had been designed.

Mr Jaap Wilkens, president of the Transvaal Agricultural Union said there was a prospect that the farmer could buy fuel and stock feed by delivering sunflower seed, without any cash changing hands.

The next step would be for the farmer to press and filter his own sunflower seed with his own farm-size oil mill, thus effecting a large measure of vertical integration.

Mr Wilkens foresaw a tremendous expansion of the area under sunflower.

The general manager of the Oilseed Control Board, Mr F W Stroh, said the estimated selling price of

53c a litre was calculated on the present 15 percent level of utilisation of capacity of oil mills, representing a crop of about 250 000 tons.

If the area under sunflower expanded two or three times, as he envisaged — representing a much lower fixed cost load a litre — the prospect was that the sunflower fuel price could be decreased to the level of farm diesel fuel.

Housewives need not fear a shortage of sunflower seed oil or an increase in price because of the new development, industry spokesmen said today.

Sunflowers seed oil costs (including tax) about 85c for a 750 ml bottle (or about R1,13 a litre).

Car may become thing of the past

▶▶ From page 1

would be made of the railway to transport goods over long distances, and road hauliers would have to become united and travel shorter routes more often.

Mr Eksteen said that as South Africa was a huge country, more and more people would use aircraft to get around.

The light aircraft would come into its own for linking light density areas, and more passengers would use the national airline.

He said this would necessitate faster development of state airports in South Africa.

SA gets on top of oil crisis

▶▶ From page 1

Rotterdam after the Opec increases have stabilised. At present they are often below the level to which South Africa had pegged her forward buying.

The Government is accelerating development of Sasol 2 and 3 and within two years these two oil-from-coal plants will be playing a major role in our fuel supply.

And projects now under way to increase pro-

breakthrough will alleviate our dependence on the spot markets. But more importantly they believe it will strengthen this country's negotiating position in finding other sources.

"The big problem at the time of the recent price increases was that we were isolated and every one knew it," said a spokesman.

Spot market prices in

duction of ethanol — fuel from sugar cane and other vegetable matter — have been given Government blessing while the Minister of Water Affairs, Mr Raubenheimer, has promised Transvaal farmers extra water supplies if they obtain permission to plant cane to make ethanol.

Many experts believe that the next step should be a Government body to co-ordinate research into substitute fuels."

Xerox machines producing the best possible copy quality. In

to get away with siting new developments in areas which were not well served by public transport.

Taxi changes

"We cannot afford long commuter routes which force the Government to subsidise the commuters' tickets or the public transport service operating in the area."

Roads would have to be built with the same priorities in mind — best utilisation of transport to save fuel, he added.

Because so many people — especially blacks — used taxis, his department was considering relaxing the laws governing taxi operators.

Taxi drivers would possibly be able to rove around Johannesburg rather than have to operate from taxi ranks which meant they sometimes had to travel routes empty

Special lanes

Mr Eksteen said buses would double in size to carry up to 160 passengers and would be computer-controlled and more standardised.

He also forecast the return of the electric trolley to the South African urban transport scene.

He said thought was being given to instituting special traffic lanes for lift club operators.

Cars with a minimum of three passengers in them would get priority over normal car users, in a similar way that buses do now.

He also said more use

Five significant developments have raised hopes that South Africa is getting on top of the international oil crisis.

"Sunflower power" and tractors fuelled from soya beans (as in Rhodesia) are of minor importance compared with.

The Minister of Finance's statement that exports — excluding gold — are paying for all our imports, including oil.

The decision by the Tory Government in Britain to open the way for North Sea oil barter agreements.

The stabilisation of Rotterdam spot market prices at a level below which South Africa expected to pay.

The accelerated development of Sasol 2 and

The Government's increased interest in and support for the production of ethanol

IMPROVED

Experts emphasised today that these moves do not mean that South Africa is now fuel-sufficient. But our position has improved since the recent big petrol price increases.

Financiers say that the fact South Africa is able to balance its books without resorting to its most valuable export — gold — means that the economy has proved strong enough to withstand the crude oil price onslaught.

Oil industry spokesmen add that their latest investigations have indicated that the North Sea supply

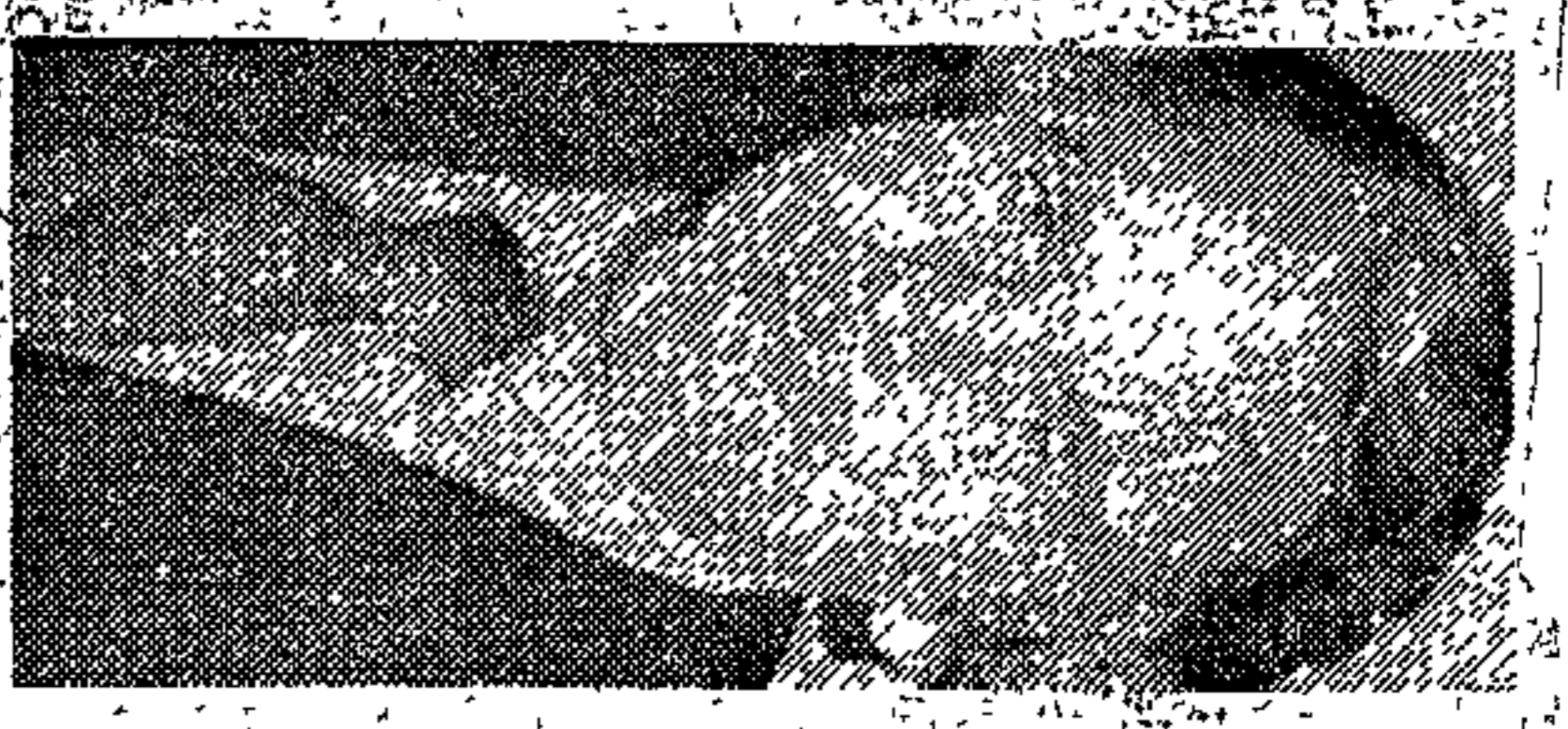
To Page 3, Col 10

To Page 3, Col 8

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Plan for end of the car, says Eksteen

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24/11/79



Mr. A. B. Eksteen, Secretary for Transport, says a large swing to public transport.

By Kevin Murray, Transport Reporter

Sweeping changes in urban transport will be made because of the fuel crisis, the Secretary for Transport, Mr A B Eksteen, said today.

He said that within the foreseeable future petrol would become too expensive for the average man and there would be a large swing to public transport.

He forecast larger buses to carry twice as many passengers, the return of the electric trolley, special facilities — such as priority lanes — for lift club operators, greater use of rail facilities, a shift in emphasis in town planning, greater airport development and changes in taxi regulations.

"In short, the unimproved use of the private motor car may become a thing of the past if present-day fuel-price increases continue and no alternative cheaper source of energy is developed," he said.

Mr Eksteen was talking at the Rand Afrikaans University in Johannesburg at a seminar on Transport for the 1990s.

He said town planners would have to plan for a large swing to public transport.

SA getting on top of world oil crisis

By Harvey Thomas

frequency of inter-settlement contact would have increased and with it the probability of friction would have grown. The level of stress would have increased until fission occurred when groups would have moved away, settled and formed the nuclei of new cultures. Each of these nuclei could have acted in turn as a centre for fission and further expansion.

Nkope has occasional fluting and bevelling which has been used to tie it to the eastern stream, but as this feature was not common (Robinson, 1973; Table 2) and it would seem that Nkope probably belonged to a different tradition.

Phillipson (1975, 1977) has suggested that the expansion occurred as a linear continuum with Urewe as the earliest and Silver Leaves as the

the time taken to reach the critical population density... produced fast rates of expansion.

Simulation 2. The rates of advance for the wave of advance model remained the same as in simulation 1. This was also true for the within culture expansion rates derived from the discontinuous spread model. Appreciable differences were found in the overall rate of expansion, with rates from Kwaile to Silver Leaves expansion being much faster (Table 6) than from Urewe to Silver Leaves (Table 2).

Big swing to public transport predicted

Argus Correspondent

JOHANNESBURG.—Big changes in urban transport will be made because of the fuel crisis, the Secretary of Transport, Mr A B Eksteen, said today.

Hit-miss policy on energy, says MP

Argus Correspondent

DURBAN. — The Government was following a 'hit and miss' energy policy favouring some sectors of the economy, Mr George Bartlett, MP, the New Republic Party spokesman on economic affairs, said last night.

Speaking at a report back meeting Mr Bartlett was reacting to an earlier announcement that sunflower oil could be used as an alternative fuel to diesel.

'While I welcome any news of developments which reduce South Africa's dependence on imported crude oil at grossly inflated rip-off prices, I am most disturbed at the inconsistency of the Government.

'It appears there is no co-ordinated in-depth research and certain sectors of the economy like the maize farmers are being favoured.

'It is a hit and miss affair with no attempt being made to look for the most economically viable alternative fuels.'

ETHANOL

Mr Bartlett said in February he had introduced a private member's motion asking for an investigation into liquid fuels produced from agricultural crops.

The motion had been opposed by the Government. Government members had said it would be immoral to produce fuel from a potential source of food and coal resources should rather be developed.

However the Department of Co-operation and Development also recently announced that it was working in conjunction with the Corporation for Economic Development to produce ethanol from cassava in KwaZulu.

And now the Minister of Agriculture, Mr H Schoeman, reports that the Department of Agricultural Technical Services has conducted research on sunflower oil which shows it could be used as an alternative to diesel.

● (Breakthrough could make SA independent — Page 17).

He said that within the foreseeable future petrol would become too expensive for the average man and there would be a massive swing to public transport.

He forecast:

- Greater airport development.
- Changes in the laws governing taxis.
- Larger buses to carry twice as many passengers.
- The return of the electric trolley bus.
- Special facilities — such as priority lanes — for lift club operators.
- Greater use of railways.
- A shift in emphasis in town planning.

He said the uninhibited use of the private motor car may become a thing of the past if present day fuel price increases continue and no alternative cheaper source of energy is developed.

Town planners

Mr Eksteen was talking at the Rand Afrikaans University at a seminar on transport for the 1990s.

He said town planners would no longer be able to get away with sitting new developments in areas which were not well-served by public transport.

'The transport aspect will have to be given priority when planning the siting and development of new town areas,' he said.

'We cannot afford long commuter routes which force the Government to subsidise the commuters' tickets or the public transport service operating in the area.'

Priorities

Roads would have to be built with the same priorities in mind — best utilisation of transport to save fuel, he added.

Mr Eksteen said that as South Africa was a huge country, there would be more and more people using aircraft to get around.

The light aircraft would come into its own for linking light density areas, and more passengers would use the national airline.

Airports

He said this would necessitate faster development of airports in South Africa.

Because so many people — especially blacks — used taxis, his department was considering relaxing the laws governing taxi operators. Taxi drivers might be able to drive around rather than operate from taxi ranks.

area was covered...

outline, to the eastern stream (Phillipson, 1977). However, there are a number of problems associated with the eastern stream. Nkope has been included in the eastern stream and has been used as a link between Early Iron Age cultures in eastern and southern Africa. Huffman (1978) has shown that some of the cultures included in the eastern stream, notably the Transvaal group, do not have a high relationship to either the Nkope-Gokomere axis or to Silver Leaves material and should be excluded from the eastern stream. Similarly,



own or hired road transport.

Before the petrol price increase, farmers had found it cheaper and easier to deliver their produce by road.

In 1977 it was estimated that the railways handled only 44 percent of the country's agricultural traffic.

The current fuel situation could result in a swing back to rail transport, but the railways would have to provide more specialised facilities.

about 700 000 homeland commuters worked in the Pretoria, Durban and East London areas and made use of public transport services.

This number was expected to increase, and South Africa's relatively heavy dependence on buses could make it vulnerable to a possible oil boycott.

As it was, the cost of subsidising black transport had trebled over the past seven years. In 1977-78 bus subsidies cost the State R43-million and train subsidies R43-million.

A Johannesburg businessman, Mr A J Cowell, told the seminar that, with black buying power increasing rapidly, the transport industry should set about improving services in black southern African states.

"The increase in the population density and spending power of the blacks will initiate the creation of completely new centres of intensive commercial activity, all of which must be served effectively by a virtually brand new transport structure," he said.

Energy will be most critical element by end of century — Loubser

Railways aims at 85 per cent electrification

By Kevin Murray, Transport Reporter.

The energy crisis will force South African Railways to haul more than 85 percent of all its traffic by electric power by 1990, says the general manager, Mr J G Loubser.

"It is clear that available energy will be the most critical element of the last decade of this century, and the Railways will have to carefully look at its sources of energy," he said in Johannesburg yesterday.

Mr Loubser was speaking at a seminar on transport for the 1990s organised by the National Development and Management Foundation. He said the Railways was conducting intensive research into energy saving, and he foresaw that electricity would eventually account for more than 90 percent of its traction power. He said that in every Railways system there were certain routes that could not be electrified, where diesel locomotives would be used instead. "The SAR's diesel locomotives are so far acknowledged as the most

modern in the world, effectively using liquid fuel," said Mr Loubser.

Railways officials were also researching the use of ethanol and methanol as fuel for diesel engines, and would use them in diesel locomotives by the 1990s.

Mr Loubser said the price of fuel would continue to rise at a rate much higher than that of inflation.

But communications would improve to a degree that made it less necessary for businessmen to travel

"Television, telephones, radio, video and other methods of communication will see that fewer businessmen have to fly to other cities to negotiate," he said. Business traffic on South African Airways

would therefore grow slowly.

The aviation industry was already investigating ways of saving fuel, including better air traffic control, improved engines, improved air dynamics and so on.

Interstate transport vital, says professor

An integrated transportation system for southern Africa is of vital importance, says Professor P Welgemoed, head of the Department of transport economics at Rand Afrikaans University.

Professor Welgemoed told the "Transport for the 1990s" seminar in Johannesburg, that this transport system should be set up between South Africa and all the countries which fell under its influence.

He said hard economic facts would force black countries in southern Africa to work with South Africa for mutual benefit.

"The recent conference held in Anusha by the frontline states to make themselves more independent of South Africa is not just an economic pipe-dream. If they carry it out in practice

it is certain economic suicide," the professor said.

The Railways Administration should be made more independent of the Government, and a transport corporation should be formed to run the railways, he said.

This would make it easier to form an integrated transportation system with self-ruling black states.

Professor Welgemoed also said that the Minister of Transport should see his counterparts in neighbouring countries regularly to promote an integrated system.

Transportation knew no boundaries and it was important to keep this in mind when considering all the countries gaining their independence in southern Africa, the professor said.



Mr J G Loubser... intensive research.



Dr J J Reynders... dependence on buses.



Mr D Etheredge... mineral crisis.

Farmers still haul by road

Increased petrol prices alone will not encourage farmers to make greater use of the railways, a South African Agricultural Union economist said yesterday.

Mr A Coetzee said over the past few years farmers had become less dependent on the railways, often

Oil boycott 'as bad as strike'

An effective oil boycott would produce the same result as a strike by thousands of homeland commuters, an industrial leader said yesterday.

Dr H J J Reynders, executive director of the SA Federated Chamber of Industries, was delivering a paper at a seminar on the future transport needs of industry. He said it was essential to use the

— compared with R15-million in bus subsidies in 1970/71. Dr Reynders said: "There is a possibility that the private sector might in future be asked to carry in part of these costs — the ideal, of course, is that people should earn enough money to pay all their transport costs."

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Transport probe

Tygerberg Bureau

WAYS of improving the Western Cape's public transport system will be discussed at the congress of the Chambers of Commerce in the Western Cape in Bellville next month.

In a paper supporting its motion calling for steps to improve it the Cape Town chamber says that public transport would be used more if it was made more attractive.

'Insecurity'

In the case of buses it was alleged they did not run on schedule; there were long waits in queues; too much time was taken to complete journeys; there was totaly inadequate protection from rain and wind at bus stops and bus interchanges; and there was a

Cape system 'needs to be more attractive'

general feeling of insecurity during and after completing a journey especially after dark at bus stops along lonely stretches.

In the case of rail transport, the disadvantages were serious breakdowns in the service resulting in long delays before journeys could be continued; trains not running to schedule; overcrowding during peak periods; drab illit and draughty railway stations; the risk of being nudged or robbed or molested on railway stations and on trains,

particularly during off-peak periods at night, and insufficient parking at railway stations.

The paper says the erratic bus timetables were mainly due to traffic congestion and were in most cases beyond the control of the bus companies.

'Limited'

Unless other means were found to reduce congestion — such as the enforcement of no-parking restrictions along the main roads and introducing bus lanes — the

scope for improvement was limited.

A contributing factor was bus drivers falling to report for duty on time. Because of increasing assaults on drivers, it was difficult to recruit the right type of person. Equipping buses with two-way radios was offered as a solution.

The paper asks whether, in connection with breakdowns in train services although mostly caused by weather, old and faulty equipment was an added cause and whether plant and equipment were being serviced sufficiently.

Longer trains during peak hours would be one way of eliminating overcrowding. It was understood these would be introduced in due course.

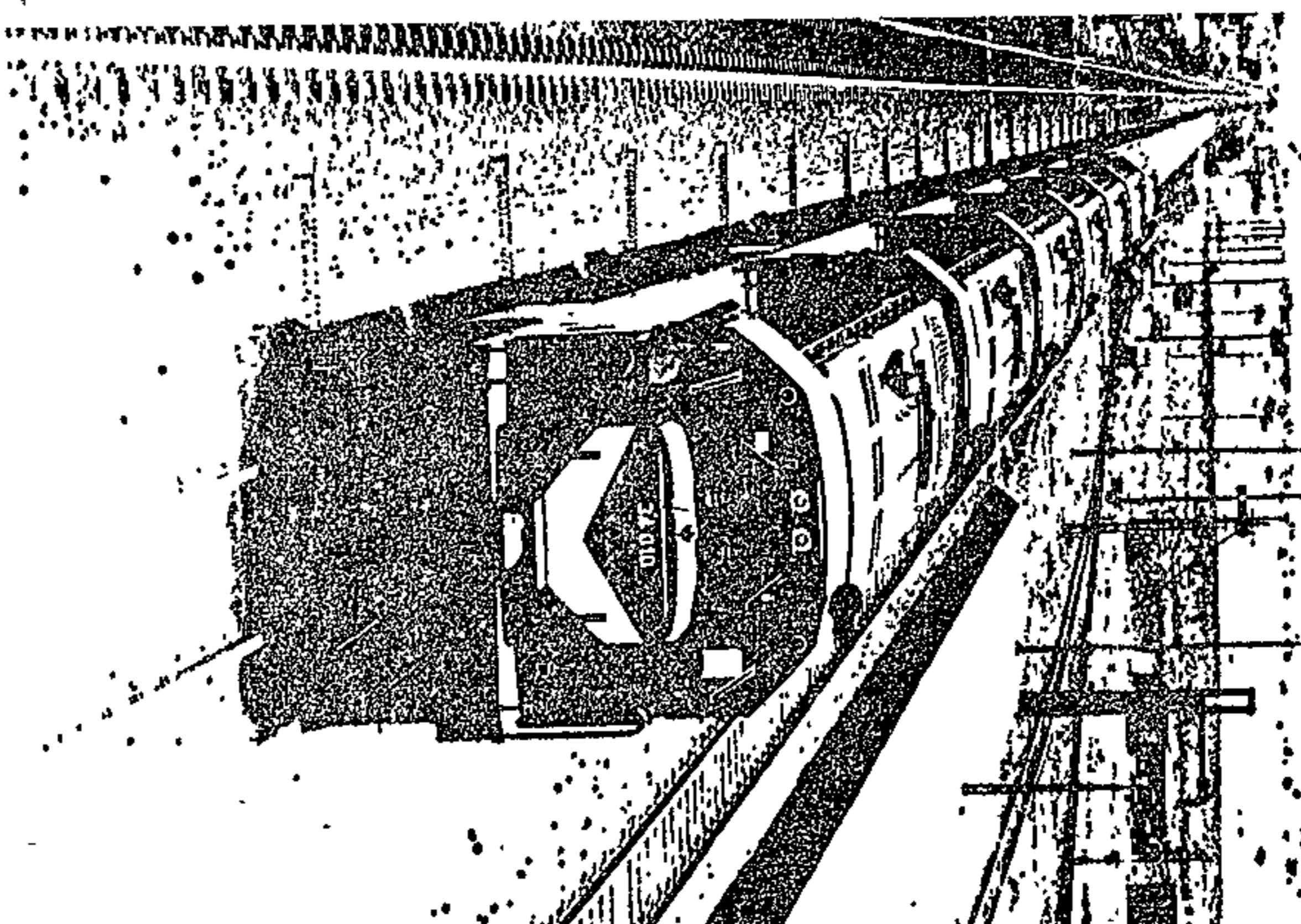
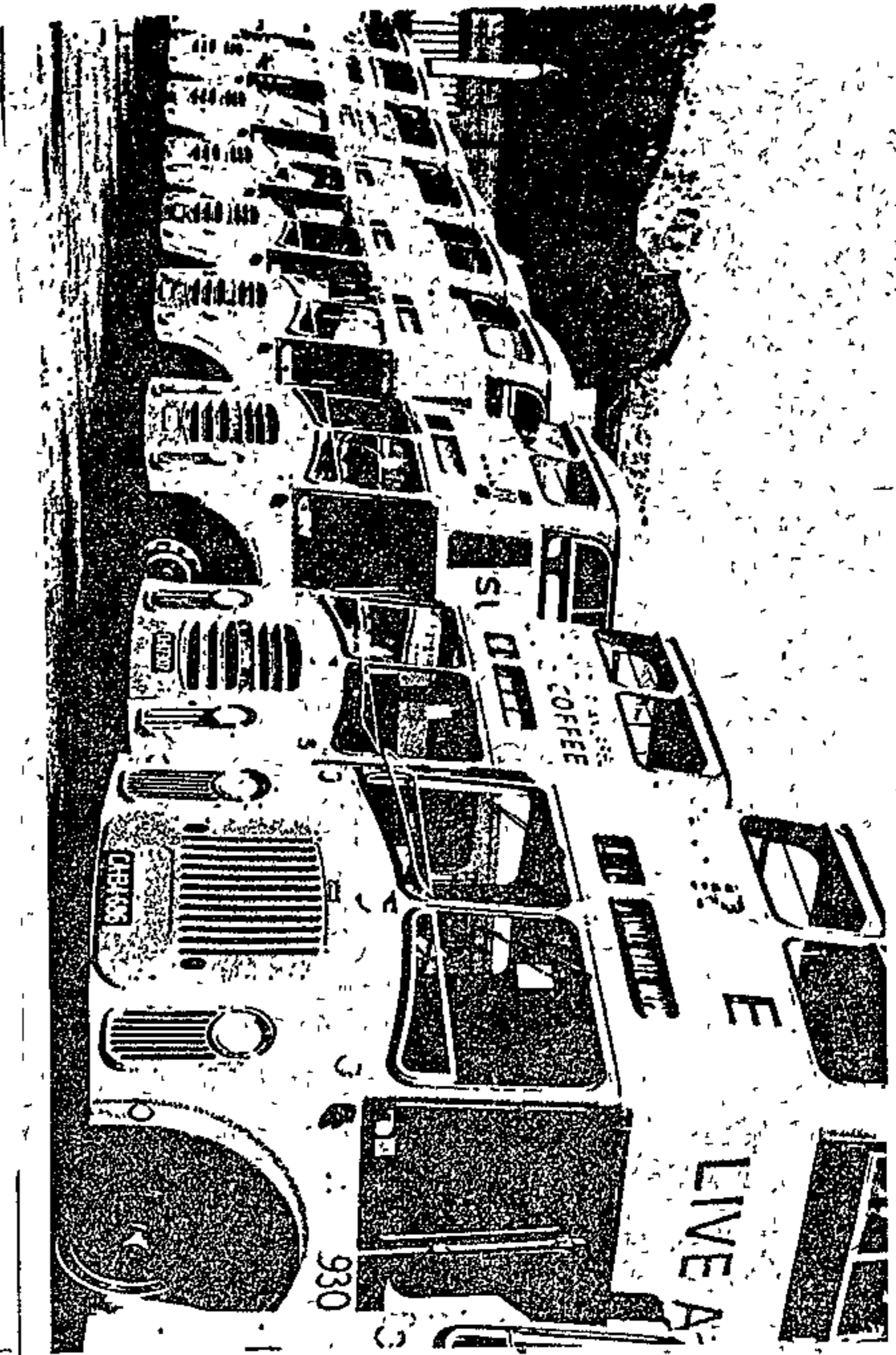
More could be done to reduce attacks on passengers by improving polling of trains and stations.

Many people parked their cars at railway stations and 'unfortunately the responsible authority has not kept pace with the increasing demand for such parking,' the paper says.

Parking

The result was that parking was inadequate at stations such as Kenilworth, Wynberg, Pleinstand and Heathfield.

'While potential commuters could be encouraged to use trains this is less likely to happen unless the demand for off-street parking is adequately met.'



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27/7/9 Nm

Claim that the SAR favours Whites

SIR, — The new train times for the South Coast and the recent petrol increases seem too much of a coincidence. Although the SAR runs on the strength of the Black majority they are catering more for the White majority. The new train times are an inconvenience to more than 80 percent of the Black commuters.

During the week before the new times went into effect I noticed on every seat of the "Whites only" coach copies of the new timetable (at least three copies to a seat). Next was the "non-Whites" first class coach, and quite up to expectations, there wasn't a single timetable, not to mention the 3rd class coaches. It stands to reason that the Blacks need more information on new train times.

On Monday, July 2 I stood on the platform waiting for the 16:45 train to Kelso. When the train arrived there was a "Whites only" coach before me. This I found rather strange, because I expected a 3rd class coach. Anyway, I walked some way down and boarded the 3rd class coach. As the train continued on its journey it seemed to get overcrowded; by now I was quite confused, as we never had a train that full previously.

● All letters must bear the writer's signature and address, even if a nom-de-plume is used. The Editor reserves the right to reject or abbreviate any letter.

It was only when I got off the train that I realised the reason for all the problems. I noticed something crazy, something which no normal person could have planned. The train comprised four third-class coaches; one "non-White" first-class coach and six "Whites only" coaches. I nearly screamed when I saw that. Just where is the logic?, when the ratio of Blacks to Whites is about 20:1.

In conclusion I'd like to make an appeal to the SAR to provide a better service for us Blacks; after all, it is we who keep them alive.

P. ISHWARLAAL

P. O. Box 69,
Umzinto.

FOOTNOTE: The Acting System Manager for the SAR, Mr. J. P. Radyn, said that of the 12 trains which ran on that route during the peak period the only one with more White coaches than Black coaches was the 16:45. This was because of demand at this time. He said the make up of the 12 trains was 29 coaches for Whites and 104 for Blacks.

On the question of the

timetable Mr. Radyn said it had been adjusted because of demand, but that it was constantly monitored and if complaints were justified it would be altered again.

For full text
see Act 177

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REPUBLIC OF SOUTH AFRICA

GOVERNMENT GAZETTE

STAATSKOERANT

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VOL 168]

CAPE TOWN, 27 JUNE 1979

[No. 6528

KAAPSTAD, 27 JUNIE 1979

DEPARTMENT OF THE PRIME MINISTER

DEPARTEMENT VAN DIE EERSTE MINISTER

No 1367.

27 June 1979

No. 1367.

27 Junie 1979.

It is hereby notified that the Acting State President has assented to the following Act which is hereby published for general information.—

Hierby word bekend gemaak dat die Waarnemende Staatspresident sy goedkeuring gegee het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

No. 80 of 1979: Railways and Harbours Acts Amendment Act, 1979.

No. 80 van 1979: Wysigingswet op Spoorweg- en Hawe-wette, 1979.

Act No. 80, 1979

RAILWAYS AND HARBOURS ACTS AMENDMENT ACT, 1979

GENERAL EXPLANATORY NOTE:

- [** Words in bold type in square brackets indicate omissions from existing enactments
- Words underlined with solid line indicate insertions in existing enactments.
-
-

ACT

To amend section 1 of the Railways and Harbours Control and Management (Consolidation) Act, 1957, so as to insert the new definition "wreck"; to amend section 2 of the said Act so as to provide for the establishment of a house ownership scheme for Black workers and to provide further that no servant shall have the right to assign, transfer or otherwise cede or pledge or hypothecate his interests in any property obtained on his behalf in terms of paragraph (22) of the said section; to amend section 3 of and to insert section 75A in the said Act so as to bring the control of road traffic upon the railways and at the harbours into line with the applicable road traffic ordinances; to amend section 13 of the said Act so as to amend the provisions regarding the misuse of free passes and tickets; to amend section 16 of the said Act so as to increase the limit on the value of luggage deposited in a cloakroom; to amend section 21A of the said Act so as to bring the Afrikaans text thereof into conformity with the English text; to amend section 64 of the said Act so as to provide for interruption of prescription by the service of process, as opposed to the issue of process; to substitute section 69 and to repeal section 70 of the said Act, so as to amend the provisions in respect of the payment of compensation for certain fire damage; to amend section 76 of the said Act so as to provide for the disposal of any profit or loss arising from the resale of a dwelling-house repossessed by the Administration; to amend section 17 of the Railways and Harbours Pensions Act, 1971, so as to extend the option to contribute to the New Railways and Harbours Superannuation Fund in respect of periods of previous non-contributory service to members of the Fund; to amend section 1 of and to insert sections 2A and 2B in the Railway and Harbour Purchase Act, 1977, so as to vest land and real rights in land acquired or to be acquired by the South African Iron and Steel Industrial Corporation, Limited, for or in connection with the Sishen-Saldanha Bay railway line and Saldanha Bay harbour, in the South African Railways and Harbours Administration; to amend section 1 of the Railways and Harbours Finances and Accounts Act, 1977, so as to insert certain new definitions; to amend sections 2, 3 and 16 of the said Act so as to amend the provisions in regard to the borrowing of moneys to finance expenditure on capital and betterment works; to insert section 24A in the said Act so as to bring the principles of procedure

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DEPARTEMENT VAN VERVOER

27 Julie 1979

No. 1618

**WET OP STEDELIKE VERVOER, 1977 (WET 78
VAN 1977)**

**PUBLIKASIE VAN METROPOLITAANSE
VERVOERPLAN**

Kragtens artikel 19 (1) van die Wet op Stedelike Vervoer, 1977 (Wet 78 van 1977), word hierby bekendgemaak dat die Engelse teks van die Voorlopige tussen-tydse Vervoerplan vir Durban deur die Nasionale Vervoerkommissie goedgekeur is op sy vergadering gehou op 29 Junie 1979.

Afskrifte van die Voorlopige Tussentydse Vervoerplan vir die Durbanse Metropolitaanse Vervoergebied is gedurende normale kantoorure ter insae beskikbaar by die kantore van—

Die Direkteur van Stedelike Vervoer
Departement van Vervoer
Pretoria

Die Direkteur van Paaie
Natale Provinsiale Administrasie
Pietermaritzburg

Die Stadsingenieur
Munisipale Sentrum
Durban.

Sekretaris van vervoer.

Ged.
B.

6666 DEPARTMENT OF TRANSPORT

No. 1618

**URBAN TRANSPORT ACT, 1977 (ACT 78
OF 1977)**

**PUBLICATION OF METROPOLITAN
TRANSPORT PLAN**

In terms of section 19 (1) of the Urban Transport Act, 1977 (Act 78 of 1977), it is hereby notified that the English text of the Initial Interim Transport Plan for Durban was approved by the National Commission at its meeting held on 29 June 1979.

Copies of the Initial Interim Transport Plan for the Durban Metropolitan Area are available for inspection during normal office hours, at the offices of—

The Director of Urban Transport
Department of Transport
Pretoria

The Director of Roads
Natal Provincial Administration
Pietermaritzburg

The City Engineer
Municipal Centre
Durban.

Secretary for Transport.

No. 1638

27 Julie 1979

**WET OP VERVOERDIENSTE VIR SWARTES, 1957
(WET 53 VAN 1957), SOOS GEWYSIG**

Kragtens artikel 2 (2) (a) van die Wet op Vervoerdienste vir Swartes, 1957 (Wet 53 van 1957), verleen ek, Jan Christiaan Heunis, Minister van Vervoerwese, na oorlegpleging met die Nasionale Vervoerkommissie, hierby aan die gebiede onder die regsrag van die volgende stedelike plaaslike besture vrystelling van toepassing van gemelde Wet met ingang van 1 Augustus 1979:

Alexandra.
Randburg.
Sandton.
Johannesburg.

J. C. HEUNIS, Minister van Vervoerwese.

No. 1639

27 Julie 1979

**WET OP VERVOERDIENSTE VIR SWARTES, 1957
(WET 53 VAN 1957), SOOS GEWYSIG**

Kragtens artikel 2 (1) van die Wet op Vervoerdienste vir Swartes, 1957 (Wet 53 van 1957), verklaar ek, Jan Christiaan Heunis, Minister van Vervoerwese, na oorlegpleging met die Nasionale Vervoerkommissie, die gebied onder die regsrag van die stedelike plaaslike besture van Randburg, Sandton, Johannesburg en Roodepoort met ingang van 1 Augustus 1979 tot 'n gebied waarin die bepalings van die Wet van toepassing is op volwasse Swartes in diens van 'n werkgewer in die verklaarde gebied, en kragtens artikel 3 van daardie Wet stel ek, na oorlegpleging met die Nasionale Vervoerkommissie, die bedrag van R1 per maand vas as die tarief wat met ingang van 1 Augustus 1979 ten opsigte van daardie verklaarde gebied aan die betrokke Administrasieraad betaalbaar is.

J. C. HEUNIS, Minister van Vervoerwese.

No. 1640

27 Julie 1979

**WET OP VERVOERDIENSTE VIR SWARTES, 1957
(WET 53 VAN 1957), SOOS GEWYSIG**

Kragtens artikel 2 (1) van die Wet op Vervoerdienste vir Swartes, 1957 (Wet 53 van 1957), verklaar ek, Jan Christiaan Heunis, Minister van Vervoerwese, na oorlegpleging met die Nasionale Vervoerkommissie, die gebied onder die regsrag van die stedelike plaaslike bestuur van Nigel met ingang van 1 Augustus 1979 tot 'n gebied waarin die bepalings van die Wet van toepassing is op volwasse Swartes in diens van 'n werkgewer in die verklaarde gebied, en kragtens artikel 3 van daardie Wet stel ek, na oorlegpleging met die Nasionale Vervoerkommissie, die bedrag van R1 per maand vas as die tarief wat met ingang van 1 Augustus 1979 ten opsigte van daardie verklaarde gebied aan die betrokke Administrasieraad betaalbaar is.

J. C. HEUNIS, Minister van Vervoerwese.

No. 1638

27 July 1979

**BLACK TRANSPORT SERVICES ACT, 1957
(ACT 53 OF 1957), AS AMENDED**

In terms of section 2 (2) (a) of the Black Transport Services Act, 1957 (Act 53 of 1957), I, Jan Christiaan Heunis, Minister of Transport Affairs, after consultation with the National Transport Commission, hereby exempt the areas under the jurisdiction of the following urban local authorities from the operation of the said Act with effect from 1 August 1979:

Alexandra.
Randburg.
Sandton.
Johannesburg.

J. C. HEUNIS, Minister of Transport Affairs.

No. 1639

27 July 1979

**BLACK TRANSPORT SERVICES ACT, 1957
(ACT 53 OF 1957), AS AMENDED**

In terms of section 2 (1) of the Black Transport Services Act, 1957 (Act 53 of 1957), I, Jan Christiaan Heunis, Minister of Transport Affairs, after consultation with the National Transport Commission, declare the area under the jurisdiction of the urban local authorities of Randburg, Sandton, Johannesburg and Roodepoort to be an area in which the provisions of the Act shall apply, with effect from 1 August 1979, in respect of adult Blacks in the employ of an employer in the declared area and, in terms of section 3 of that Act and after consultation with the National Transport Commission, fix the sum of R1 per month to be the rate of the contribution payable to the appropriate Administration Board in respect of the said declared area, with effect from 1 August 1979.

J. C. HEUNIS, Minister of Transport Affairs.

No. 1640

27 July 1979

**BLACK TRANSPORT SERVICES ACT, 1957
(ACT 53 OF 1957), AS AMENDED**

In terms of section 2 (1) of the Black Transport Services Act, 1957 (Act 53 of 1957), I, Jan Christiaan Heunis, Minister of Transport Affairs, after consultation with the National Transport Commission, declare the area under the jurisdiction of the urban local authority of Nigel to be an area in which the provisions of the Act shall apply, with effect from 1 August 1979 in respect of adult Blacks in the employ of an employer in the declared area and, in terms of section 3 of that Act and after consultation with the National Transport Commission, fix the sum of R1 per month to be the rate of the contribution payable to the appropriate Administration Board in respect of the said declared area, with effect from 1 August 1979.

J. C. HEUNIS, Minister of Transport Affairs.

<p>No. <i>Algemeen</i> 573 574 <i>Statistiek</i> <i>Goewerm</i> R. 1576 <i>Vervoer,</i> <i>Goewerm</i> 1618 1638 1639 1640 <i>Algemeen</i> 591</p>	<p>(v) hulle geen aktiwiteit mag onderneem of laat onderneem wat die grond oor die pypleiding(s) verminder nie: Met dien verstande dat, behalwe waar die pypleiding(s) op of bo die oppervlak van die grond gebou is, die eienaar die serwituuengebied vir landbou-, wei- of tuinmaakdoeleindes mag gebruik, maar hy mag nie dieper grave of ploeg as 500 mm onder grondhoogte nie, wat beteken die hoogte van die grond bo die pypleiding(s) na voltooiing van die konstruksiewerk. 3. Die onteiening word van krag op die datum van publikasie van hierdie kennisgewing en die serwituu wat hierby onteien word, gaan op die Administrasie oor op die datum van publikasie hiervan. 4. Ingevolge die bepalings van die Onteieningswet, 1975 (Wet 63 van 1975), word u hierby versoek om binne 60 dae vanaf die kennisgewingsdatum aan my by die adres hieronder gemeld, 'n skriftelike verklaring te lewer of te laat lewer waarin die volgende aangedui word: (a) Die totale bedrag wat u as vergoeding eis, hoeveel van daardie bedrag onderskeidelik vergoeding verteenwoordig vir werklike geldelike verlies en vergoeding vir ongerief soos in artikel 12 (1) (b) van die Wet bedoel, asook volledige besonderhede van hoe daardie bedrag saamgestel is; (b) die adres waarheen u verlang dat verdere stukke in verband met die onteiening aan u gepos moet word. Adjunk-Hoofbestuurder. Johannesburg, 27 Julie 1979. Adres: Hoofbestuurder, Suid-Afrikaanse Spoorweë en Hawens, Privaatsak X47, Johannesburg, 2134. (27 Julie 1979)</p>	<p>(v) they shall not undertake or cause to be taken any activity which will reduce the value of the pipeline(s): Provided that, except where the pipeline(s) have been built on or above the surface of the ground, the owner may use the servitude area for agricultural or gardening purposes, but he shall not plough to a depth greater than 500 mm below the level, which shall mean the level of the ground on which the pipeline(s) are constructed. 3. The expropriation takes effect on the date of publication of this notice and the servitude hereof shall vest in the Administration on the date of publication hereof. 4. In accordance with the provisions of the Expropriation Act, 1975 (Act 63 of 1975), you are requested to deliver or cause to be delivered to me at the address stated below within 60 days from the date of publication of this notice, a written statement indicating— (a) the total amount which is claimed as compensation, how much of that amount is claimed as compensation for actual financial loss and how much as compensation for inconvenience contemplated in section 12 (1) (b) of the Act, respectively and full details as to how such amounts are made up; (b) the address to which you desire the documents in connection with the expropriation should be posted to you. Deputy General Manager. Johannesburg, 27 July 1979. Address: General Manager, South African Railways and Harbours, Private Bag X47, Johannesburg, 2134. (27 July 1979)</p>
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City community worker applies to Supreme Court

Move for review of bus fare rises



Mr Rommel Roberts

A CAPE TOWN community worker, Mr Rommel Roberts, has made an urgent application to the Supreme Court to have the recent bus fare increase granted to City Tramways reviewed, corrected or set aside.

The application was filed in the Supreme Court on Thursday last week.

The application called on the respondents, the chairman of the Local Transportation Board and City Tramways, to show cause on August 14 why an order should not be granted permitting this application to be treated as a matter of urgency and why the decision of the board in granting tariff increases should not be reviewed, corrected or set aside.

Seven days

The respondents have seven days to notify the applicant's attorneys, Fuller Moore and Sons, and the registrar, in writing whether or not they intend to oppose the application.

In his founding affidavit, Mr Roberts said that the increase in fares was substantial, between 40 and 100 percent above the fares charged at the time.

Subsidised fares, he said, had increased an average 36 percent and unsubsidised fares 60 percent.

Examples

He quoted several examples.

He said the public had been adversely affected by the tariff increases and its quality of life substantially reduced. Many families, he submitted, could not afford to pay the increased fares but were compelled to do so and as a result were economising in other directions.

In some instances this had led to a lowering of the nutritional value of the food provided for families.

Mr Roberts added that he knew of some children whose schooling had been

discontinued owing to increased fares. The standard of living of others had fallen to the detriment of the health and wellbeing of the family.

In his affidavit Mr Roberts said that the application for increased fares had been in terms of the Road Transportation Act No 74 of 1977. In terms of this Act full particulars must be published in the Government Gazette.

Obscure

Mr Roberts said that the notice given was an 'obscure and cryptic five-line notice hidden among numerous pages of the gazette,' which did not even give the date of the hearing.

This was preceded by a similar notice. These were the only public warnings.

Mr Roberts also claimed several irregularities in the completion of the application form.

Particulars

Effective objection to the application, he said, was rendered difficult or impossible by the failure to publish full particulars and because of the absence of effective notice of the hearing of the application.

Mr Roberts added that to the hearing without notice to the public constituted one of the most 'unsatisfactory features of the whole matter.'

He asked that the matter be treated as an urgent one as thousands were suffering grave hardships.

An appeal lodged by Mr Roberts to the National Transportation Board will fall away if the application is successful.



DR ESCHEL RHOODIE enters the Aix-en-Provence courthouse today. On the right is a French gendarme.

Rhodie in court

From a Staff Reporter
AIX-EN-PROVENCE. — Dr Eschel Rhoodie's court battle against his extradition to South Africa was adjourned today for a week.

South Africa's former Information secretary was handcuffed to a gendarme as he stood in the dock for the start of the proceedings.

The judge, Mr Justice J Martin, granted the re-

quest by Dr Rhoodie's advocate, Mr Henri Vincent, for an adjournment until next Tuesday.

Dr Rhoodie cut an elegant but evidently nervous figure during the 10-minute appearance. Several times he swallowed nervously.

His every move was observed by about two dozen

(Continued on Page 3, col 2)

2189 Agos
3/17/79

259
3/17/79
Agos

SAR bends colour bar for first class

2/3/78
269

Transport Reporter

Blacks are conditionally allowed to travel in white coaches on suburban trains, a railways spokesman said today.

This was allowed only if the black first-class coaches are full and they have paid the first-class fare.

ARRESTED

The spokesman was commenting on the dropping of charges yesterday against Mr Colin van der Merwe, a coloured man who had been arrested for travelling in a white railway coach.

The Johannesburg magistrate trying the case said he had not heard of there being such an offence, and suggested Mr van der Merwe discuss the incident with railway authorities.

Mr van der Merwe in-

tends suing the railways for loss of earnings, as he claims he was unnecessarily kept away from work for three days.

A railways spokesman said: "The matter is at the discretion of the conductor, as we pursue a policy of removing segregation wherever we are sure there won't be any friction or incidents."

REMOVE

Railways rules allowed officials to remove a black person from a white coach if they felt it was necessary.

"A third class ticket-holder will in no circumstances be allowed to travel on a white coach. All white coaches are first class on suburban trains, and we do not allow anybody to travel in a class higher than he has paid for."



Mr Colin van der Merwe
... charges dropped,

AD VAN BEHEER
nder die toesig van 'n
8 bestaan het uit die
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die Adjunk-Prinsipaal,
H.B. Dean, professor
Welsh.
erraad waarvan die
Kapstad, ex officio
nasionaal ex officio

Die hoofdoel van die Sentrum is om navorsing na die onder-
linge groepsverhoudinge in Suid-Afrika te bevorder en te
... verhoudinge tussen rasse- en

kampus, waar ons gedurende die laaste vyf jaar gehuisves was, ontgroeï. Daarom is ek besonder dankbaar vir die ekstra ruimte wat ons nuwe kantoor in die Leslie Social Sciences Building op die Grootte Schuur Campus aanbied.

Ek wil weereens die Carnegie Corporation en die Algemeen Diakonaal Bureau van die Gereformeerde Kerken van Nederland bedank vir hulle gulle ondersteuning van die Konstruktiewe Program wat ons in staat gestel het om meer personeel aan te stel en om publikasies en werkgroepe te finansier. Ek wil ook graag weereens die ondersteuning deur plaaslike skenkers, firmas en trusts noem, kort nadat die Program gestig is. Hulle hulp het dit moontlik gemaak om etlike publikasies gratis te versprei onder almal wat in die bevordering van 'n oop samelewing belangstel.

Ten slotte is dit met innige genoeë dat ek my verpligting teenoor die ere-navorsingsbeamptes van die Sentrum vir hulle bydraes tot die navorsingsprogram, boekstaaf en teenoor die personeel vir die wyse waarop hulle hulle pligte gedurende die jaar uitgevoer het.

Hendrik W. van der Merwe
Direkteur

Desember 1978

c) Ander lede:

- Mnr K. Bosman
- Professor A. Cupido
- Mnr N. Daniels
- Mnr Achmat Davids
- Professor R.J. Davies
- Professor J.J. Degenaar
- Mnr René de Villiers
- Dr I.D. du Plessis
- Professor J.J.F. Durand
- Professor J.B. du Toit
- Mnr A. Flederman
- Professor R.F. Fuggle
- Mnr G.J. Gervel
- Eerw. D. Guma
- Professor A. Paul Hare
- Dr Gertrud Heydorn
- Mnr F.A. Jacobs
- Mnr H.V. Jimba
- Mnr H.W. Middelman
- Eerw. Y.T.L. Moletsane
- Professor A.D. Muller
- Sheik A. Najaar
- Mnr Victor Norton
- Professor N.J.J. Olivier
- Mnr L. Phillips
- Professor H.P. Pollak
- Mnr W.J. September
- Mnr Franklin Sonn
- Mnr P.M. Sonn
- Regter J.H. Steyn
- Mnr R. Tobias
- Professor R.E. van der Poss
- Professor J.F. van Rooyen
- Mev. S. Walters
- Professor F.A.H. Wilson

d) Twee Ere-Fellows:

- Professor J.L. Boshoff
- Dr Sheila T. van der Horst

... word na die Algemene Jaarvergadering ar die Maat-
 ... en kies elke drie jaar h' arteenwoordiger
 ... Verkeersraad. 'n Verkeersing is in 1978 gehou en die
 huidige ampdraer is Biskop A.W. Habelgarn. Terwyl geen
 verpligtinge aan lede opgelê word nie, word hulle geraad-
 pleeg / verbond met sake wat die Sentrum se program raak.

NAVOPINIE

Gedurende die verslagjaar het die navorsing van die
 Sentrum die volgende behels.

- A. Opvoeding en Politieke Verandering in Suid-Afrika
 Hierdie projek is in jaar jaar gelede ingelede in onder-
 soek onder die kleurling bevolking van die Kaapse Skier-
 eiland. 'n ondersoek. 'n Aantal tydelike navorsings-

Friends (Quakers) en van die American Friends Service
 Committee seurgebring. Hy het 'n aantal konferensies in
 verskillende dele van die land bygewoon, bare vergader-
 ings toegesprek en senior beamptes van die Carnegie
 Corporation, van Community Relations Services van die
 Departement van Justisie van die Amerikaanse regering,
 van die American Friends Service Committee en kollegas
 verboude aan verskeie universiteite besoek.

Gedurende Augustus en September het die Direkteur Engeland,
 Nederland

2/8/79 (SA)
 267
 151

Integrated bus move blocked

JOHANNESBURG — The Johannesburg City Council has given the thumbs down to a Progressive Federal Party call to open the city's buses to all races.

The ruling National Party and Independent Ratepayers' Action coalition passed an amendment not to consider any change until a National Transport Commission study into the effects of public transport integration was completed.

The NTC report is expected soon.

The city council also outvoted a PFP attempt to abolish all colour bars for council jobs — SAPA.

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Gedurende 1978 het die Direkteur die volgende konferensies bygewoon:

Jaarlikse konferensie, Nasionale Litvoerende Komitee-
 en Raadsvergadering van die Suid-Afrikaanse Insti-
 tuit vir Rasse verhoudings, Kaarstad (Januarie).

Suid-Afrikaanse Jaarlikse Vergadering van die Religious Society of Friends, Stutterheim (April).

Ngende Wêreldkongres van Sosiologie, Uppsala, Swede.
 Verhandelings vergadering in werkgroep 6 en vergaderings
 bygewoon van die Raad van die Internasionale Sosio-
 logiese Vereniging as die amptelike afgevaardigde
 van Suid-Afrika (Augustus).

TRANSPORT CHARGES

A steep climb

International air fares are taking off once again. All flights from Johannesburg after September 1 will be between 7% and 16% dearer — with most rises around 10%. This is the second increase this year: the first came on April 1, when fares climbed 6%.

The only good news is that fares on domestic flights are not going up — yet. According to SAR GM Kobus Loubser, these will be reviewed towards the end of the year.

Passenger fares to the US and Canada have not yet been determined. But Koot

434

Joubert, SAA's PR manager, says that the fares to New York will be about 13% up and to Canada about 11%.

Pan American, no longer an Iata member, is not subject to the Iata decisions. Pan Am SA director Doug Davidson quickly dispels any illusions that flying Pan Am to New York will be cheaper. Pan Am's new first-class single fare (since Wednesday) is R1 169 (R1 028,40). Davidson says SAA's new first-class single to New York is R1 055,70 (R986,70).

Air freight rates are going up by 10% to the US, Canada, the Far East and the Middle East; by 11% to South America; 12% to Europe; and 15% to Israel.

Iata's justification for upping fares is the doubling in fuel costs since the beginning of the year. SAA has not been hit quite so hard, with a jump of 71% in its fuel costs. But with the airline currently losing about R2m a month, Joubert argues that it could not absorb this increase. Fuel now constitutes 33% of SAA's operating costs, compared with 27% last year.

Joubert can't say how much revenue will increase after fare hikes. "It's impossible to say. Too many variables have to be taken into account. Increased costs on certain routes may even outstrip the fare increases."

By flying 20-44 km/h more slowly, SAA aircraft managed to save 4,86m litres of fuel (worth R600 000) for the year up to March. Joubert asserts that "the savings effort is still continuing." But no specific target has been set for this year. Unlike British Airways, which has been told to cut consumption by 5%.

Are rail fares also going up? In Bloemfontein last week Izak Claasens, assistant director of the SAR, said that an increase was imminent. SAR's PRO, J C van Rooyen, says that this does not mean that an increase is around the corner. However, he concedes that Railways is less optimistic now than it was a few months ago about holding charges at present levels until the end of the year.

Sceptical reactions to Railways rules

By THAMI MAZWAI
THE announcement that blacks could use white coaches if their first class compartments were full was yesterday met with guarded reactions and scepticism.

A spokesman for the Railways announced that blacks could use white coaches if their first class coaches were full and if they had first class tickets.

But conductors would enjoy discretion in the implementation of this action in case some white passengers objected to the presence of blacks in a "white" coach.

This announcement followed the acquittal of a coloured man this week

after a magistrate had found he had not committed any offence by being in a first class coach.

The decision has been described by some as a step in the right direction but other people have felt that conductors might just not implement this and always "find" objecting passengers.

Said Mr Clyde Ntombe-la, a laboratory technician: "I experienced the same thing before. I do not think conductors will allow us. They are the worst verkrampes you will find around. They will harass and send us back to the crowded coaches. They must first be educated."

Mr Leonard Mosala, a member of the Soweto

Committee of Ten, said it was good that the Railways had discovered that apartheid is a waste of money, time and space. "Imagine the better things they could have done with all that money spent on segregation. I think they are moving in the right direction but conductors will still harass black commuters in white coaches," he said.

Mr Zandi Molefe, a clerk in the city said this would not happen in South Africa.

"Just try and get into a white coach and see what will happen to you Blacks in this country are plainly blacks and whites just whites. Do not dream that integration in trains will come by," he said.

Die hoofdoel van die Sentrum is om navorsing na die onderlinge groepsverhoudinge in Suid-Afrika te bevorder en te lei, in die besonder oor verhoudinge tussen rasse- en taalgroepe.

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kampus, waar ons gedurende die laaste vyf jaar gehuisves was, ontgroeï. Daarom is ek besonder dankbaar vir die ekstra ruimte wat ons nuwe kantoor in die Leslie Social Sciences Building op die Groote Schuur Campus aanbied.

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Ek wil weereens die Carnegie Corporation en die Algemeen Diakonaal Bureau van die Gereformeerde Kerken van Nederland bedank vir hulle gulle ondersteuning van die Konstruktiewe Program wat ons in staat gestel het om meer personeel aan te stel en om publikasies en werkgroepe te finansier. Ek wil ook graag weereens die ondersteuning deur plaaslike skenkers, firmas en trusts noem, kort nadat die Program gestig is. Hulle hulp het dit moontlik gemaak om etlike publikasies gratis te versprei onder almal wat in die bevordering van 'n oop samelewing belangstel.

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Hendrik W. van der Merwe
Direkteur

Desember 1978

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Help Workers Urges Manager

EAST LONDON — The group manager of the CTC, Mr Hans Kaiser, appealed to commerce and industry yesterday to help their black labour force meet the increased bus fares either through wage hikes or some other form of subsidy.

"Because of the company's critical financial position we have been forced to increase the fares," Mr Kaiser said.

"We have done our utmost to absorb the massive increases in the price of all essential commodities — notably the latest petrol price hike — for as long as possible, but we cannot continue operating without some financial relief.

"We have kept the fares as low as we possibly can. Subsidised workers' 10-ride tickets on the internal service will not increase but the price of 10-ride subsidised tickets from McArthur to East London will increase generally by 40c — the equivalent of 10-ride tickets."

Although this increase might appear small, bus fares form an important part of the commuter's budget and I would like to appeal to all fellow employers in East London and King William's Town to assist their personnel wherever possible to offset the increase.

The wages of the 800 Ciskeians employed by CTC were increased by

CTC bus fares Will go up soon

EAST LONDON — Bus fares are to go up in 10 days' time, the Ciskei transport company has announced.

The two companies run by Ciskei transport company — Compo and Bhisno — will increase the fares from Tuesday, August 14.

At Gomo, workers' subsidised 10-ride tickets on the internal feeder services will, however, remain at 60c while all cash fares on the internal services will be standardised at 10c a journey.

This means cash fare passengers in certain zones will pay an additional 1c or 2c a ride, others will pay what they have been paying, while others will actually pay less. Fares on the internal services used to range between 8c and 14c.

The 10-ride subsidised weekly tickets will generally cost 40c more — the equivalent of 1c a

journey.

Some examples of the new fares from the Mtantsane highway are as follows:

The old cash fare to East London was 24c. The new fare is 30c while the 10-ride ticket which used to cost R1,50 will now cost R1,90.

The old cash fare to West Bank was 28c. The new fare is 35c while a 10-ride ticket will go up from R1,60 to R2.

The 21c cash fare to Chiselhurst will cost 25c, the 20c fare to Wilsona will cost 25c, the 28c fare to Arcadia and Quisque will cost 35c, and the 25c fare to Nahoon will cost 30c.

The 10-ride tickets for these areas goes up by between 30c and 40c.

Some of the new fares from King William's Town are, with the old fares in brackets:

Zwellitsha (13c) 20c, Mdantsane (58c) R1; Berlin (43c) 60c, Dumbaza (32c) 40c, and Stutterheim (86c) 90c.

A statement from the CTC says the increases stem from the critical financial position the two companies find themselves in.

"The price of buses, spare parts, tyres and particularly fuels has escalated alarmingly and the fuel costs for February and June this year alone will add a massive R1 million to the companies' fuel bill, for this financial year," the statement said.

The statement said the

wages of the 800 Ciskeians in the company had gone up by between 12 per cent and 22 per cent and the company had absorbed the costs for as long as possible but could not continue to do so.

"As all costs have to be borne out of passenger fares, the implementation of the amended fares, approved by the local Road Transportation Board, can no longer be delayed.

"It should be noted that even after the implementation of the new fares, bus fares in the Ciskei and East London area will still be among the lowest in Southern Africa. Everything possible has been done to keep the increases as low as possible" — DTR

The statement said the

Mr N. Daniels Professor A. Bosman

"The wages of the 800 Ciskeians employed by CTC were increased by

Blacks angry at railway discrimination

BLACKS who catch the Randfontein train from Johannesburg have this week been forced to cram into their coaches in spite of empty white carriages on the trains.

There have been several complaints from people who have said that when they asked to move to white compartments, they were refused by baton-wielding railway policemen.

One man said he had seen several women fainting in the overcrowded carriages, and added that people were being forced to jump out of the windows because they couldn't reach the doors.

Mr Solly Adsha, of Randfontein, said the police had been abusive

when people asked to move to the white coaches.

He said he had read newspaper reports quoting railways spokesman as saying that conductors could under certain circumstances, allow black first-class ticket holders

to move into white carriages.

"Surely a carriage so badly overcrowded is cause enough to let people move, especially when the white coach is empty and women are waiting in our carriage," he asked.

Die hoofdoel van die Sentrum is om navorsing na die onder-
dinge in Suid-Afrika te bevorder en te
er oor verhoudinge tussen rasse- en

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VIESKOMITEE EN RAAD VAN BEHEER

Die Sentrum staan onder die toesig van 'n komitee wat in 1978 bestaan het uit die (ter), die Prinsipaal van die Universi- Sir Richard Luyt, die Adjunk-Prinsipaal, lan, professor W.H.B. Dean, professor ide-professor D.J. Welsh.

Behoer deur 'n Beheerraad waarvan die 'n Universiteit van Kaapstad, ex officio 'n en die Adjunk-Prinsipaal ex officio er. Die Direkteur is ex officio 'n lid. ust word deur dr J.P. Duminy, ds. W.A. K. Lindsay verteenwoordig en die Uni- pstad deur professor W.H.B. Dean, illis en mede-professor D.J. Welsh. jaarn verteenwoordig die lede van die

.F.R. Ellis met navorsing- en studie- Robert Schrire as sy plaasvervanger advieskomitee en die Raad van Beheer.

PERSONEEL

kampus, waar ons gedurende die laaste vyf jaar gehuisves was, ontgroei. Daarom is ek besonder dankbaar vir die ekstra ruimte wat ons nuwe kantoor in die Leslie Social Sciences Building op die Groote Schuur Campus aanbied.

Ek wil weereens die Carnegie Corporation en die Algemeen Diakonaal Bureau van die Gereformeerde Kerken van Nederland bedank vir hulle gulle ondersteuning van die Konstruktiewe Program wat ons in staat gestel het om meer personeel aan te stel en om publikasies en werkgroepe te finansier. Ek wil ook graag weereens die ondersteuning deur plaaslike skenkers, firmas en trusts noem, kort nadat die Program gestig is. Hulle hulp het dit moontlik gemaak om etlike publikasies gratis te versprei onder almal wat in die bevordering van 'n oop samelewing belang- stel.

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Hendrik W. van der Merwe
Direkteur

Desember 1978

15

R50-m rail line for Jo'burg workers

Star 11/8/79
269

By Kevin Murray, Transport Reporter

The Railways are to build a R50-million line which will ease the commuting of tens of thousands of Johannesburg workers.

The plan has been greeted with jubilation by Indian and coloured community leaders, the Johannesburg Chamber of Commerce and the South African Institute of Race Relations.

The line will serve Lenasia and Eldorado Park residents and will mean a huge annual saving in fuel.

Every day thousands of cars travel from these suburbs to the city on a 60 km journey which burns up hundreds of thousands of litres of petrol a month.

In spite of potentially heavy economic disadvantages, the Railways have decided to press on with the line because of the desperate need for it, a spokesman said today.

Petition

"It is still in the planning stage, so we can't give a definite date of completion, but we can say it is an urgent project," said the spokesman.

Lenasia and Eldorado Park residents have long been calling for improved transport facilities, and this week drew up a petition expressing dissatisfaction with the Lenasia bus service.

Spokesmen said they warmly welcomed the Railways plan, and urged the administration to give it priority.

A spokesman for the Johannesburg Chamber of Commerce told The Star: "We have long been concerned about the inadequate transport facilities in these areas."

Irritation

"We think this is positive news that will mean many workers can now get to their jobs on time without having to put up with transport frustrations, and it can only be good for the economy," he said.

Dr Fred van Wyk, director of the SA Institute of Race Relations, said: "The provision of this service will contribute greatly to better race relations."

He said bad transport was a great irritation and any effort to remove these irritations were warmly welcomed by the Institute.

Nancefield

He said: "The track will be some 30 to 40 km long, and a rough estimate of the cost at this stage is R50-million."

"It will branch off the Soweto line at Nancefield and head in an easterly direction through Eldorado Park to the east side of Lenasia."

"Then it will go either under or over the main line west to Ennerdale, a prestige suburb near Grasmere, before turning around and going back to Nancefield."

en opvoedkundige verenigings. As gevolg van sy besoek aan Nederland het hy 'n toelae vir die Konstruktiewe Program ontvang van die Algemeen Diakonaal Bureau van die Gereformeerde Kerken in Holland.

Professor J.L. Boshoff, ere-Fellow van die Konstruktiewe Program, het met 'n aantal instansies, wat universiteite in Natal en Transvaal insluit, en met verskeie handels- en industriële firmas in Natal, kontak opgebou.

(b) Konferensies

Gedurende 1978 het die Direkteur die volgende konferensies bygewoon:

- Jaarlikse Konferensie, Nasionale Uitvoerende Komitee- en Raadsvergadering van die Suid-Afrikaanse Instituut vir Rasverhoudinge, Kaapstad (Januarie).
- Suid-Afrikaanse Jaarlikse Vergadering van die Religious Society of Friends, Stutterheim (April).
- Negende Wêreldkongres van Sosiologie, Uppsala, Swede.
- Verhandeling voorgelê in Werkgroep 6 en vergaderings bygewoon van die Raad van die Internasionale Sosio-logiese Vereniging as die amptelike afgevaardigde van Suid-Afrika (Augustus).

Bus fares up today

EAST LONDON — Fares on buses run by the two Ciskei transport companies — Gompo and Bhisu — increase today

When the group manager of the CTC, Mr Hans Kaiser, announced the increase 10 days ago he said the company had

been forced to increase the fares because of its critical financial position

Mr Kaiser appealed to commerce and industry to help their black labour force meet the increased fares either through wage hikes or some other form of subsidy — DDR.

JAARVERSLAG

1978

SENTRUM VIR INTERGROEPSTUDIES

(Geregistreer as The Abe Bailey Institute of Inter-Racial Studies Limited (Beperk deur Garansie))

Posadres:
P. a. Die Universiteit van Kaapstad
P. O. B. 7700
Republiek van Suid-Afrika

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Telefoon: 65-1145; 69-9511 t.b. 766

INLEIDING

gedurende die eerste twee jaar van bestaan het Sentrum vir Intergroepstudies gewerk in die eerste werksaamde gepubliseer. Om die Sentrum se erjaarsdag op 1 April 1978 te vier is die jaarverslag in 1977 vervaardig deur 'n verslag oor die eerste fin

DIE OORSPRONG EN DOELSTELLINGS VAN DIE SENTRUM

Die Sentrum word grootliks gefinansier deur die Abe Bailey-Trust wat ingevolge die testament van Sir Bailey gestig is. Dit is geregistreer as The Abe Bailey Institute of Inter-Racial Studies Limited (Beperk deur Garansie) — 'n maatskappy beperk deur garansie en sonder 'n aandele-kapitaal kragtens die Maatskappywet 1973 (Wet Nr. 61 van 1973).

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Whites on the wrong track

MR ELLIOT MAKHAYA and Mrs Maud Motanyana "forced" whites out of a train coach to Springs, and had the coach almost to themselves.

This was not a show of strength, writes Elliot, POST Showbiz Editor. And if you have been humiliated these days by being thrown out of an "all-white" first-class coach simply because of your skin colour, you can find solace in this piece.

The white first-class coaches (plenty of them) are usually empty. And if you happen to be ebony-faced, you've got to cram into that single "non-Whites" first-class coach.

Here's our experience, in reverse: With Maud I was waiting for the "Train 62" from Springs to Randfontein which

departs Johannesburg station at 8.07. Usually this train pulls off from platform 3. But this morning it pulled in at platform 4. "Maud", I exclaimed, "things seem to have gone multiracial." What we saw was unusual: whites and blacks in the same first-class coach. And, you guessed right, it was written "non-Whites".

"For sure, brother," replied Maud, "let's jump into the coach." At the time, some passengers were alighting at Johannesburg station and others were to continue with the "62".

We jumped in. There were now more whites than blacks in the coach. In fact, the only blacks in the train at the time were Maud and myself.

The train stood there for the clock

to strike 8.07. But before then a white female barrier attendant saw this "unholy mingle". She immediately approached and ordered the whites out of the coach.

And out they went leaving the black people in the coach — me and Maud. I have never had it so good, modinow!

But the difference was that the whites moved into another empty whites-only first-class coach. Had it been the other way round, blacks would have moved into a crammed single first-class coach.

Somebody must draw a line somewhere. It's either "no" or "yes".

It's either the South African Railways tells us whether they are out to nurse the racially motivated feelings of some white passengers and conductors, or to serve the paying public in general.

That Randfontein run

By LEN KALANE

FOCUS on overcrowded train travel has shifted from Soweto lines to trains between Randfontein

and Johannesburg and Springs. One complaint is

that most afternoon trains have only first-class carriages. And there is only one

first-class coach provided for blacks, too.

Train No 112 leaves Johannesburg for Randfontein about 4.10 pm. It has three third-class coaches, one first and the remain-

ing seven coaches are for whites.

It is followed by No 114 which goes to Krugersdorp. Randfontein commuters cannot use this train.

Trains 116 and 118, all first-class carriages, end up at Randfontein and Rodepoort respectively.

Then there are Nos 120 and 122 which head for Randfontein, but cannot be used by most blacks as they are also first-

The afternoon Randfontein-bound train — the front coaches are exclusively for whites. At the far end, blacks scramble to get into two third-class coaches and one first-class.

Elderly people are forced to jump down.

This, they claim, happens only to carriages on the black section of the train.

The Railways will investigate "right away" to meet train commuters demands and improve the train.

Departement van Justisie van die Republiek van Suid-Afrika
Corporation, van Community Relations Services van die
toegespreke en senior beamptes van die Carnegie
verskillende dele van die land bygewoon, baie vergader-
Committee deurgebring. "Ging my
Friends (makers) en van die American Friends Service

16/8/79 (269)

Then there are Nos 120 and 122 which head for Randfontein, but cannot be used by most blacks as they are also first-class only.

The next train is No 124 which ends up at Roodepoort, but has third-class coaches for blacks.

This, too, means commuters travelling to places beyond Roodepoort with third-class tickets end up without a train.

The next "all race" train that heads for Randfontein is No 126 and leaves Johannesburg at 5 pm — about an hour after the last train with third-class coaches to Randfontein, No 112, which departed Johannesburg at 4.10 pm.

NIGHTMARE

The 126, described as a nightmare, collects all the people waiting for the next train to Randfontein for over an hour from all the stations.

The train consists of two third-class coaches, a first, and five coaches for whites.

Blacks cling on outside of the doors. There is scrambling and grappling when the train passes station after station to collect more and more passengers.

Commuters have also complained about short platforms at most stations.

train.

● The Railways will investigate "right away", to meet train commuters demands and improve the service, the system manager, Mr Johannes Joubert, said

He said his office was not aware of several inconveniences the trains were causing to black commuters

PROBLEMS

He said the Railways Transport Consultative Committee would keep officials informed on the problems

The committee was founded in 1977 to investigate train operations in black areas.

The Railways would introduce 14-coach trains on the Randfontein line similar to those running in Soweto, he said.

And they would look into the possibility of adding third-class coaches to most of the all-first-class trains on the Randfontein line.

The Railways would start lengthening platforms at most stations on the line.

Mr Joubert added: "We cater equally for all our customers irrespective of colour or nationality. We are definitely going to look into all the complaints and amend where possible."

16/12/77 (277) (289) JM

EAST LONDON - The most Ciskeian bus fare increases were strongly condemned at an executive meeting of the Border Chamber of Industries here yesterday.

Mr John Rich, vice-president of the BCI and manager of the Agbro agricultural chemical factory in Berlin, said he estimated the increases would cost Berlin industrialists R20 000 a year and he will have to pay that out of our back pockets.

"I have had enough of bus companies and intend to write a strongly worded letter to the manager of the bus company with a copy going to the Decentralisation Board," Mr Rich said.

The latest increases are staggered depending on distances with the average percentage increase around 40 per cent.

Mr Rich said the fare from Mdantsane to Berlin had been increased 137 per cent -- "and that's ridiculous."

He added that unlike other areas, commuters and industrialists in Berlin had not been forewarned of the latest increases and that had created a lot of ill feeling in Berlin. "My employees are very unhappy," he said and added:

"As far as the Berlin

Ciskei bus fare hike attacked

area is concerned the whole way in which the increases were introduced was totally mismanaged."

About 300 passengers commute to Berlin daily from Mdantsane and the small township of Ilita near Berlin.

Mr Rich acknowledged most of his employees came from Ilita and neighbouring townships where, he said, fares had gone up 92 per cent.

The president of the BCI, Mr Max Phillips, said he had been briefed before the latest increases were announced and he appreciated the bus company had had no alternative but to increase their fares.

Replying to Mr Rich's criticism, the group manager of the bus company which serves Berlin,

Mr Hans Keiser, said one of the problems his company had encountered on the Berlin services was the fact the old fare structure was calculated on a very low base.

He added: "Even after the latest increases, approved by the Transportation Board on its economic merits, the fares charged on these services are still among the lowest in the country."

"Prior to implementing the new fares, representations were made to the appropriate authorities to absorb most of the increase by way of additional subsidies, but this was not successful."

"Before implementing the new tariffs the Berlin routes operated at a substantial loss and the bus company simply does not have the funds to subsidise routes which cannot at least pay for the costs of operation."

Reacting to Mr Rich's criticism of "mismanagement" and lack of forewarning, Mr Keiser said "Extensive publicity preceded implementing the new fares by way of press and radio reports, leaflets and personal letters to employers which, according to our list, included Messrs Agbro (Pty) Ltd."

- BUSINESS EDITOR

van Suid-Afrika (Augustus).

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1) Aarier lede:

- Mr K. Losman
- Professor A. Cupido
- Mr N. Daniels
- Mr J. Davids
- Professor J.J. Davelaar
- Mr K. de Villiers
- Dr I.D. du Plessis
- Professor J.J.J. Durand
- Professor G.B. du Toit
- Mr A. Fleury
- Professor P.I. Flegle
- Mr C.J. Gerret
- Mr D. Gumma
- Professor A. J. J. Har
- Dr Gertrud Hejdorn
- Mr T.A. Jacobs
- Mr H.N. Jamba

2) T. G. K. Kellows:

- Professor J.L. Boshoff
- Mr Stella T. van der Horst

Diek word na die Algemene Jaarvergadering van die Nasionale Party uitgenooi en kies elke drie jaar 'n verteenwoordiger van die keuse. 'n Verkieping is in 1978 gehou en die huidige ampdraer is Biskop A.W. Habelgaard. Terwyl geen verpligtige aanrede opgelê word nie, word hulle geraadpleeg in verband met sake wat die sentrum se program raak.

NAVORSING

Volgende die verslagjaar het die navorsing van die sentrum die volgende behels:

- A. Mobiliteit en Politieke Verandering in Suid-Afrika
- B. Hierdie projek is 'n paar jaar gelede aangepak. 'n Onderzoek onder die kleurling bevolking van die Kaapse Skiereiland is onderneem. 'n Aantal tydelike navorsings-

The Star

Thursday August 16 1979

Bigotry thrives under the law

THE Prime Minister said last night that we should end discrimination, without enforcing segregation. Fair enough, provided the policy is fairly applied. But this laissez-faire policy regrettably discriminates against the fairminded, and creates a field day for the bigots—as a ride on the good old SAR today demonstrates.

The SA Railways, to its credit, has been relaxing its once rigid train apartheid. When trains are crowded it allows conductors to permit blacks holding first-class tickets to use "white" coaches. The concession was working well, according to the Railways, until a coloured man who did just this was arrested and charged (unsuccessfully as it turned out): because of the resultant publicity "whites started complaining and blacks started abusing the system."

Thus a Railways spokesman, who also stated: "If there is a complaint from a white passenger the conductor is obliged to ask the black person to leave the coach."

Well, why? Why should a large public service like the SAR, which has lately shown itself to be quite enlightened in various racial areas, feel compelled to kow-tow to the prejudices of a single white passenger? This is one more example of the strange official attitude which

encourages bigotry to dictate key policies. Evidently it takes only one anonymous complaint to have an "objectionable" book embargoed; to have coloured people thrown out of "white" accommodation, or white coaches, even though hundreds of others may have no objection. It is an attitude which creates havoc in our race relations; one which does constant damage to South Africa's name.

A related question concerns publicity. In similar vein to the SAR, Mr Marais Steyn of Community Development has said that "there were very few prosecutions for illegal occupation (by coloured and Indian people) before the Press made an issue of it. Now we get a stream of complaints and we must respond to them."

We do not know how many complaints constitute a stream. We do know that "illegal" tenants were and are living in peace with the majority of their white neighbours; that with or without publicity their deepest desire was for secure occupation, free from fear of the snoopers and bigots. It is the law which is at fault, not the reports which spotlight its anomalies and its shame.

If South Africa is really relaxing apartheid, it is time to do so openly—and for the new leader to accelerate and encourage the examples of change.

Memorante Central Committee se Konferensie oor: 'Die
Adkundige Vredeskerke', Gaborone,

14

navorsings-Fellows het aansienlik tot die Sentrum se
program bygedra: dr Sheila T. van der Horst, afgetrede
professor J.L.

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It van die Noorde.

Intergroepstudies
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jaar 57 lede en

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277

Bus fares up again

Indaba Reporter

GRAHAMSTOWN - A second hike in bus fares in two months has been made by Grahamstown Municipality.

The five cent charge for children from the market to Makana's Kop was eliminated in June when a charge of eight cents for all tickets sold was introduced on the market run although the special five cent charge for the school bus was retained.

At a community council

The community council met on Monday evening at 7.30 in the municipal hall. The meeting was presided over by Mayor A. D. Muller. The agenda for the evening included a report by the manager of the bus service, Mr. G. J. J. van der Merwe, on the increase in fares and the proposal to eliminate the charge for children from the market to Makana's Kop.

meeting councillors were informed by letter that the municipality was again proposing to increase charges from 13c to 15c for the round trip, with season tickets up to R1.30 from R1.10.

The market run would cost 10c not 8c with the season tickets up to 90c from 70c.

Mr B. B. Zondani urged that the present routes be reconsidered. He said they were not satisfactory. The number of buses were inadequate.

The meeting was adjourned until the next meeting on Monday evening at 7.30.

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c) Ander lede:

- | | |
|---------------------------|---------------------------|
| Mr K. Bosman | Mr W. H. Muller |
| Professor A. Cupido | Mr M. T. J. van der Merwe |
| Mr N. Daniels | Professor A. D. Muller |
| Mr A. de Klerk | Mr J. A. J. van der Merwe |
| Mr J. J. J. van der Merwe | Mr J. J. J. van der Merwe |
| Mr J. J. J. van der Merwe | Mr J. J. J. van der Merwe |
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| Mr J. J. J. van der Merwe | Mr J. J. J. van der Merwe |
| Mr J. J. J. van der Merwe | Mr J. J. J. van der Merwe |

d) Tee Ere-Fellows:

- Professor J. L. Boshoff
 Dr. Sheila T. van der Horst

Lede word na die Algemene Jaarvergadering van die "Maatshappy" uitgenooi en kies elke drie jaar 'n verteenwoordiger op die beheerraad. 'n Verhiesing is in 1978 gehou en die huidige ampsdraer is Biskop A.W. Habelgaard. Terwyl geen verpligtinge aan lede opgelê word nie, word hulle gerooep om in verband met sake wat die sentrum se program raak.

NAVORSING

Die lede van die verslagjaar het die navorsing van die sentrum die volgende behels:

A. Mobiliteit en Politieke Verandering in Suid-Afrika

Hierdie projek is 'n paar jaar gelede aangepak. 'n Onderzoek onder die kleurling bevolking van die Kaapse Skiereiland is onderneem. 'n Aantal tydlike navorsings-

Conferencie van die Suid-Afrikaanse Vereniging van...

Suid-Afrikaanse Jaarlikse Vergadering van die Religious Society of Friends, Kaapstad (Januarie).

Negende Wêreldkongres van Sociologie, Lipsala, Swede. Verhandelings voorlegging in Werkgroep 6 en vergaderings bygewoon van die Raad van die Internasionale Sociologiese Vereniging as die amptelike afgevaardigde van Suid-Afrika (Augustus).

18/8/79/

Cape Town's 'terror' trains

Nightmare ride on one of



The whistle blows, the train goes and it's a case of hanging on for dear life

● Pictures by Willie de Klerk



COMMUTERS packed like sardines in the 6.45 am from Nyanga.



A CHILD is eased through a train window as commuters battle to disembark at Bonteheuwel station.

LOVE IT? - NOT WE!

Angus 18/8/29

18/8/79

CLINGING to a hand-rail for dear life, my only other support a toe on the running board, I this week experienced a nightmare ride hanging out of one of Cape Town's 'terror' trains.

The local Railways Systems Manager says some people 'love it.' Not me.

I wasn't only fighting the crush but a gusty south-easter that threatened to pluck me from my precarious perch.

And it wasn't fun at all.

Nor were the other commuters hanging out because they 'loved' the experience.

The people in the coach were packed like sardines and, as one commuter put it, 'it's the only way if you want to get to work on time.'

Denial

The people were rushing to work. Weekend Argus photographer Willie de Klerk and I were conducting an on-the-spot survey of peak-hour train facilities.

It was my first 'hanging on' experience . . . and my last.

It was terrifying.

Our survey followed the denial by Western Cape System Manager Mr E W Kirsten that trains were 'overcrowded.'

After a commuter was killed and two injured while hanging out of a train, a shocked Mr Kirsten started an investigation at 4.15 am.

He conceded the trains were crowded but denied they were overcrowded.

By Rashid Seria

He said there was a certain type of commuter who 'just loved hanging out of coach doors.' He had seen passengers hanging out and others standing between coaches while there was still room inside.

Mr Kirsten visited the main trouble spots — Langa, Nyanga-Manenberg and Salt River — and other stations.

We started at 5 am and our survey took us to Nyanga-Manenberg, Mutual, Langa, Bonteheuwel and Salt River.

Most of the third-class coaches of trains between 6 am and 7.30 am were jam packed and in several instances people were hanging out.

At Mutual as early as about 6.20 am, commuters had to battle to get into the third class coaches of the Bellville-Cape Town train.

Full

When the train pulled out of the station, the doors were still open with some commuters hanging out, but it was only for a short time while the embarking passengers were absorbed.

When we boarded the 6.45 am at Nyanga, it was already full and when we got to Heideveld, a number of commuters were hanging out of coaches.

'Aren't you scared?' I asked a man clinging on to a window ledge.

'No, not really. I do it every day. I'm used to it. I can't do otherwise, or I'll never get to work on time.'

'Do you enjoy doing it?' 'But you can see for yourself,' he said looking rather annoyed, 'the train is full, I can't do otherwise.'

At Bonteheuwel station, there was chaos with commuters fighting to get out and others struggling to get in.

Window

Assisted by two passengers, we had to jump through an open window to get out.

'Ja, please write about this,' they urged us.

'We pay our fares but we can't even get decently into the train. Don't even talk about getting a seat. Sometimes people lose their bags or their lunch in this pushing.' We reached Langa after 7 am by which time it was quiet.

'You missed the rush, mister,' a commuter told us. 'Here you must come very early in the morning to see people jumping through windows to get into the trains.'

We watched two trains pick up passengers at Langa. There was standing space in the coaches which was quickly filled by embarking commuters. Nobody hung out of coach doors.

Pushing

My nightmare experience came trying to board the Kraaifontein train at Mutual at about 7.15 am.

The coaches were filled to capacity with all seating and standing room taken.

The crowd was still pushing when the whistle went and the train started to move slowly.

I grabbed the hand-rail, managed to get a foothold after forcibly pushing the chap in front of me and was 'hanging on' for dear life.

With passengers jammed against them, there was no way the doors could close. Thank God for that, if they had closed I could easily have been knocked off.

To get a secure foothold was impossible, the train was so full. I was afraid if someone coughed too loudly I might lose the precarious support of my toe on the running board.

Support

An approaching concrete support for an overhead bridge soon diverted my attention.

The death of a 'hanger on' commuter who was brushed off by a piece of wooden scaffolding under a bridge, immediately came to mind and a cold shiver went down my spine as I desperately tried in vain to edge my way into the coach.

I could have brushed up to within a few centimetres of the pillar. The distance could even have been greater, I don't know, I didn't look, I didn't want to look, I was too scared.

Keep your sang-froid also in crammed trains

Feb 20/8/79

3/3 269

Dignity Lane

IT IS something of a major problem to keep your dignity when everything else is screaming out for you to protest.

It is even harder to keep your head when all around you are trying to upset you.

But the trick is to try.

Take trains. The unfortunate people of Soweto have been subjected to every kind of indignity from the day trains became such an important feature of their lives.

We are forced to use trains to get to work and also do sundry other things.

It is a terrible thing for men, women and children to be crammed together in coaches as it happens on our trains. It is even more terrible to be subjected to muggings and the insults thrown at you by ticket-examiners

and officials on the railways.

But we have kept a stiff upper lip for almost a decade. We have patiently suffered the indignities with not so much as a bleat.

But the indignities are magnified when you are using trains between Johannesburg and other Reef towns. These lines also have coaches for whites, you see. And here lies the rub.

WHITES

Whites, who really need not use trains, who have the money to buy more than one car, are given the best kind of service. As blacks pack themselves like something evil into their coaches, whites sit on comfortably in almost empty coaches. How those guys can suffer this kind of thing, look on as other people are suffering, is beyond us. Yet they do, and seemingly appear to delight in it.

Some blacks, because they cannot stand this anymore, have taken chances by breaking the law. They enter white coaches and just sit there, come rain come shine.

And what do you think

happens? As soon as some of the more verkrampte whites see this they chase all the whites out of a half-empty coach, just because a few blacks have had the impertinence to sully their lily-whiteness with their presence.

We have previously said nobody should accept indignity and whatnot, for this is against God's will.

Still we fear it is better to shoulder your injured dignity with as much sang-froid as you can, rather than enter a coach where angels seemingly fear to tread.

It is the ultimate indignity for people to empty a coach just because you have dared to enter it.

WORD OF GOD

For if ye forgive men their trespasses, your heavenly Father will also forgive you:

But if ye forgive not men their trespasses, neither will your Father forgive your trespasses.

Matthew 6:14-15

Write to the Editor at P O Box 6663 Johannesburg 2000 Noni de plumos can be used but full names and addresses should be supplied or the letter will not be published

Political comment in this issue by P Qoboza, J Latakomo & A Klaaste Headlines sub editing & posters by S Matlhak's all of Cnr Blumberg Street and Comandó Road Industria

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DEPARTEMENT VAN VERVOER

No. 1819

24 Augustus 1979

**WET OP VERVOERDIENSTE VIR SWARTES,
1957 (WET 53 VAN 1957), SOOS GEWYSIG**

Kragtens artikel 2 (1) van die Wet op Vervoerdienste vir Swartes, 1957 (Wet 53 van 1957), verklaar ek, Jan Christiaan Heunis, Minister van Vervoerwese, na oorlegpleging met die Nasionale Vervoerkommissie, die gebied onder die regsrag van die stedelike plaaslike bestuur van Harrismith met ingang van 1 September 1979 tot 'n gebied waarin die bepalings van die Wet van toepassing is op volwasse Swartes in diens van 'n werkgewer in die verklaarde gebied, en kragtens artikel 3 van daardie Wet stel ek, na oorlegpleging met die Nasionale Vervoerkommissie, die bedrag van R1 per maand vas as die tarief wat met ingang van 1 September 1979 ten opsigte van daardie verklaarde gebied aan die betrokke Administrasieraad betaalbaar is.

J. C. HEUNIS, Minister van Vervoerwese.

DEPARTMENT OF TRANSPORT

No. 1819

24 August 1979

**BLACK TRANSPORT SERVICES ACT, 1957
(ACT 53 OF 1957), AS AMENDED**

In terms of section 2 (1) of the Black Transport Services Act, 1957 (Act 53 of 1957), I, Jan Christiaan Heunis, Minister of Transport Affairs, after consultation with the National Transport Commission, declare the area under the jurisdiction of the urban local authority of Harrismith to be an area in which the provisions of the Act shall apply, with effect from 1 September 1979, in respect of adult Blacks in the employ of an employer in the declared area and, in terms of section 3 of that Act and after consultation with the National Transport Commission, fix the sum of R1 per month to be the rate of the contribution payable to the appropriate Administration Board in respect of the said declared area, with effect from 1 September 1979.

J. C. HEUNIS, Minister of Transport Affairs.

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20/8/79

269

No. 1820

24 Augustus 1979

**WET OP VERVOERDIENSTE VIR SWARTES.
1957 (WET 53 VAN 1957), SOOS GEWYSIG**

Kragtens artikel 3 (1) van die Wet op Vervoerdienste vir Swartes, 1957 (Wet 53 van 1957), soos gewysig, stel ek, Jan Christiaan Heunis, Minister van Vervoerwese, na oorlegpleging met die Nasionale Vervoerkommissie, hierby die bedrag van R1 per maand, vas as die tarief ten opsigte van die verklaarde gebied van Alberton met ingang van 1 September 1979.

J. C. HEUNIS, Minister van Vervoerwese.

No. 1820

24 August 1979

**BLACK TRANSPORT SERVICES ACT, 1957
(ACT 53 OF 1957), AS AMENDED**

In terms of section 3 (1) of the Black Transport Services Act, 1957 (Act 53 of 1957), as amended, I, Jan Christiaan Heunis, Minister of Transport Affairs, after consultation with the National Transport Commission, hereby fix the sum of R1 per month as the rate in respect of the declared area of Alberton, with effect from 1 September 1979.

J. C. HEUNIS, Minister of Transport Affairs.

Farmers protest they are subsidising train fares

~~3 DD 30/8/79~~

269 DD 30/8/79

EAST LONDON — Several farmers protested yesterday at the annual congress of the Cape Province Agricultural Union against the fact that the farming community was in fact subsidising the cheap train fares paid by industrial workers

A motion was introduced by the Southern Cape Agricultural Union in which congress was asked to request the government to compensate the

South African Railways for losses sustained on socio-economic passenger services in order to curb further increases in the transport tariffs especially livestock and fertiliser.

In the debate that followed, it was said that the farmers felt that it was not necessary for them to subsidise this service and that they were no longer willing to do so.

Mr D. Butler, system manager of the South African Railways in East London said that the whole question of the losses sustained by the Railways on socio-economic services was being dealt with by a commission which was appointed for that purpose and that the commission and the government would decide in the near future about the whole question. — DDR

SENTRU
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Nr. 61 van 1973).

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POST reporter Thabo Olliphant had a "white" non-white coach to himself on the Johannesburg-Randfontein train on his way to work yesterday morning

but not before he had been man-handled and suffered humiliating indignity.

Here is his account of the incident: Train 0079, which leaves Krugersdorp at 7,48, had two first class coaches for blacks, but one had only whites inside. The other one was congested.

While other blacks were afraid to get into the white-packed coach, I decided I was not going to be cramped while there was ample space in the other coach.

A 'dignified' train ride for Thabo . . .

Just as I was about to board the train, a white woman told me that it was a "white" coach. I told her that it was marked "non-whites" and ignored her.

I heard her saying behind me: 'But there are only whites inside' as I got myself a seat. She came and sat in line with me, on the opposite side of the aisle.

A coloured man entered and asked me for which race the coach was. Before I could explain that it was OUR coach and we had every right to it, he said 'I do not want to have any trouble with whites' and left for the other coach.

I was left alone with the whites, having with me a stomach all the absurd and abusive remarks hurled at me but I decided I was not going to move an inch, for my pride's sake.

At Luipaardsvlei station, while receiving 'friendly' advice that 'you' better go to your people's side, another woman called a white railway policeman.

The policeman, not looking more than 20 (and that means he is far younger than me), came hurriedly to me and, speaking in Afrikaans, asked in an authoritative voice: 'Can I help?'

I produced my ticket but he ignored it. Suddenly he grabbed me by my jacket's shoulder, pulled me off my seat, and dragged me half way through the coach.

Incidentally, he was dragging me in the opposite direction of the other non-white coach, and it is a wonder that my jacket was not torn.

He asked me what I was doing in the coach and, after I explained to him, he told me that I thought I was smart.

He pushed me violently onto a seat, and said we would get off together at the next station. He then went to have a chat with somebody and for the first time I saw a smile on his face.

During their chat, the companion hinted that the coach was marked 'non-white' and only then did he check. After ascertaining, he indifferently said to me: 'You are right'.

He asked the whites to leave the coach and I had it to myself, but not before I had undergone a strain on my dignity.

Gedurende die verslagjaar het die navorsing van die Sentrum die volgende behels:

A. Mobiliteit en Politieke Verandering in Suid-Afrika

Hierdie projek is 'n paar jaar gelede aangepak. 'n Onderzoek onder die kleurling bevolking van die Kaapse Skiereiland is onderneem. 'n aantal tydelike navorsings-

Negende Wêreldkongres van Sosiologie, Uppsala, Swede. Verhandeling voorgelê in Werkgroep 6 en vergaderings bygewoon van die Raad van die Internasionale Sosiologiese Vereniging as die amptelike afgevaardigde van Suid-Afrika (Augustus).

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**DEPARTEMENT VAN SPOORWEE EN
HAWENS**

No. R. 1899

31 Augustus 1979

Ingevolge die bevoegdheid wat aan my verleen is by artikel 4 (3) van die Spoorweg- en Hawepensioenwet, 1971 (Wet 35 van 1971), verleen ek, Jan Christiaan Heunis, Minister van Vervoerwese, na raadpleging met die Spoorweg- en Haweraad, goedkeuring daaraan dat die Pensioenregulasies, gepubliseer in Goewermentskennisgewing R. 859 van 28 Mei 1971, soos gewysig, soos volg verder gewysig word met ingang van 1 Julie 1979:

REGULASIE 24

Vervang paragraaf (2) (i) (ii) (11) deur die volgende:

(11) Vanaf 1 April 1979 tot 30 Junie 1979—315 persent op (3).

Voeg die volgende paragraaf (2) (i) (ii) (12) by.

(12) Vanaf 1 Julie 1979—320 persent op (3).

REGULASIE 48

Hernommer paragrawe (13) en (14) om te lui (14) en (15) en voeg die volgende nuwe paragraaf (13) in:

(13) Die jaargelde van die ondergenoemde jaargeldtrekkers van alle fondse, word van 1 Julie 1979 af soos volg verder verhoog:

(a) 10 persent in die jaargelde van jaargeldtrekkers, behalwe weduweejaargeldtrekkers, wat voor of op 1 Desember 1973 betaalbaar geword het;

(b) 20 persent in die jaargelde van weduweejaargeldtrekkers wat voor of op 1 Desember 1973 betaalbaar geword het; en

(c) 10 persent in die jaargelde van weduweejaargeldtrekkers wat gedurende die tydperk 2 Desember 1973 tot 30 November 1977 (beide datums ingesluit) betaalbaar geword het.

**DEPARTMENT OF RAILWAYS AND
HARBOURS**

No. R. 1899

31 August 1979

Under the powers vested in me by section 4 (3) of the Railways and Harbours Pensions Act, 1971 (Act 35 of 1971), I, Jan Christiaan Heunis, Minister of Transport Affairs, do hereby, after consultation with the Railways and Harbours Board, approve of the Pension Regulations, published in Government Notice R. 859 of 28 May 1971, as amended, being further amended as follows with effect from 1 July 1979:

REGULATION 24

Substitute the following for paragraph (2) (i) (ii) (11):

(11) From 1 April 1979 to 30 June 1979—315 per cent on (3).

Insert the following paragraph (2) (i) (ii) (12):

(12) From 1 July 1979—320 per cent on (3).

REGULATION 48

Renumber paragraphs (13) and (14) to read (14) and (15) and insert the following new paragraph (13):

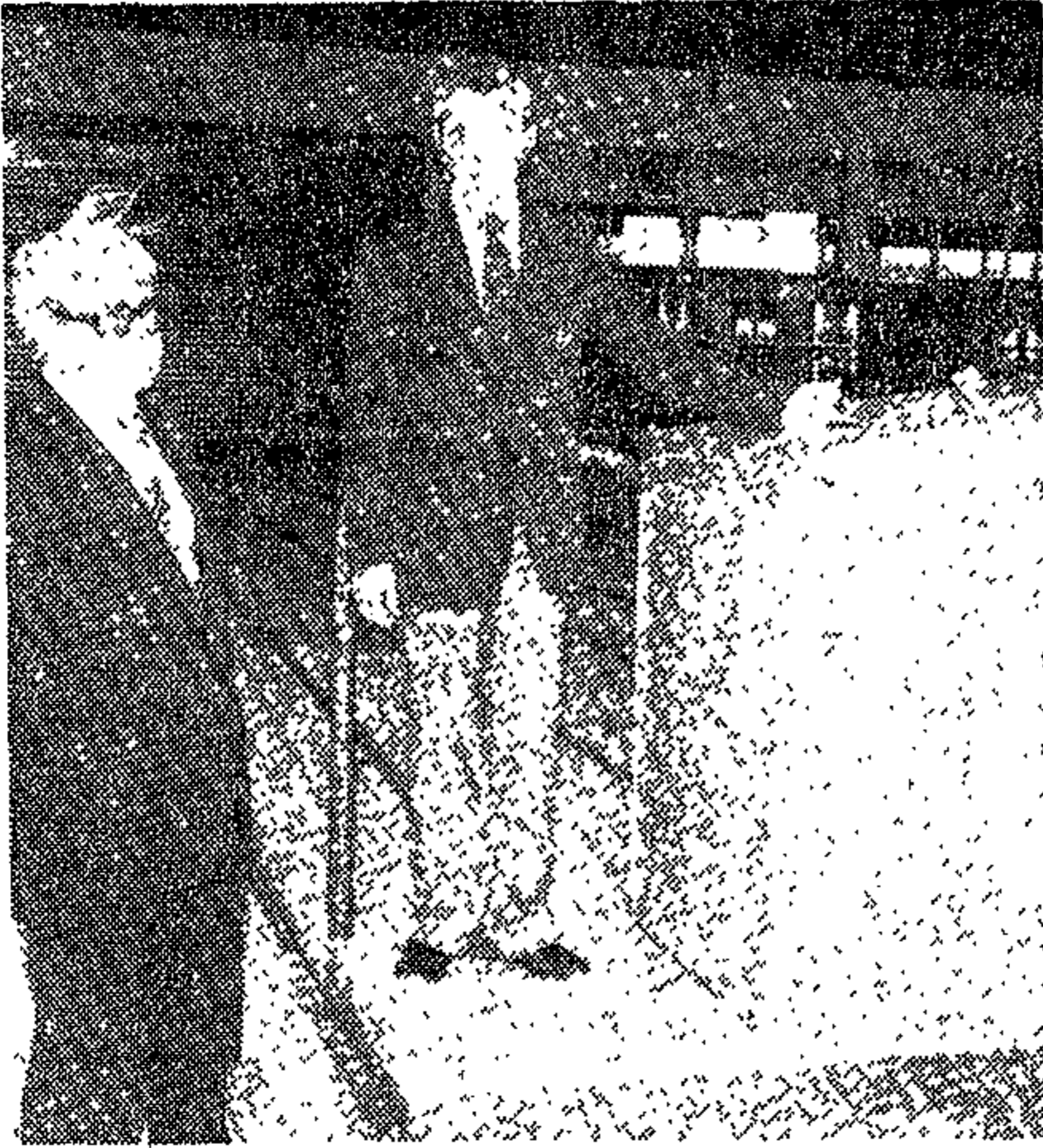
(13) The annuities of the undermentioned annuitants of all funds, shall, from 1 July 1979, be further enhanced as follows:

(a) 10 per cent in the annuities of annuitants, excluding widow annuitants, which became payable before or on 1 December 1973;

(b) 20 per cent in the annuities of widow annuitants which became payable before or on 1 December 1973; and

(c) 10 per cent in the annuities of widow annuitants which became payable during the period 2 December 1973 to 30 November 1977 (both dates included).

BUSINESS



The regional manager of SAA in East London, Mr John Midgley (left) and the station manager (airport), Mr Brian Townsend with the special mobile loading platform that is a feature of the new cargo handling complex at the East London airport. The complex will be open for business from Monday.

New air cargo facility in EL

EAST LONDON — Air cargo handling in East London enters a new era from Monday with the inauguration of a R654 000 ultra-modern, fully mechanised cargo handling installation at the East London airport.

Up to now SA Airways staff have operated in makeshift premises on the left of the airport building complex with cargo and staff exposed to rain, wind and other inclement weather.

The new cargo handling building, about 300 m from the airport terminal, is completely weather-proof under 1 300 square metres of covered roof and is geared to meet the demands of modern, high-speed, efficient cargo handling.

Fully automated machinery will lift pallets to and from incoming and outgoing trucks under shelter and there is ample storage capacity in the building, which has a floor space of 427 square metres, for large, small and perishable cargoes.

Perishable cargoes like fruit and flowers can be stored in a special refrigerated chamber.

Although East London is the last of the smaller

centres on SAA's domestic routes to be equipped with the facility, the growth in air cargo underlines the necessity for the new facility.

Cargo leaving East London, including exports, has grown from 772 580kg in 1975 to 878 890kg in 1976, while from 1977 to 1978 there was a dramatic 65,5 per cent increase from 854 004kg to 1 413 827kg.

And already in the eight months January to August this year, cargo loaded in East London — 1 274 385kg — has almost matched last year's total of 1,4 million kg.

Comparative annual figures for cargo landed in East London are not available, but in the eight months to August this year 1 379 065kg of cargo has been off-loaded in East London.

Mail figures are also significant with 142 223kg of mail loaded at the East London airport last year.

Major export air cargoes handled in East London are pines and leather with car parts the biggest single import item, but most of the air freight handled here is general cargo.

BUSINESS EDITOR

Cube the potatoes while still hot. Chop up the bacon, mix with the potatoes, onion and mayonnaise. Season with a little

boiled potatoes
cooked bacon
mayonnaise

chopped onion
salt and pepper

GERMAN POTATO SALAD

Ethne Beard, Port Elizabeth

---000---

Cut the centre from the cabbage, leaving the outer leaves to form a bowl. Wash well. Chop onion. Peel and cube the carrots and pineapple. Cube tomatoes. Thinly slice some of the inner leaves of the cabbage leaving the stalks. Place the carrots, pineapple, tomatoes, sliced cabbage and the finely chopped onion in a bowl adding any juice from the tomatoes, pineapple and add salt and black pepper to taste. Toss well, then pile the salad into the cabbage "bowl". Garnish with radish roses and a small bowl of mayonnaise for those who like it. To make the radish roses, cut across the tops in a double cross, then put them in iced water until the radishes open up.

1 fresh green medium size
cabbage
onions
carrots

tomatoes
fresh pineapple
radishes

STUFFED CABBAGE SALAD

May Bennett, Ridgeworth

43

Mix the curry powder. Flour with a little water. Mrs. Futter

2 lbs sliced green beans
2 chopped onions

Boil the beans (sliced) with salt and onions till cooked, then pour off the water.

Sauce:
1 1/2 cups sugar
1 d curry powder

1 heaped T flour
1/2 bottle vinegar

1 d salt, level
2 cups water

CURRIED GREEN BEAN SALAD

Mrs Futter, East London

---000---

Wash and shred the lettuce, chop onions finely and parsley; keep a few pieces for garnishing. Wash cucumber peel and cube. Wash scallions, and cut tops off leaving a short piece of the green left on. Toss the lettuce, parsley, cucumber, onion and scallions together, salt and pepper. Pour over a little French dressing and serve in a glass bowl. Garnish with a few sprigs of mint and parsley.

1 medium size lettuce
2 onions
parsley

1 cucumber
mint (fresh)
scallions

SPRING GREEN SALAD

May Bennett, Ridgeworth

44

Orsmond replies to Sebe harbour claim

EAST LONDON — It's about time the Ciskei and Transkei recognised East London is the only logical port to serve the area.

That point was made in an interview here yesterday by Mr George Orsmond, a long-standing member of the East London Harbour Advisory Board and executive member of the East London Chamber of Commerce.

"The Chief Minister of the Ciskei, Mr Lennox Sebe, has made several demands that the Ciskei should take over the control of the East London harbour," Mr Orsmond said.

"Furthermore, he has said that if he does not receive that control the Ciskei will develop another harbour at the mouth of the Keiskamma River.

Similar statements were made by President Kaiser Matanzima when he was Prime Minister of Transkei.

"It's high time we gave careful consideration to these claims," Mr Orsmond said.

"The amount of traffic imported through East London and consigned to Transkei in one month, excluding petrol, was less than 4 000 tons, while only three per cent of the total cargo handled monthly comprises imports for the Ciskei.

"Exports from Transkei have only started developing from Butterworth and at present only a handful of cargo is available for export port.

"It is hoped, however, that exports from Transkei will increase and that marble will be available for export shortly.

"What of the Ciskei? Barring wool, nothing is available. And, from recent reports, exports from Dimbaza are routed, for some unknown reason, through Port Elizabeth.

"In view of that, is the Ciskei entitled to a part of the harbour for its traffic?"

"The Mayor of East London, Mrs Elsie Kemp, suggested some time ago that the Ciskei should be given a berth at the port, but that would be impossible as the amount of inward cargo conveyed to the Ciskei would not justify the exclusive allocation of a berth to the Ciskei.

"Chief Sebe has suggested half the port. What does he intend using the port for?"

"The cost of running a port is high. The East London harbour requires regular dredging. Two dredgers carry out the work, two big tugs are required for berthing services and the port is served by two pilot boats. That's the floating equipment.

"Then there are the cranes, fork-lift trucks and other mechanical devices — mostly operated by blacks from the Ciskei and Transkei.

"And what about the capital involved? The interest payable on that capital would have to be paid to the holder — the central government.

"The bulk of the traffic handled at the port is in transit — copper from Zaire and Zambia, maize from the Transvaal and Free State, wool from the Border, Northern Cape

and Free State, steel from the Transvaal, and fruit from the Kat River valley.



MR ORSMOND

Inward traffic is mostly destined for Zambia with a small amount of cargo going to the North, including the Transvaal.

"At the stroke of a pen that traffic could easily be diverted and could easily be handled by other South African ports.

"At present some 250 blacks work at the harbour and all of us in East London would certainly like to see many more employed.

"Continuous and extensive efforts are made to attract cargo to the harbour. The East London Chamber of Commerce, for instance, has gone outside the borders of South Africa to get cargo and every effort should be made by anyone and everyone in this area to obtain cargo for East London.

"An increase in cargo would result in the work force at the harbour being increased considerably, which would be to the benefit of the people living in this area, whether they're from the Ciskei or Transkei.

"We must all realise, however, that the export market is sensitive. That was evident with export traffic routed through Maputo. It took a great deal of effort on the part of the general manager of the Railways, Dr Kobus Louber, to persuade exporters in the Transvaal to return to Maputo.

"Demands for the incorporation of East London or its harbour into the Ciskei could have a similar effect on the East London harbour.

"To be viable, a harbour must have facilities to handle cargo and good rail connections. The mouth of the Keiskamma would be ideal to establish a port, but from where would cargo emanate? The same applies to

Transkei. Neither port has a direct rail line to the North.

"Nobody wishes anybody else to suffer a loss, but right at this moment, establishing a port in either of our neighbouring states would be an economic disaster.

"We must all ensure the East London harbour is worked to its maximum capacity. When that happens there will be opportunities for further development and expansion which will benefit residents of Transkei and Ciskei by providing employment, something which is most important to us all."

Mr Orsmond suggested one way in which Transkei and Ciskei could become more familiar with the problems involved in running a harbour would be to appoint representatives from the two states to serve on the Harbour Advisory Board.

DR

CHICKEN AND CUCUMBER SALAD

- 1 cup cooked chicken, diced
- 4 T finely chopped walnuts
- French dressing/mayonnaise
- lettuce

Marinated chicken, cucumber, nuts and peas with French dressing. Serve on lettuce with mayonnaise. Cover with greaseproof paper and refrigerator until ready for use.

FRUIT SALAD

- 1 11 oz can (1 1/3 cups) mandarin orange sections, drained
- 1 6 1/2 oz or 7 oz can tangerine sections, drained
- and tangerine in large chunks
- 2 t soya sauce
- 1 t lemon juice

In a large salad bowl, combine lettuce, apple, orange sections, tangerine, nuts; toss together. Combine mayonnaise, soya sauce and lemon juice; mix well. To serve, add dressing to salad; toss gently. Makes 6 servings.

269 RDM

Public servants to make salary demand

Pretoria Bureau

A SERIES of demands for big salary and wage increases will be made before the end of the year by worker organisations in the public sector, including the Railways and Post Office.

The total earnings of the 920 000 workers affected amount to more than R3 200-million annually.

The staff associations claim the 10% increase granted in April to all public sector workers have been more than swallowed up by spiralling price rises in the past six months.

However, it was learnt interim increases are unlikely, but provision will be made in the 1980/81 budget for rises which could pump between R350-million and R400-million into the economy.

At the Trade Union Council of South Africa's annual conference in Cape Town yesterday, it was stressed that wage and salary earners are worse off now than a year ago and that prospects for the next year are grim.

Staff association leaders point out the country is in the most vicious inflation cycle since 1974 and the rise in the wholesale price index indicates a pipeline bulging with further price hikes.

The index for the year to the end of July measured a 15,8% rise. In July alone it shot up by 2,6%.

It is against this background that staff associations claim the need for relief is urgent.

The Salaried Staff Association of the Railways has lodged a claim with the Minister of Transport, Mr Chris Heunis.

And yesterday the executive of the 22 000-strong Artisan Staff Association met in Johannesburg to determine the extent of the wage increase claim they will lay before Mr Heunis at a special meeting in Pretoria tomorrow.

The other five Railway staff associations, including the SA Footplate Staff Association, will meet the Minister during the next two months.

In Pretoria the president of the Public Servants' Association, PSA, Mr S D de K Venter, said yesterday the PSA had "made submissions" to the Public Service Commission, especially on the "shortcomings" of the April 10% rise.

State department employees, including police, defence and prisons personnel, total 314 000. Their total annual earnings amount to about R1 240-million.

The 242 000 workers employed by the provinces earn an annual R900-million, Railway workers R1 032-million, and Post Office workers R300-million.

Economists said yesterday the Government was likely to be "receptive" to the claims because they would fit into the programme now being considered to raise consumer spending as a move to stimulate the economy.

Now bus tickets for shoppers at off-peak times

Municipal Reporter

In a bid to increase the use of off-peak buses, the Johannesburg Transport Department is to introduce three types of daily bus tickets.

The Council's transportation committee this week approved the tickets which will probably go on sale at the end of the year.

The "50c shopper's" ticket will allow unlimited off-peak travel in zone one, and the "R1 Shopper's Special" will allow unlimited travel in zone one plus a journey to and from the city in off-peak buses.

It is hoped the two shopper's tickets will also boost the use of the cross-city service, which goes into operation on September 24 and encourage housewives to leave their cars at home when they go shopping.

REFUNDS

Negotiations are under way for members of the Central Business District Association marketing committee to offer refunds on these tickets when they have special promotions.

The third new ticket will be a daily R1.50 tour ticket, which will allow visitors unlimited travel in all four zones on all off-peak buses. These tickets will be sold at the Market Street coupon office, the Vanderbilt bus-terminus and by the Johannesburg Publicity Association and hotels.

To publicise the cross-city bus service and the new Floss Street busway, the transport department will put four buses decorated with special slogans on the road at the end of this month.

Mass rail death trial is put off

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JARVERSLAG
1978

SENTRUM VIR INTERGROEPSTUDIES
Registreeer as The Abe Bailey Institute of
Inter-Racial Studies Limited
(Beperk deur Garansie))

Posadres:
P/a Die Universiteit van Kaapstad
Rondebosch
Republiek van Suid-Afrika
7700

Kantooradres:
Leslie Social Sciences Building
University Avenue
Grootte Schuur Campus

Telefoon: 65-4145; 69-8531 Uitb. 766

INLEIDING

Gedurende die eerste nege jaar van sy bestaan het die Sentrum vir Intergroepstudies gereeld 'n jaarverslag oor sy werksaamhede gepubliseer. Om die Sentrum se 10de verjaarsdag op 1 April 1978 te vier is die jaarverslag in 1977 vervang deur 'n Oorsig oor die Eerste Tien Jaar.

DIE OORSPRONG EN DOELSTELLINGS VAN DIE SENTRUM

Die Sentrum word grootliks gefinansier deur die Abe Bailey-Trust wat ingevolge die testament van Sir Abe Bailey gestig is. Dit is geregistreer as The Abe Bailey Institute of Inter-Racial Studies Limited (Beperk deur Garansie) - 'n maatskappy beperk deur garansie en sonder 'n aandeel-kapitaal kragtens die Maatskappywet 1973 (Wet Nr. 61 van 1973).

By Willie Mahloane

THE trial of a signalman who allegedly caused the death of 15 black passengers in a rail collision near Vereeniging, has been postponed to December 10.

Mr Jacobus Carolus van Graan (45), of 8 Rex Oliver Street, Sonlandpark, appeared before Mr C C Butler in the Johannesburg Regional Court.

He pleaded not guilty to culpable homicide, alternatively contravening railway regulations.

He is represented by Mr S van Nieuwenhuizen. It is alleged that through Mr van Graan's negligence, two trains collided resulting in the death of three passengers on December 3 1977 between Houthuwel and Leeuwhof stations.

Evidence is that Mr van Graan negligently ignored signals and allowed a goods train to go past his station which collided with the passenger train coming from the opposite direction.

Mr van Graan was signalman and foreman at Houthuwel.

Killed in the accident

were: Mary Hambly, Evelyn Sithole, Rosinah Mthabane, Josephine Sithole, Ivy Winnie Selai, Sarah Modise, Stephen Ramkgopa, David Mthibe, Johannes Ranyaole, Joseph Lengana, Xabisile Zikode, Simon Mosiuoa, Isaac Mavuso, Abel Phelanya Mokale and Joseph Nhlapo.

SAR start special northern service

THE South African Railways have announced a special service of trains going to Kaapmuiden and Tzaneen on weekends.

The service will initially be on a two-month trial basis. If SAR are satisfied that the service works out profitably, it will be permanently established.

The plan to introduce additional trains on the main lines to Kaapmuiden and Tzaneen was prompted by repeated requests from passengers going to these places for more trains.

According to Mr Andries Steyn, the PRO for SAR, the services were introduced to help third

class passengers. He said, however, that provision was made for first and second class passengers. Bookings on these services can be made in advance, for reservation of accommodation on all trains.

All service commence on Friday, September 28. Trains leave on Friday evenings and return Monday mornings.

Pretoria to Kaapmuiden, Friday 20h 21. Trains stops at Belfast and Nelspruit only. Arrival at Kaapmuiden, 05h 51, Saturday.

Kaapmuiden to Pretoria. Trains leaves at 19h 00 and stops only at Nelspruit and Belfast. Arrival at Pretoria, 04h 20.

Johannesburg to Tzaneen, Friday 18h 08 departure and arrives at Tzaneen at 05h 06, Saturday.

Tzaneen to Pretoria, Sunday 17h 40 and arrives at Pretoria at 05h 06 Monday.

Mr Steyn said the arrivals were made early to enable people who want to go home to wash and have a change of clothes to do so and still get a chance of reporting early for work.

the cost of raising the necessary funds has to be the funds themselves are already justified by conventional methods of provision, but there are additional raising them: interest on loans, or administrative of raising taxation. These are normally insignificant project, but may affect the overall amounts available budget.

Where the methods of providing a given service use sources in different proportions, the decision-making by means of Linear Programming, though health services usually be presented in the simplified way required

2. CHOICE OF PROGRAMMES

So far, we have discussed methods of choosing means objective. But what tools are available to aid the objectives themselves? Can anything be said on the question to be given to particular diseases or age groups, with more to child welfare clinics or care of the aged?

Overall criteria are needed, and they have to be explained in a way that they can guide these detailed questions. The problem is not only to relate resources used to objectives, but to relate the various objectives to each other.

There are various means of doing this; but all of them expenditure be accounted for by the ends it is expected

2.1 Programme Budgeting

Programme budgeting, also known as budgeting by objective, is a presentation of expenditure data according to the objectives is directed. Thus, projects to combat TB would be grouped under geriatric problems, sanitation programmes, etc.

This is necessary:

- (a) to know the cost of pursuing each objective;
- (b) to group together activities with the same objectives which can be compared by cost-effectiveness analysis.

MINISTER CHRIS HEUNIS

Roundtable transport talks

Since becoming Minister of Transport, Chris Heunis has signalled important changes in transport policy. This week the *FM* quizzed Heunis on what he has in mind.

FM: At the Sakekame meeting in Worcester last month, you spoke of the need for a new transport policy and for greater co-ordination in transport. Could you elaborate on this?

Heunis: In that speech I referred to the fact that about 70% of total consumption of fuels is in the transport sector. And it is quite obvious that the last quarter of the century will probably be characterized by the search by oil importing countries for alternative sources of fuel. That reason alone requires the restructuring of the transport system.

The question arises as to how you restructure your transport system. Do you move away from road transport? If so, to what extent and where are you going to? Do you go to the SAR, the airways or sea routes, or do you use them all? Whatever you do in this regard is going to effect existing policies on building roads. The institution to advise on this is the National Transport Commission. The point is should we not get the NTC, the local authorities, provincial administrations and the SAR around a table with the private sector to discuss with them the future of the transport systems in SA? That alone, I argue, requires a rethinking of a total transport policy in terms of

planning, co-ordination and execution of whatever is planned.

A second very important issue is: as homelands become independent, more governments will be involved in transport systems which are interrelated and interdependent. In my opinion, there is scope for co-operation, co-ordination and planning in this particular area.

At the meeting you mentioned setting up a co-ordinating transport body.

What I have in mind in this particular regard is at some stage this year to



get the interested parties around a table to seriously look at the future in the light of our experience and what we know now.

Will this body have the power to ensure that policy recommendations are implemented?

No, I do not believe that such a body should have anything to do with the implementation of recommendations. The board would simply act as policy advisors.

What news do you have on the possibility of subsidies for white bus services?

There is no news on that at the moment. The whole question of subsidies for transport, whether for blacks, coloureds, Asians or whites, is a matter that is being investigated at the departmental level between the ministries of finance and transport. I hope to give finality on this towards the end of the year.

Are you in favour of subsidies?

In principle I do not believe in subsidies, but there are circumstances which call for them. For instance, if you want to restructure your transport system away from private to public transport, you might have to assist transport on occasions. Furthermore, whilst we have the situation of low income groups living large distances from their work you might have to offer some form of assistance to reduce the cost of transport.

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(20) PM 4/9/79

Argus
15/11/79

AIRPORT RACE SIGNS GO DOWN

By Rashid Seria

APARTHEID signs at the D F Malan Airport have been removed and blacks are now using former, whites-only toilets and restaurants with no fuss or bother.

FLASHBACK. The Argus report on apartheid boards at D F Malan Airport.



After reports on the colour-bar boards in The Argus, big illuminated signs were removed and replaced by small less noticeable boards — which were also later removed.

This week I enjoyed a cup of coffee next to whites in the comfortable former, whites-only restaurant.

There were two other blacks in the restaurant but the whites were more interested in reading their morning newspapers or drinking their coffee than concerning themselves with our presence.

In fact, when one of the blacks' accidentally spilled a cup, none of the whites batted an eyelid.

The licensed a la carte restaurant was closed when I made my on-the-spot check, but on phoning later I was told that blacks were welcome to eat there.

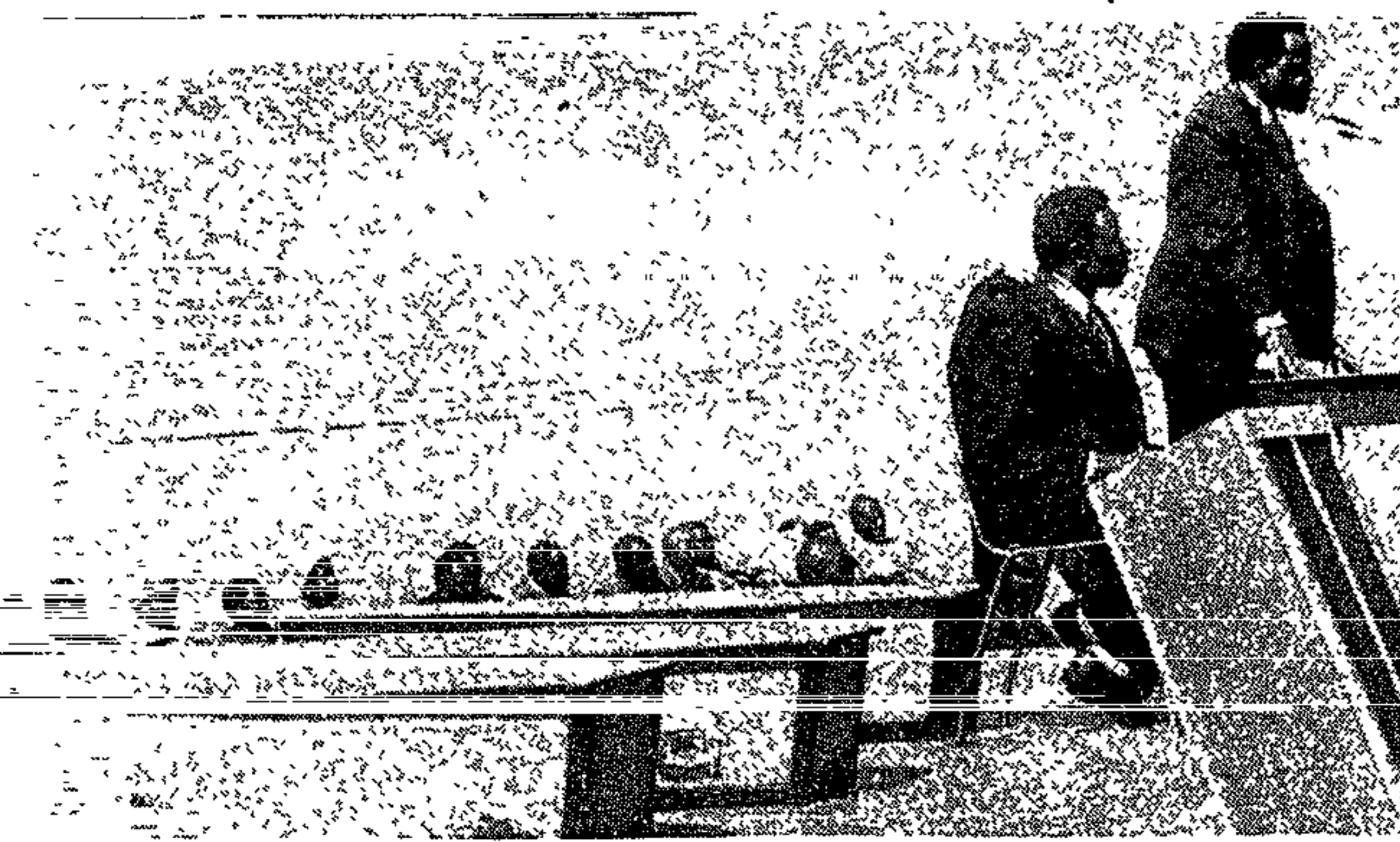
The decision to take down the signs was apparently taken at ministerial level after Mr J C Heunis took over the Transport portfolio in June.

Mr G J Wehmeyer, the airport manager, refused to comment this week, but hinted that the decision came from the Minister.

The Department of Civil Aviation, came under fire last year for retaining segregated facilities at D F Malan Airport while at the small country town of George, all facilities at the P W Botha Airport were mixed.

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Solemn burial for Benoni crash victim



Mr Percy Qoboza, editor of POST and SUNDAY POST giving the main speech at the funeral service of the train victims.



Part of the crowd that attended the burial of two victims of the Benoni train crash.



Coffins of the victims of the Benoni train crash.

THE Benoni train crash has robbed a family of nine of their breadwinner.

The family is that of Mr David Khoza of 905 Dumeri Street, one of the three crash victims buried at the weekend.

The family has no home of their own. Mrs Khoza is earning R20 a month. The children are still at school. The Khoza family has been staying with another Daveyton family for the past 13 years.

Two other victims were buried at the weekend. They are Mr Enoch Khumalo of 1190 Denge Street and Mrs Muriel Mabona, a nursing sister at Boksburg-Benoni hospital.

The widow of one of the train victims was also buried alongside her husband. Mrs Kelina Khumalo died last week at the Boksburg-Benoni Hospital after a long illness.

According to her sister, Mrs Khumalo was rushed to hospital after she vomited blood. She died the following day.

provided music and members of the Inter-Denominational African Ministers Association of South Africa (IDAMASA) conducted the funeral service.

Five people died and 85 were injured when a mobile crane crushed into a passenger train on August 31 at the Northmead Station on the Dunswart-Daveyton line. Three more died later in hospital.

Funeral arrangements for the three were organised by a committee from members of the Community Council, the local traders association, Idamasa, the Benoni Pauper Relief and Welfare Society and the Jazz Ministers band.

Mr Qoboza said the tragedy which has befallen the Daveyton community is a tragedy for the black community as a whole.

He said such accidents did not often happen to the white community. He said the white community did not know of such accidents and the white homes do not shed tears.

"Many years back we warned people that these trains do not carry animals but human beings who have life and blood. We tell those in authority to take care. When we are packed like sardines in trains, such things will always happen," Mr Qoboza said.

He added: "We ask ourselves: What kind of God do we pray to? Does He not listen to us?"

"The youth then ask: Is this God we pray the God of all people or the God of the whites only?"

"I would like to console the bereaved families with these words by Dr Martin Luther King: 'Let us stand up and be proud, let us be proud because God made us his children and for that we can be grateful.'

"Let us all put our shoulders together and work for justice and peace in our land and one day, let us look for the day when all God's children, black man and white man, Jews and gentiles, Catholics and Protestants will be able to hold hands and sing the words of the old Negro spiritual: Free at last, free at last, thank God almighty I am free at last'."

Story:
Mzikayise Edom
Pix:
Thomas Khosa

The funeral service for the three, the Khumalos and Mr Khoza, was at the Sinaba Stadium. The service started at 11 am and the burial was at 2.30 pm at Daveyton Cemetery.

The main speaker at the funeral service was Mr Percy Qoboza, the editor of POST and SUNDAY POST.

Other speakers at the service were Mr Gabriel Thabang Mphosi, chairman of the Daveyton Community Council, and Mr Shadrack Sinaba, a councillor.

Mrs Mabona's funeral service was held at the Reformed Presbyterian Church. Two other train victims were buried last week.

The Daveyton Salvation Army Band



A mourner who fainted at the funeral being attended to.

240/269 STAR 17/9/79
SAA faces new ban worry

By Kevin Murray,
Air Correspondent

South African Airways faces another ban on airspace on its international flights.

China is poised to seal one of Asia's busiest air corridors, which could force SAA to reroute its flights to Hong Kong.

The international route known as Amber One—a jet highway used by at least 24 aircraft every day—is threatened by Chinese moves to impose overflight bans from October 23.

A spokesman for SAA said today. "We use this route, but so far we have heard nothing about this ban."

The air corridor links tourist meccas

Bangkok and Hong Kong via Thailand, Laos, Vietnam and the South China Sea.

SAA flies over the South China Sea to Hong Kong twice a week from Johannesburg, and pool partner British Airways flies the same route once a week.

The SAA spokesman said: "We will have to look at alternative arrangements once we receive official notification of the ban."

All the airlines which use this air corridor will probably have to reroute flights to avoid the banned overflight areas, adding extra time and increased fuel consumption to each flight. It could force the airlines to carry out some complicated flight rescheduling.



**New bus ²⁶⁹
boycott ~~269~~
in Natal ^{STAR} 17/11/79**

Own Correspondent

DURBAN—Thousands of black commuters from the Hammarsdale area walked to work today in the second massive boycott to hit transport companies within two weeks.

The commuters, all from the Mpumalanga township who provide a large section of the Hammarsdale, Pinetown, Cato Ridge and New Germany work force, have boycotted the bus company, Mpumalanga Transport, in protest against fare increases on several major routes.

Workers' weekly tickets to Pinetown and New Germany have been increased by 50c, and although the subsidised fare to Hammarsdale itself has not been increased, workers using that service have also joined in the boycott in a gesture of solidarity.

R216m Pay out

269

200

DD

19/9/79



SEN HORWOOD . . . loan levy pay out in November

the 200 000 new black workers who come onto the labour market every year a 6,5 per cent rate was necessary

The president of the Association of Chambers of Commerce, Mr R J Wood, said substantial package of stimulatory measures to reinforce economic growth, as the rate in June was only three per cent.

The package appeared to be well balanced.

The key to strong renewed growth, Mr Wood said, lay in increas-

ed consumer spending

It was significant the package affected transport costs which were important in the overall economic performance

The major impact of the measures would probably only be felt in the first half of 1980, and if they were reinforced by additional measures in the 1980 Budget would give South Africa a good chance of reaching four per cent growth next year

The package would shore up business and consumer confidence, Mr Wood said. — PS-DDC

million on the bread subsidy, R55 million interest exemption to the Railways, and other normal additional budget expenditures.

The package was acclaimed as a "just in time" move to prevent a drift back towards recession.

Economists claimed that further measures however might be necessary next year if the growth rate was to rise to four per cent.

They stressed, too, that to absorb the unemployed and to make provision for

port subsidies, over and above the R50 million already made available to offset the fares increases caused by the rising fuel price.

● R160 million inclusive of R21,5 million interest for the repayment of the 1977 loan levy. The payment cheques would be sent out on November 12, Senator Horwood said.

He said the latest concessions brought to R511,5 million the total sum passed on to South Africans since the Budget.

Other concessions include an additional R45

tional pro rata basis this would work out to a R30 bonus for whites, R24 for Coloureds and Asians and R18 for blacks, payable in November only. From October 1, child allowances would increase by R1 a month for all races.

● R20 million during the next six months for food subsidies. Senator Horwood indicated that this would affect GST on certain basic foodstuffs, but did not say which would be affected. The matter would be worked out, and an announcement made soon.

● R12 million for trans-

made at the National Party's Transvaal congress yesterday by Senator Owen Horwood as the gold price swept to a record \$375 an ounce on international markets.

Senator Horwood announced that South Africans would receive an additional R216,5 million in benefits over a wide spectrum.

● R24,5 million for pensions. This would be paid in a single pension bonus to pensioners of all races in November, over and above the budgeted pension increases which begin next month. On a propor-

PRETORIA — The benefit of the soaring gold price will be passed on to South Africans through new sweeping measures involving R216,5 million, including pension bonuses, food and transport subsidies.

Taxpayers can look forward to a R160 million repayment of the 1977 loan levy in November this year.

This announcement was

NP Congress

R300m for commuter services

PRETORIA — Massive improvements costing more than R300 million to overcrowded black commuter services in the main metropolitan areas are underway or being planned, Mr Chris Heunis, Minister of Transport, said yesterday.

He was replying to a debate at the National Party's Transvaal congress where delegates had questioned him about improving the transport system.

Large-scale improvements were being carried out already and more were planned in Durban, Cape Town and Pretoria - Johannesburg areas, he said.

Improvements in the Durban area alone would cost about R157 million and another R73 million was to be spent on "essential" improvements in the Cape Town area.

Large-scale expansion was also planned in the Johannesburg area and more specifically on the Soweto line.

Apart from the new Durban-Berea Road scheme, various projects to increase the carrying capacity in the Durban area were planned, such as six lines between Durban and Berea Road Station, four lines between Durban and Umgeni.

Large-scale expansion and lengthening of platforms in the Johannesburg area had already made it possible to increase the number of coaches on trains from 12 to 14 on the Soweto line.

Further expansion was planned between Springs and Randfontein and a link line was proposed between Kaserne West and George Goch in the Johannesburg area.

New services between Mabopane near Pretoria and Belle Ombre had advanced to the stage where 12 passenger trains could be run every day by the end of next year. This scheme alone would cost R102 million.



MR CHRIS HEUNIS

The Mitchell's Plain and Nyanga project in Cape Town had also progressed and the first passenger trains from Mitchell's Plain would start operating in the second half of next year.

About R20 million was being spent on the Nyanga - Strandfontein project and a "further R73 million is to be spent on other essential improvements in the Cape area."

Attention was also being given to commuter services between Ezikhaweni and Richards Bay, Mdadeni and Leslie, Braakwater and Osizwan, Umgeni-Ntuzuma and Durban, Phoenix and Durban, Vosloorus and Boksburg, Sobokeng and Vereeniging, the Ennerdale area and Johannesburg, Edenpark-Palmridge and Johannesburg and Thaba Nchu and Bloemfontein.

Mr Heunis said South Africa would have to consider introducing an overall transport policy in light of latest events.

"We must look at the whole transport system in light of the energy crisis and the constitutional developments about us."

PS.

boiled potatoes
cooked bacon
mayonnaise

GERMAN POTATO SALAD

chopped onion
salt and pepper

Ethne Beard, Port Elizabeth

Cut the centre from the cabbage, leaving the outer leaves to form a bowl. Wash well. Chop onion. Peel and cube the carrots and pineapple. Cube tomatoes. Thinly slice some of the inner leaves of the cabbage leaving the stalks. Place the carrots, pineapple, tomatoes, sliced cabbage and the finely chopped onion in a bowl adding any juice from the tomatoes, pineapple and add salt and black pepper to taste. Toss well, then pile the salad into the cabbage "bowl". Garnish with radish roses and a small bowl of mayonnaise for those who like it. To make the radish roses, cut across the tops in a double cross, then put them in iced water until the radishes open up.

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1 fresh green medium size
cabbage
onions
carrots

tomatoes
fresh pineapple
radishes

STUFFED CABBAGE SALAD

May Bennett, Ridgeworth

43

1 1/2 cups sugar
1 d curry powder

1 heaped T flour

Boil the beans (sliced) with salt and onions till cooked, then pour off the water.

2 lbs sliced green beans
2 chopped onions

1 d salt, level
2 cups water

CURRIED GREEN BEAN SALAD

Mrs Futter, East London

---000---

Wash and shred the lettuce, chop onions finely and parsley; keep a few pieces for garnishing. Wash cucumber peel and cube. Wash scallions, and cut tops off leaving a short piece of the green left on. Toss the lettuce, parsley, cucumber, onion and scallions together, salt and pepper. Pour over a little French dressing and serve in a glass bowl. Garnish with a few sprigs of mint and parsley.

1 medium size lettuce
2 onions
parsley

1 cucumber
mint (fresh)
scallions

SPRING GREEN SALAD

May Bennett, Ridgeworth

44

R300m boost for black commuters

Political Staff

MASSIVE improvements to black commuter services in the main metropolitan areas costing more than R300-million, are underway or being planned, Mr Chris Heunis, Minister of Transport, said in Pretoria yesterday.

He was replying to a debate at the National Party's Transvaal congress where delegates had questioned him about improving the transport system.

Mr Heunis said large-scale improvements were already being carried out and more were planned in Durban, Cape Town and the Pretoria/Johannesburg areas.

Improvements in the Durban area alone would cost about R157-million and another R73-million was to be spent on "essential" improvements in the Cape Town area.

Large-scale expansion was also planned in the Johannesburg area and more specifically on the Soweto line.

Large-scale expansion and lengthening of platforms in the Johannesburg area had already made it possible to increase the number of coaches on trains from 12 to 14 on the Soweto line.

Mr Heunis said South Africa would also have to consider introducing an overall transport policy in the light of latest events.

"We must look at the whole transport system in light of the energy crisis and the constitutional developments about us.

"It is no good having ideals without the money to carry them out," he said referring to the establishment of black townships which had moved many workers far from their jobs," he said.

26a

rural areas or cause of deaths' according to the Bantu Reference Bureau (Personal Communication). At least 50 000 deaths among Africans were not registered. These occur mainly in the rural areas. It is estimated that about 10% of the deaths in the main urban districts are not registered for Africans.

DISCUSSION

The crude death rates and the standardised mortality rates for whites, Asians and 'coloureds' and urban Africans are presented in Fig. 1. The interpretation of these figures is confounded by the differences in the underlying structure of the population. The population pyramids of the various groups were pictured in Part I with the exception of the urban Africans, which appears in Fig. 2. This population shows an excess of healthy working males and lack of elderly persons as a result of the migratory labour situation.

The standardised mortality rate provides a single figure for the mortality experience of a population which can only be fully expressed in terms of a series of age specific mortality rates. The SMR is calculated by multiplying all the age specific mortality rates in the observed population by the corresponding numbers in the standard population, adding the number of deaths so obtained and dividing the total standard population. While this figure is independent of the age structure of the observed population, the choice of the standard population affects the weighting given to the infant deaths and little eloped standard population hard population affects the 'coups'. There is no 'true' rate are lies, damned lies,

Once again, difficulty Birth statistics for ment. The various mediat mortality rates for ation. (See also ref.15). These de facto figures s are often brought to the situation in the rural

NATAL BUS BOYCOTT
Walking workers

Over the past 20 years bus boycotts have become painfully familiar in Natal. The immediate cause of the current Ladysmith boycott by 9 500 workers was a general increase in fares preceded by two rises in the previous year. An average increase means a rise from R2.55 to R3.40 on a six day season ticket. Set against wages as low as R8 to R10 a week in extreme cases -- or even a more normal R20 to R30 a week -- this means that transport costs have become a crushing burden for many. Ladysmith has been a fairly depressed area for the past few years with some big employers like Dunlop working periods of short time.

Ezakeni Transport, which operates a fleet of 60 buses and is owned jointly by Kwazulu Development Corporation and the Corporation for Economic Development, is not being unreasonable in raising

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fares. Manager Ian McCourt tells the FM that application was made to the Department of Transport for a passenger subsidy but was turned down. The latest fuel price increase has not been included in the new fares but the previous fuel hike cost the company R23 000 a year.

There are curious aspects to the boycott. Some employers have offered their staff money to cover the extra fare in whole or in part but their offers have been politely refused. The workers' feeling appears to be that, unless everyone is compensated, none should benefit. Meanwhile employers have made arrangements for some employees to stay overnight on the premises and the police have kept an alert but low profile.

In real terms the boycott is taking a heavy toll. Heine Lindenberg, joint MD of G & A Clothing says "The staff have done their best to try to get to work but, inevitably there has been absenteeism and, after walking 15-20 km to work, which means getting up as early as 3 am in some cases, the staff are dead tired by early afternoon and production drops off sharply. We feel let down because, having heeded the call to decentralise we now find that there is no compensation for the constantly rising expenses we are called upon to meet."

Dunlop, one of the larger employers at Ladysmith, shut down last week because workers on the night-shift were afraid of walking home in the dark. Operations were resumed this week after arrangements had been made for them to sleep on the premises. Works director John Loew tells the FM that "this has worked very well and morale is high. We've even found foam mattresses for them. As far as we're concerned things are back to normal or as normal as they can be in the circumstances."

Martin Winter, MD of Lasher Tools and chairman of the local division of the Natal Chamber of Industries, says "So far no problems. Absenteeism is no worse than normal and a meeting has been called for the weekend for interested parties to discuss the problem." At a meeting held on Tuesday chaired by Tino Volker, local MP, to which the police were not invited, no conclusion was reached beyond a decision on the weekend meeting.

The police say all is quiet and no incidents of overt intimidation have been reported.

among Xhosa-speaking Africans.¹² An increase in infant mortality was observed with decreasing urbanisation, the figure for the completely rural areas being of the same magnitude as those parts of the world devoid of medical services. Fig. 4 summarises the age specific mortality rates of

Bus fare hikes may be checked

THE National Transport Commission is to consider investigating the financial position and operating practices of each bus company which applies for an increase in fares or subsidies.

In a statement yesterday the Minister of Transport, Mr Chris Heunis, said he associated himself with the contemplated action and had accordingly approved the expenditure which might result from such investigations.

"As a result of the unprecedented increase in operating costs of bus services and the resulting fare increases that the bus companies inevitably had to impose, the Department of Transport is being inundated with applications for financial assistance in favour of the commuters.

"Numerous complaints are being received on extraordinary high fares, while allegations that the applications by bus companies for increased bus tariffs are unjustified, that the profit margins of the bus services are exorbitant and that the profits of certain bus companies are being channelled into controlling or subsidiary companies are the order of the day." — Sapa.

die Abe
Sir Abe
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The Minister of Transport, Mr Chris Heunis, spent the early hours of yesterday observing train commuters, to see if reports of overcrowding were justified. Here an almost empty coach flashes past.

Heunis sees City train problem for himself

C. Times 22/9/77 (269)

Staff Reporter

SPEAKING from a third-class, non-white train compartment yesterday the Minister of Transport, Mr Chris Heunis, said he did not think the problem of overcrowded trains in the Cape Peninsula was as serious as reported.

Mr Heunis had just visited Langa and Pinelands stations at 6 am before catching a train from Vasco to Cape Town and from Cape Town to Simons-town.

"I think all the complaints about people falling and hanging out of trains have been exaggerated and over-stressed. We must remember that the trains have become more crowded since the petrol-price increase in June, making overcrowded trains a new problem."

Since June, the number of train-users had risen by about six percent, he said.

Overcrowding of trains had been spotlighted recently after

the death of a man who fell from an open doorway of a train.

Trains passing Langa station between 6 am and 6 30 am were crowded, but no one seemed to be in danger of falling out of the compartments.

Trains passing Pinelands station were filled to capacity and did have a few people hanging out of the doors.

Commuters waiting to catch trains at Pinelands station said the trains were regularly overcrowded. Mrs C Arendse, who said she caught trains daily, said passengers often fainted and collapsed from stiffness caused by the overcrowding.

A passenger on the Vasco train, Mr J Loots, approached the minister and said that although the train was not very crowded yesterday, it usually was, and earlier and later trains were also more crowded.

"People often hang right out of the doors and are squashed really tightly together inside

the coaches," he said.

The Assistant Systems Manager for the Western Cape, Mr Bertie Heckroodt, also said he had seen the trains far more crowded.

Mr Heunis was accompanied by the Western Transvaal Systems Manager, Mr Ernie Kirsten, Mr Bertie Heckroodt and Colonel D P Nel, systems headquarters commanding officer.

Mr Heunis said the Railways would try to increase the capacity available on trains by lengthening platforms and increasing the number of coaches used on every trip.

Another method of "fitting more people in" would be to remove seats in the compartments, leaving more room for standing passengers.

The projected capacity increase should be about one-third of the amount of passengers using the trains regularly now.

Three coaches would be added to each of the trains running to the resettlement areas.

The resettlement area lines, Bonteheuwel and Nyanga, have already had more commuters than usual because of residents in Mitchells Plain.

Four additional stations will be opened in Mitchells Plain within a few years and two additional lines will be added at certain sections of the line.

Mr Heunis praised the SAR management staff and said that through their hard work they had managed to save about R163 million on running costs during the year.

At a press conference, the minister said the SAR lost about R407 million a year on passenger services. This figure did not include the loss on resettlement services. The State subsidized this service by R57 million.

Increased fuel prices meant the Railways would spend about R240 million on fuel this year, compared with R185 million in the last financial year.



... empty third-class passenger coach at Cape Town station early yesterday morning, the Minister of Transport said about overcrowded suburban trains were "over-stressed"

Blacks: No tickets rule

C. Times 22/9/79
269
Staff Reporter

BLACK train commuters are still not allowed to buy tickets in the white concourse of Cape Town station or occupy "whites-only" train coaches if those reserved for them are full, Mr Bertie Heckroodt, South African Railways' assistant system manager for the Western Cape, said yesterday.

In reply to questions put to him by the Cape Times, Mr Heckroodt confirmed that black commuters are still barred from buying their tickets in the "white" section of the station — although first-class tickets entitle them to use the "white" thoroughfare.

All black commuters are, however, prohibited from using the toilets, waiting-rooms, restaurants and cafeterias in the "white" station concourse.

Mr Heckroodt said the SAR had "remained static for the past month" on the removal of apartheid signs at Cape Town station. He could not say whether discriminatory signs would be taken down in the future.

While blacks travelling on Reef trains are allowed to sit in "whites-only" coaches if their own are overcrowded, this does not apply in the Western Cape.

Mr Heckroodt said earlier there was "over-crowding on both white and black coaches during peak hours" in the Western Cape. Passengers refusing to leave coaches not reserved for them would be arrested and charged.

Asked whether black mainline passengers are allowed to walk through the "white" concourse, he replied: "The white concourse is open to all holders of first- and second-class tickets"

But they too have to buy tickets at the "black" section of the station

RAIL-SIGN APARTHEID TO END IN GAPE

THE Railways is systematically to phase out apartheid signs at stations in the Western Cape.

Apartheid signs on bridges, subways and goods and parcel offices will be removed altogether while at ticket offices they will be replaced by notices referring to 'first, second or third class' passengers, the Railways section manager for the Western Cape, Mr E W Kirsten, announced today.

However, 'whites' and 'non-whites' boards would remain at stations where there was a possibility that 'friction' would result from their removal, Mr Kirsten said.

Coaches

Asked whether apartheid signs on coaches would also be removed, Mr Kirsten said: 'We're still toying with that one.

'I have to follow policy and it's out of my hands. We are interested in providing equal accommodation for everyone.'

With regard to the planned increase in the length of passenger trains, Mr Kirsten confirmed that from the end of October, trains from Cape Town through Salt River, Ndbeni, Matieland and Pletlands would have 11 coaches instead of eight.



THESE youngsters at the Michael Oak Primary School smile happily with toys they have made for The Argus Blue Route toy-making competition to be held in September. Toys entered in this contest will all be presented to Grassroots Education Trust for distribution.

2681

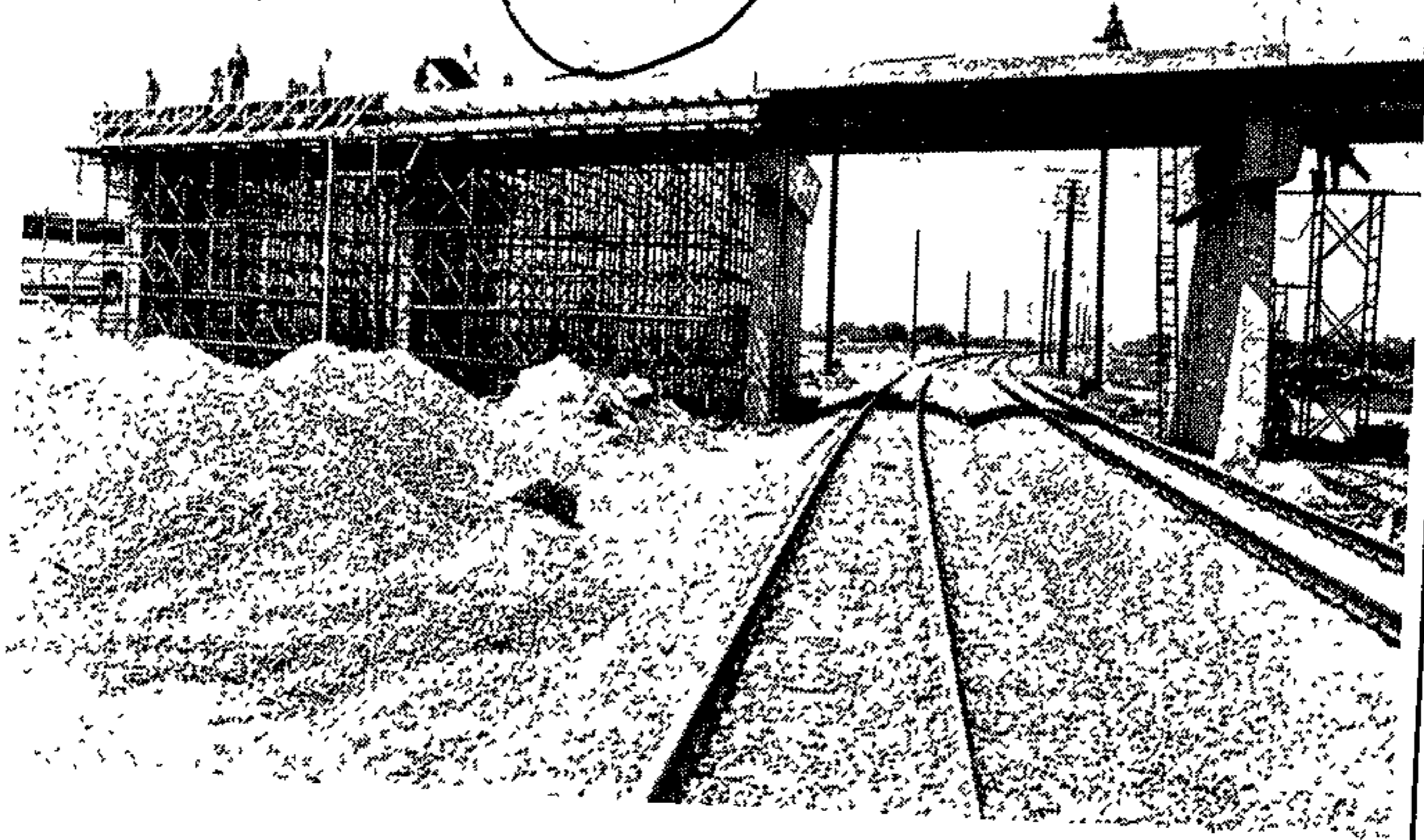
Argus 25/9/79

Post 27/9/79

(Handwritten initials)

Relief in transport

269



Construction work on a bridge being built on the Mabopane-Pretoria line.

Railway line to serve 70 000

BY MALOSE MATSEMELA

THE massive railway line between Mabopane and Pretoria is expected to convey 70 000 commuters a day when it starts operating in 1981.

This was said this week at a Press conference in Pretoria by the chief engineering planner of the South African Railways, Mr John Voot.

The railway line will be used to transport commuters from the areas of Winterveld, Mabopane West (BophuthaTswana) and Mabopane East (which is known as Soshanguve).

The present estimated cost on the rail project is R92,1m and according to Mr Voot, "the train tariffs will be lower than the present bus fares." He said the travelling time will be 52 minutes from Mabopane to Pretoria and there will be 12 trains during the morning and afternoon peak hours.

Already six contract companies are busy with rail constructions but the Mabopane station will only be completed in 1983.

The station will have two exits. One on the western side for commuters going to BophuthaTswana. The other one on the east is meant for people going to Soshanguve.

Mr Voot said the railway line is planned to provide an efficient transport system for people travelling be-

tween their homes and places of employment. He said there will be a main intersection station to be known as Belle Ombre. It will be built at Marabastad near Pretoria.

The station will connect lines at Golf station and Bantule station. It will cost about R38m. There will also be an electrified double line approximately 20 kilometres in length, from Mabopane to Winternest station. The cost will be R33m.

About R21,1m will be used for quadrupling of the line between Hercules and Pretoria North stations. Part of the money will be used for the provision of staging facilities for trains at Volmertown station. The rails will adjoin the Pietersburg and Thabazimbi main lines to enable quick travelling time for commuters who will be coming from Mabopane station for the main line trains.

Mr Voot said the rail lines will no longer have intersections for expansion and contraction through changes in temperature. The rails are welded together to a 158 metre length. He further said that there is an interdepartmental sub-committee of SAR which is investigating the possibility of having buses also transporting commuters to Pretoria.



Workers busy on the new Mabopane-Pretoria line. The line comes into operation in 1981.

TAARVERSTAG

Transport changes in the pipeline

27/9/73
332
269

EAST LONDON — Massive transport developments are in the pipeline for East London and its environs in terms of the Urban Transport Bill.

The Bill, with its origins in the Driessen Report which uncovered alarming facts about urban transport, enabled the government to take active steps on a national basis to find solutions to the urban transport problems.

As part of this programme, the Provincial Administration has proposed the establishment of a metropolitan transport area here with East London as its "core city".

The City Council has accepted the recommendation in principle and the chief city engineer has been authorised to draw up a preliminary scheme incorporating the full financial and staffing implications to the council.

Neighbouring local authorities and transport companies are to be invited by the engineer's department for informal discussions on a technical level.

The engineers will then report back to council before any arrangements are made for a formal meeting involving the Department of Transport and the Provincial Administration.

This will lead to the establishment of a Metropolitan Transport Advisory Board. Provincial Administration will work as the intermediary between the board and the

National Transport Commission.

The Chief City Engineer, Mr G. B. Keppie, said yesterday his informal discussions would involve the area of study, aspects of the study and the sharing of work-load and costs between the participants.

Mr Keppie said the Urban Transport Act made provision for an urban transport fund which would subsidise the projects.

When the Act was piloted through Parliament, it was said the fund would make grants to an Administrator or local authority for defraying a specified part of the cost involved in conducting or preparing a transport study, as well as grants to defray the cost of land or equipment required for improvement of passenger service facilities according to an approved road plan.

Mr Keppie said the overall idea of the whole plan was to provide better public transport facilities to discourage use of private vehicles to save petrol.

According to the City Council's agenda the informal talks will take place between the Ciskei Government, Beacon Bay Municipality, Kaffrarian Divisional Council, Gomo Transport, Gonubie Municipality and the Roads Department.

Mr Keppie could not confirm this yesterday because the invitations had not been sent out yet.

— DDR

Die Sentrum word grootliks gefinansier deur die Abe Bailey-Trust wat ingevolge die testament van Sir Abe Bailey gestig is. Dit is geregistreer as The Abe Bailey Institute of Inter-Racial Studies Limited (Beperk deur Garansie) - 'n maatskappy beperk deur garansie en sonder 'n sandede-kapitaal kragtens die Maatskappywet 1973 (Wet Nr. 61 van 1973).

Sympathy for bus boycotters

WIDESPREAD sympathy has been shown from all sections of the Ladysmith, Natal, community for the 9 500 black commuters boycotting the BIC-run buses since the fares increased four days ago.

Employers — many of whom stipulated they would pay the increased transport costs for their employees — have rallied to their workers aid, providing free transport and in many cases allowing them to sleep on the premises.

A panelbeater, who asked not to be named, said all his staff were sleeping on the premises, and many of his colleagues were allowing their workers to do the same.

"These chaps have a legitimate gripe and we are doing all we can to assist them. They are also going about it responsibly and peacefully, and so have gathered a lot of support."

In many cases business unable to provide transport or accommodation have shortened working hours to allow staff more time for the long journeys home.

It is illegal to house black staff — apart from security guard — on industrial premises, but it appears that the Drakensberg Administration Board has stopped raids for illegal residents at least until the end of the week. Officials have refused to admit this, though.

NOVEL

Another novel idea demonstrated by one businessman was to loan his staff bicycles until the boycott is over.

The boycott has been one of the most organised and biggest gestures of solidarity among black labourers in the country's industrial history.

Virtually not one passenger has boarded an Ezakheni Transport Company bus since the fares were raised by 70c and

85c a week on the major Ezakheni and Watermeest routes on Monday.

Some workers have claimed they have been intimidated, but police say they have no reports of this or of any violence.

"The whole thing has been surprisingly orderly and peaceful," a senior officer said yesterday.

Meanwhile the manager of Ezakheni Transport Co, Mr I McCourt, said the empty buses would carry on running to schedule.

"We have no alternative but to keep going. It's getting very tiring, but the commuters seem to be getting tired too." He said there was no question of lowering the fares.

"We will need a subsidy from the Department of Transport to do that — or else we will not be able to operate with the increased running costs. Our original request was turned down, so we had no option but to raise the fares."

and lemon juice; mix well. To serve, add dressing to salad; toss gently. Makes 4 - 6 servings.

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43

STUFFED CABBAGE SALAD

- 1 fresh green medium size cabbage
- onions
- carrots

Cut the centre from the cabbage, leaving the o form a bowl. Wash well. Chop onion. Peel an and pineapple. Cube tomatoes. Thinly slice s leaves of the cabbage leaving the stalks. Pla pineapple, tomatoes, sliced cabbage and the fi in a bowl adding any juice from the tomatoes, salt and black pepper to taste. Toss well; th into the cabbage bowl. Garnish with redish bowl of mayonnaise for those who like it. To roses, cut across the tops in a double cross, iced water until the redishes open up.

May Bennet

- tomatoes
- fresh pineapple
- redishes

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GERMAN POTATO SALAD

- boiled potatoes
- cooked bacon
- mayonnaise

Cube the potatoes while still hot. Chop up th with the potatoes, onion and mayonnaise. Seas salt and pepper. Use hot or cold.

Ethne Beer

- chopped onion
- salt and pepper

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EGG SALAD

- hard boiled eggs
- salanaise

Cut eggs in half and lay on a flat saled platt down. Pour over salanaise.

May Bennet

- salt and pepper
- paprika and par

---000---

CHICKEN AND CUCUMBER SALAD

- 1 cup cooked chicken, diced
- 4 T finely chopped walnuts
- french dressing/mayonnaise
- lettuce

Marinate chicken, cucumber, nuts and peas with French dressing. Serve on lettuce with mayonnaise. Cover with greaseproof paper and refrigerate until ready for use.

S. Drury,

- 1 cup cucumber,
- 1 cup cooked gr

French dressing:
Blend together 6 T salad oil and 2 T lemon juice.

---000---

SAR aims for 85% electricity

MAGALIESBURG. — South African Railways is aiming at 85% electric traction by 1985, as compared with about 60% today, the Railways general manager, Dr J G H Loubser, said in a speech read on his behalf in Magaliesburg at the weekend.

This was "the most important measure" in the SAR programme for maximum energy-saving by speeding up electrification, and so becoming less dependent on petrol.

Dr Loubser's speech was read for him by the SAR assistant general manager, Mr H J L du Toit, at a lunch held for transport experts.

Some hundreds of these experts had been taken from Johannesburg to Magaliesburg by a steam train specially laid on by the SAR.

The purpose of the lunch was to launch preparations for an International Transport Exposition and Conference (Itec 81) to be held in Johannesburg and

Pretoria from 27 July to 1 August, 1981.

Dr Loubser said in his speech this would be "a new milestone for transport in Southern Africa, as this exposition will be the first of its kind in this part of the continent".

The proceedings were opened by Mr H Loots, assistant general manager operating of SAR, in his capacity as chairman of the Chartered Institute of Transport (Southern Africa Division).

Dr Loubser gave the assurance the Railways would support Itec 81.

He said transport had begun to fulfil a "valuable diplomatic role.

"Despite ideological differences, the physical transport links together with the ever growing goodwill between the transport authorities of the neighbouring countries have clearly illustrated that economic reality makes the world go round." — Sapa.

Airport race bars scrapped

6/10/79
AS
282

EAST LONDON
Apartheid at the airport here has been ditched

It follows removal of apartheid signs from all other major airports in the country and yesterday the manager of the airport here, Mr J. Gould, confirmed the signs had been removed some time back

He refused to discuss the matter further and referred inquiries to the Director of Civil Aviation in Pretoria, Mr J. Germishuys

Mr Germishuys said he could not discuss the matter and referred inquiries to the Secretary for Transport, Mr A. B. Eksteen, but he was not available

When a black Daily Dispatch reporter visited the airport yesterday, only faint outlines remained where apartheid signs had been fixed to the toilet doors

The reporter was served in the restaurant and the waitress said they had been serving blacks for some time. There had been no incidents. The men's only bar on the ground floor is also open to all races — DDR

Large salad bowl, combine lettuce, apple, orange sections, and nuts; toss together. Combine mayonnaise, soya sauce lemon juice; mix well. To serve, add dressing to salad; gently. Makes 4 - 6 servings.

---cDc---

STUFFED CABBAGE SALAD
May Bennett, Ridgeworth

1 fresh green medium size cabbage
onions
carrots

tomatoes
fresh pineapple
radishes

Cut the centre from the cabbage, leaving the outer leaves to form a bowl. Wash well. Chop onion. Peel and cut the carrots and pineapple. Cube tomatoes. Thinly slice some of the inner leaves of the cabbage leaving the stalks. Place the carrots, pineapple, tomatoes, sliced cabbage and the finely chopped onion in a bowl adding any juice from the tomatoes, pineapples and add salt and black pepper to taste. Toss well, then pile the salad into the cabbage "bowl". Garnish with radish roses and a small bowl of mayonnaise for those who like it. To make the radish roses, cut across the tops in a double cross, then put them in iced water until the radishes open up.

---oDc---

GERMAN POTATO SALAD
Ethne Beard, Fort Elizabeth

boiled potatoes
cooked bacon
mayonnaise

chopped onion
salt and pepper

Cube the potatoes while still hot. Chop up the bacon, mix with the potatoes, onion and mayonnaise. Season with a little salt and pepper. Use hot or cold.

~~EGG SALAD~~

hard boiled eggs
salad dressing

May Bennett, Ridgeworth

salt and pepper
paprika and parsley

Cut eggs in half and lay on a flat salad platter; cut side down. Pour over salad dressing.

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SPRING GREEN SALAD
May Bennett, Ridgeworth

1 medium size lettuce
2 onions
parsley

1 cucumber
mint (fresh)
scallions

Wash and shred the lettuce; chop onions finely and parsley; keep a few pieces for garnishing. Wash cucumber peel and cube. Wash scallions, and cut tops off leaving a short piece of the green left on. Toss the lettuce, parsley, cucumber, onion and scallions together, salt and pepper. Pour over a little French dressing and serve in a glass bowl. Garnish with a few sprigs of mint and parsley.

---cDc---

CURRIED GREEN BEAN SALAD
Mrs Futter, East London

2 lbs sliced green beans
2 chopped onions

1 d salt, level
2 cups water

Boil the beans (sliced) with salt and onions till cooked, then pour off the water.

Sauce:
1 1/2 cups sugar
1 d curry powder
1 heaped T flour
1/2 bottle vinegar

Mix the curry powder, flour with a little water. Mix well, so that no lumps form, and then add the sugar and vinegar, boil up and stir all the time, then add the cooked beans and onions, bring to boil again. Bottle.

---cDc---

APPLE AND TOMATO SALAD

1 medium head lettuce, cut in bite-size pieces (+ cups)
2 cups diced apple

1/3 cup coarsely chopped walnuts
1/2 cup mayonnaise or salad dressing

1 oz can (1 1/3 cups) mandarin orange sections, drained
1/2 oz or 2 oz can tuna, drained
id broken in large chunks

2 t soya sauce
1 t lemon juice

Large salad bowl, combine lettuce, apple, orange sections, and nuts; toss together. Combine mayonnaise, soya sauce lemon juice; mix well. To serve, add dressing to salad; gently. Makes 4 - 6 servings.

---cDc---

---oDc---

Remon Juice.

12/10/79.

INSIDE MAIL



A long line of passengers queue for an early morning bus to Dunkeld, having reached the city by Putco bus or rail from the townships.



This black municipal bus was crowded from the city to Dunkeld during the morning peak hour — mostly domestics on their way to work having bussed into the city from Soweto and Alexandra townships.



The handful of passengers on the bus returning from Dunkeld shows there is plenty of space for white commuters. At no time on the return trip was there more than a handful of passengers on the bus.

12/10/79

Mounting cost of Johannesburg's segregated buses

Handwritten notes:
PDA
~~2/11~~
269

THE SEPARATE white and black municipal buses running along 10 parallel routes in Johannesburg made a significant contribution to the overall R6,6-million loss suffered by the city transport department two years ago.

While the department does not keep separate statistics on the separate services, transport heads acknowledge that relatively speaking the black service is a money spinner and is expected to break even this year.

By comparison the white services — also open to coloureds and Asians — are a drag on the city coffers, especially those for scholars, which cost the city R1,5-million in the 1977/78 financial year.

Surveys of passenger flows conducted by the Rand Daily Mail last week show that there is weight behind the argument that these buses can be integrated to the city's benefit.

Last Wednesday, a team of "Mail" reporters travelled in both directions on morning peak period and off-peak buses, both black and white, running on parallel routes — to and from Dunkeld, Greenside, Kensington and the city centre.

There was a clearly discernible difference in the patterns of travel of black and white commuters. The black buses were filled to capacity from the city outwards and returned carrying between 15 and 20 passengers.

However the white buses were carrying only a half-load on the outward runs and were nearly full on the citybound legs.

Of 12 white passengers interviewed on the Dunkeld bus, six were in favour of integrating the service, two were opposed to the idea and four had no opinion.

Kensington's white bus users were more open to the idea of integrated buses. Out of 16 peo-

Every workday morning, Johannesburg's white buses leave the city empty and come back full. The black buses on parallel routes leave full and come back empty. **BRUCE STEPHENSON** examines the case for integrated transport

ple questioned, 10 were in favour of integration, two were against it and four declined to comment

Said one middle-aged lady. "My maid sits at my table and watches TV with us — so what is the difference if she sits next to me on the bus?"

Black commuters were not sure that they could afford to ride on white buses. Of 20 asked what they thought of integrated services, 12 were in favour and eight against the idea.

One comment: "What's the point of using the same bus as whites and paying the same money as them when my employers continue to underpay me?"

In August the National Party/Independent Ratepayers Action alignment in the City Council rejected a Progressive Federal Party call for these routes to be racially integrated.

The PFP's main spokesman in that debate, Mr Les Dishy, councillor for Sandringham, firmly believes there is a need to integrate transport services in view of the drop in passengers over the years and the need to conserve fuel

"It is quite clear that with segregated services, far too many buses are used to move far too few people. Desegregate and you will optimise the movement of people instead of vehicles," he argues.

Only two factors will persuade commuters to leave their cars at home and take a bus: a further drastic increase in the petrol price and a vastly im-

proved public transportation system. Buses at the moment are too few and far between to really compete with the car, Mr Dishy says

"The black services are even worse. It is ironic that a black person is forced to walk unnecessary distances to find transport while white buses whizz by. The cost to the community in lost man hours and efficiency cannot be measured."

The acting general manager of city transport, Mr Eddie Curtis, says the black services make money because they are better used both in and out of peak periods.

Black fares are lower than those for whites for the same reason. The black fleet of 78 buses carried 16-million passengers last year, while the 365 white buses carried 30-million — less than double the number of passengers with a fleet five times larger.

A big fillip for the black services is that 75% of its customers pay cash instead of using the cheaper coupons. Only 24% of white passengers pay cash.

The main cost in running any transport system is staff, Mr Curtis said. However the city's fleet of 365 white buses — which can be used by coloureds and Asians — are filled virtually to capacity in peak periods but 70% are idle for the rest of the day.

This, Mr Dishy argues, is where the white service is making its loss. While 70% of the white buses and crews are not bringing in money, this is

the time when black buses are still operating profitably.

"Integrated services would mean, firstly, because of the counter-flow of black and white passengers in peak periods, buses would ride full both in and out of the city. Secondly, there would be more buses available for every passenger, and better use of buses off-peak. This would mean a drop in overall costs.

"Stepping up the frequency of service is the only way commuters will be tempted to use buses instead of riding in their cars," he says.

"After the war we missed the boat by not improving services (bus usage has dropped from 136-million passengers carried in 1945/46 to 51,5-million last year). We are in a similar situation now, because the black commuter is becoming more car-conscious.

"It is essential to absorb and maintain passengers in step with the increase in numbers of commuters and workers," Mr Dishy says.

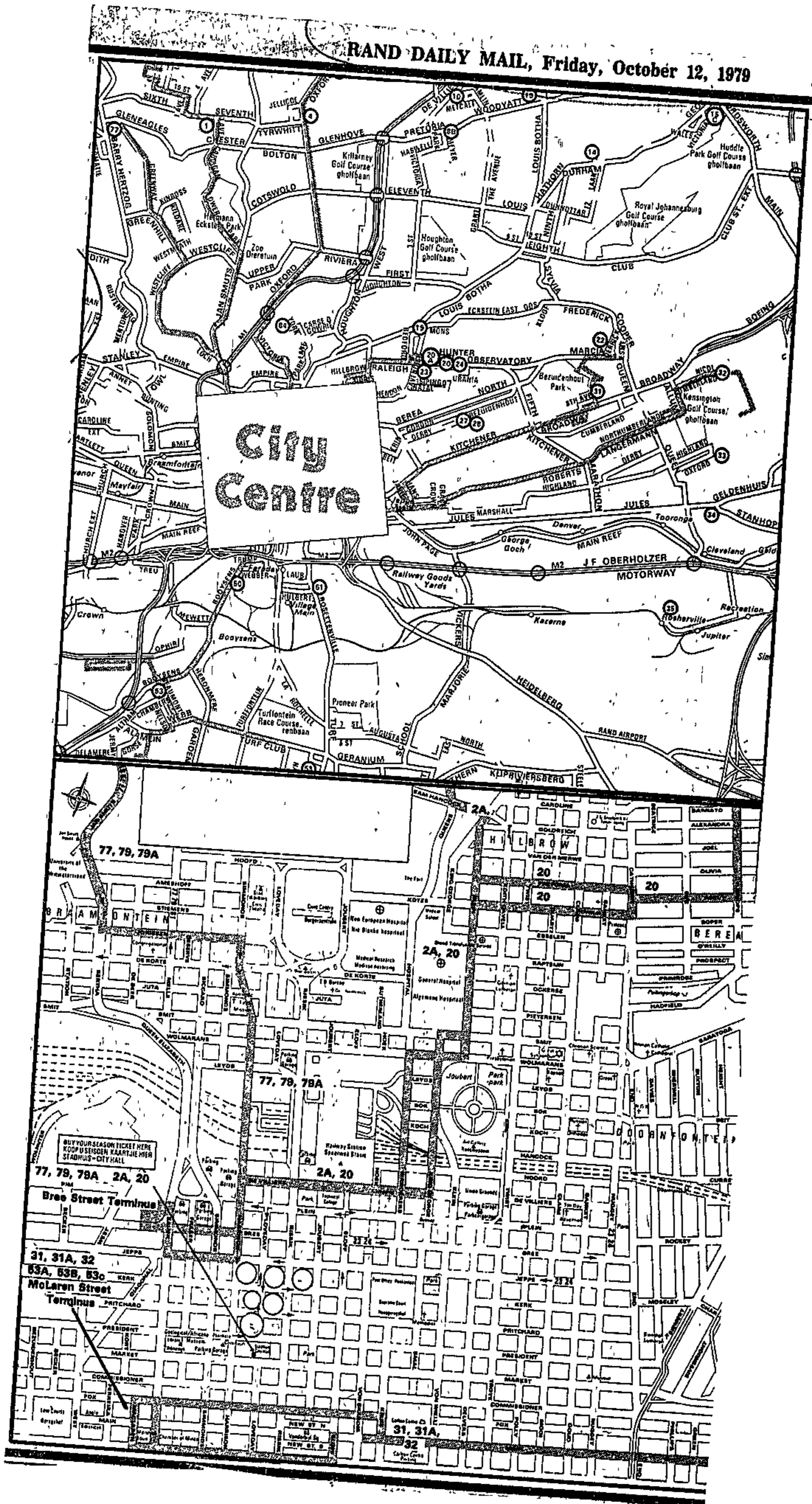
Mr Gerrit Bornman, chairman of the city's transportation committee, considers this an "ill-chosen time" to raise the subject of integrated buses.

"The matter of public transport is too delicate to play around with and anything you say cannot be constructive," he says.

"We do not carry people from where they are not, to places they don't want to go to."

It seems strange that transport executives feel there would be opposition to something that has never been tried here, despite the successful integration of public transport in Cape Town.

Even stranger still that the city that is the leader in all other affairs — finance, business, advertising, fashion — should behave like an old maid when it comes to race changes.



the cost of raising the necessary funds has to be taken into account. The funds themselves are already justified by comparison with the alternative methods of provision, but there are additional costs involved in raising them: interest on loans, or administrative and incentive costs of raising taxation. These are normally insignificant for any given project, but may affect the overall amounts available for the health budget.

Where the methods of providing a given service use the same kinds of resources in different proportions, the decision-making can be simplified by means of Linear Programming, though health service choices cannot usually be presented in the simplified way required by this method.

2. CHOICE OF PROGRAMMES

So far, we have discussed methods of choosing means to obtain a given objective. But what tools are available to aid the choice of objectives themselves? Can anything be said on the question of the priority to be given to particular diseases or age groups, whether to allocate more to child welfare clinics or care of the aged?

Overall criteria are needed, and they have to be expressed in such a way that they can guide these detailed questions. Essentially, the problem is not only to relate resources used to objectives achieved, but to relate the various objectives to each other.

There are various means of doing this; but all of them require that expenditure be accounted for by the ends it is expected to achieve.

2.1 Programme Budgeting

Programme budgeting, also known as budgeting by objectives, involves the presentation of expenditure data according to the objectives to which it is directed. Thus, projects to combat TB would be grouped together, geriatric problems, sanitation programmes, etc.

This is necessary:

- (a) to know the cost of pursuing each objective;
- (b) to group together activities with the same objectives which can be compared by cost-effectiveness analysis;

(c) to know the effectiveness of a given amount of money when spent on different objectives, so that choices can be formulated in terms of the alternatives we might afford - so many geriatric day care centres, so many child welfare clinics, etc.

Financial statistics are not traditionally arranged on this basis but in categories such as 'salaries', 'transport', 'medicines', etc. A separation, e.g. between expenditure on different disease groups or age groups cannot be made.

Programmes is an art. Pole, an economist, writes:

In my view, be mainly determined by which one wishes it to control at where decisions are primarily judgement - of determining basic activities to be compared to the mentally handicapped against a more technical question of to be achieved - drug therapy would want the activities to be achieved. This distinction of slightly older vintage - activeness; and through that welfare economics, which

BUS BOYCOTTS Buthelezi steps in

Whether the Ladysmith bus boycott has ended permanently, or whether this week's return to using the buses is a temporary truce, remains to be seen. The answer is likely to hinge on a meeting this week between Kwazulu Chief Minister Gatsha Buthelezi and Dr Piet Koornhof at which Zulu grievances will be aired. Towards the end of last week police took action against pirate taxis and officials began to move against blacks sleeping illegally in town to avoid walking from the townships. Then at a meeting on Sunday,

following discussions between Ezakheni town council and Kwazulu cabinet members, it was decided to call off the boycott. Although the precise nature of black grievances is not clear, they appear to include dissatisfaction with the nature of the service, the conduct of some officials and the level of wages.

For the meantime bus fares are back to the levels prevailing before the boycott started on September 10.

At Port Shepstone where fares were raised on October 1 the boycott continues. Unlike Ladysmith, where the protest was peaceful, sporadic violence has erupted with stonings, roadblocks and arson. As yet no solution is in sight. At Hammarsdale, where a partial boycott in sympathy with the Ladysmith boycotters has been in operation, things appeared at midweek to have returned to normal. In Durban, where fares will be increased from October 14 a strenuous campaign has been launched to promote clip cards to reduce the impact.

He adds:

"In practice, it is a distinction between utilities in the question whether the community is a technical group? But whatever are the good things in itself the medical and technical politicians and advisers but the economist's

Programme budgeting, though out from the multiplicity of administrative criteria, and those in which

BRISK WALK CAN BE A LOT BETTER THAN PUBLIC TRANSPORT

Hurry?

Use

*269
Sunday Express*

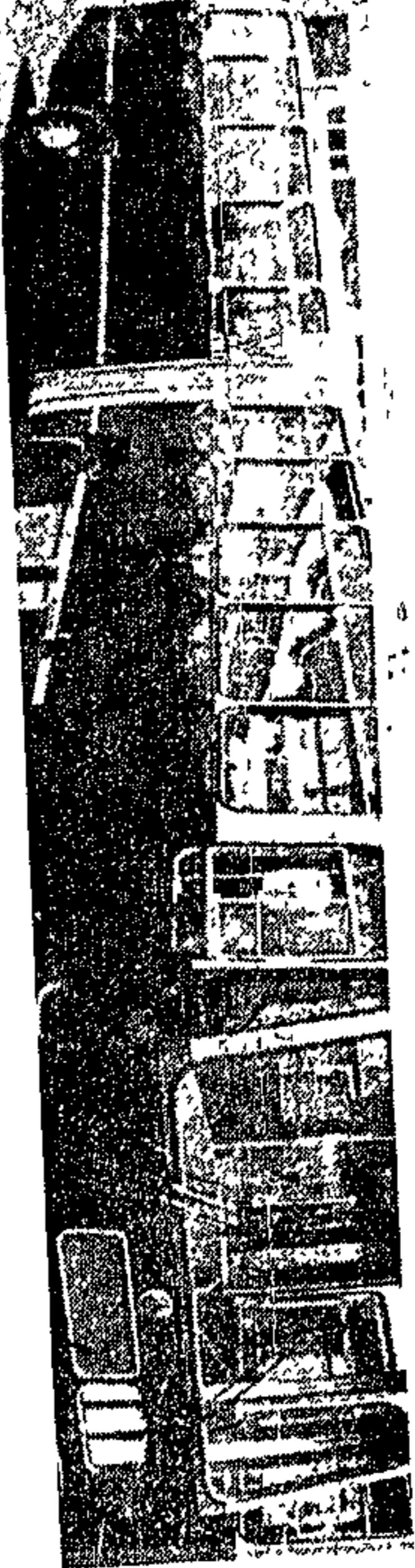
Your

#14/10/79



● Express reporters Sharon Smit (left) and Marrian Shinn beat the rush-hour buses from Berea and Yeoville. What's more, they enjoyed the walk.

not the



14/10/74

We lurched away quite pleasantly into town, in a three-quarter empty bus. It was a sort of rattling kind of exhaust-to-bumper race for the stops with another bus, also three-quarters empty, for Blacks.

If ever I have enough time in the morning, and can get my head to understand that in the long term, buses have to be cheaper, I may do it again.

SHARON SMIT

From the moment I lock my flat door to the moment I walk into the office build-

ing takes exactly 35 minutes.

A fair amount of this time is spent waiting for a bus. And it's no use suggesting a timetable, as city hall is sold out of those and

'There was a machine that went ping'

won't have any more for at least two weeks. So if you're running late, walk. Not quite as leisurely

as a bus, of course, but by no means a rush. After all, it only takes 20 minutes.

And not wanting to belittle the Johannesburg bus service, I deliberately took my time.

JEAN LE MAY

I sauntered to work from my Hillbrow flat one morning this week — and made the office in less time than it had taken me by bus the morning before.

My saunter included a detour to the right through Joubert Park to look at the flowers — there is very fine

display of foxgloves on the King George Street side. The walk took me 25 minutes, and I'm no galloping grandmother.

The day before I got on the Hillbrow — Forest Hills bus at the terminus in Banket Street, half a block from my flat, at 8.07 am. It was 8.32 when I got off it at the Trust Bank, Eloff Street and walked to the office in nine minutes after a glance at the Carlton Centre shop windows.

If I had been a clock-puncher I would have clocked in at 8.41 — 34 minutes from the flat and nine minutes more than the previous day's saunter.

TERRY MEYER

Riding a bus from the new Braamfontein terminus is probably taster than walking.

Though I must point out that I missed the rush-hour and boarded my bus just

before gam. So JTD had an advantage.

What made the bus route (Route 32) quicker was that it hardly stopped at all to pick up passengers — no more than half a dozen. Many failed to realise that the bus, in fact, goes

'The bus hardly stopped for passengers'

through town. The new Eastgate route marking confused several potential passengers.

The out-of-rush-hour ride into work took 19 minutes — against my 28-minute walk the day before.

Mr Kunn's comments.

Yeoville — Anyone who beats the Yeoville bus to town must be a world re-

cord holder. I don't swallow that one.

Norwood — Since the bus won, he didn't comment specifically.

Berea — The buses run into more congestion as they get into the city centre.

Hillbrow — It's a pretty good service. In the morning peak there is a bus about every five minutes. I don't think anybody could beat the bus from Hillbrow.

Braamfontein — Mr Kunn was satisfied with this report.

Mr Kunn pointed out the new routes could not be properly tested before being put into effect.

"With new routes coming into effect at once we had to work out what looked the best and try them. To an extent we were working in the dark.

"On the whole I think the new system is working very well."

CNIN RINGS

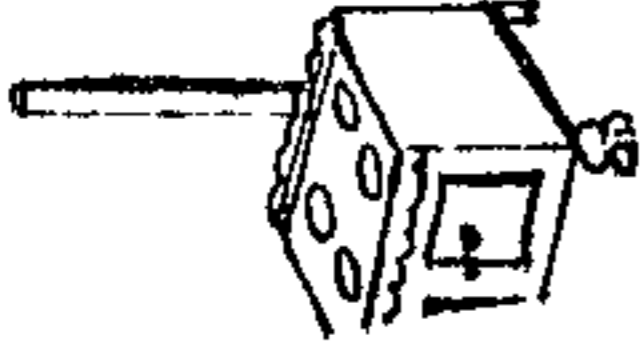
May Bennett, Ridgeworth

Peel and slice large onions, and separate the rings. Heat a pan; add oil. Dip the rings in milk and then coat with flour, and fry till brown in the hot oil. Drain the oil off on a paper towel, and season with salt and pepper.

---oOo---

OLU FAMILY OF VINTAGE RECIPES

1920 and All There



Transport permit eases bus dispute

Own Correspondent

DURBAN — A confrontation between the Port Shepstone municipality and the Road Transportation Board has been averted with the news that the borough has been granted a temporary permit to transport black labourers.

This was confirmed today by the mayor of Port Shepstone, Mr Aubrey Thompson, who said: "We've been granted a permit for two weeks."

Mr Thompson said he believed the turnabout had resulted from the personal intervention of the Minister of Transport, Mr Heunis, but could not confirm this.

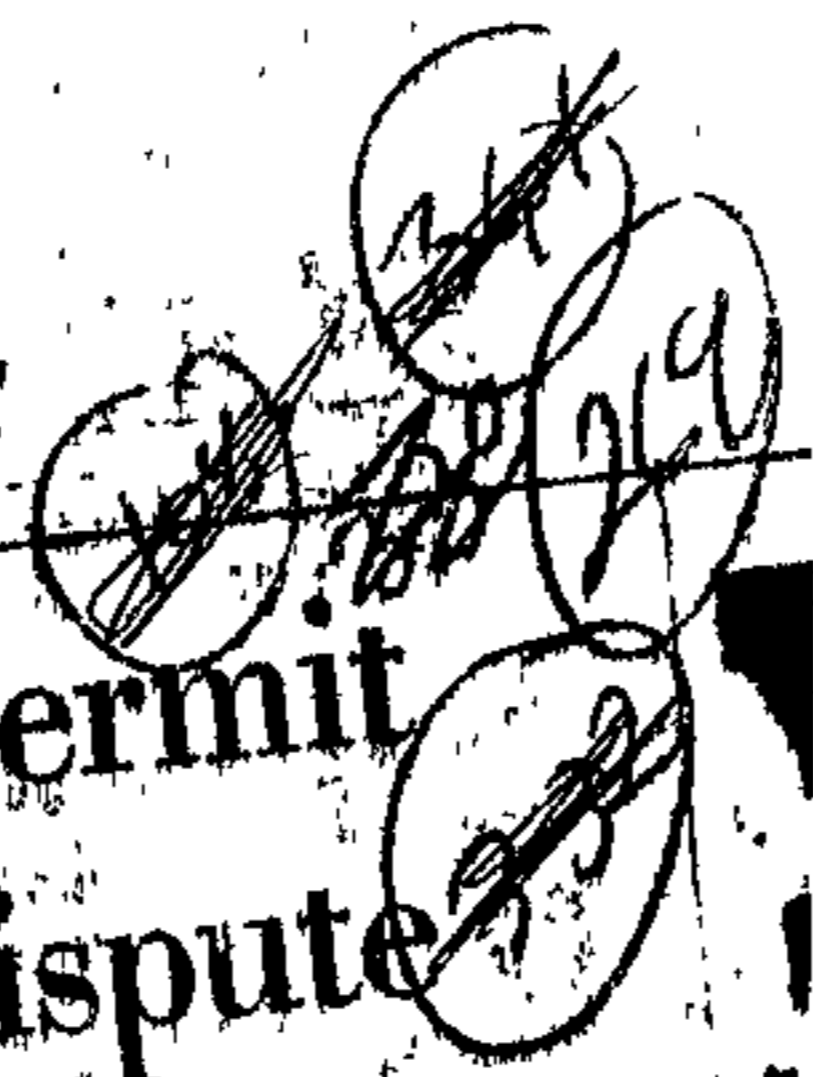
The council had applied for a permit to transport the workers yesterday but this was turned down, according to Mr Thompson. "The reason given was that there already was a bus service."

Mr Thompson said they would use the two-week period to try for a settlement in the South Coast bus dispute which is now in its fourth week.

"We are hoping during this period that we can work out some sort of settlement whereby things can return to normal."

FRANK

2/12/74
SW



PLUM PUDDING

May Bennett, Ridgeworth

- 2 cups flour
- 1 t baking powder
- 1 large cup brown sugar
- 1 cup currants
- 3 beaten eggs
- 1/4 t ground spice

- 1 small cup chopped raisins
- 1/2 grated beef suet
- 1/2 pt milk
- 1/2 t salt
- a little mixed peel finely cut

Mix all ingredients together well. Tie in a pudding cloth, and boil for three hours. Serve with hot nutmeg sauce. This recipe was used for Christmas dinner in 1910 by my mother and sister, who say "We used 1 cup of flour and 1 cup of stale bread crumbs in stead of 2 cups of flour. Very successful".

---cOo---

MUTTON, ROAST SHOULDER OF 1900

- shoulder of mutton
- drippings
- salt
- flour

Put the joint in a bright clear fire, floured well. Baste contin-

processes is essential; and the division will have to be more fine the more discriminating public decisions can be.

The results of programme budgeting may be valuable in themselves, although the mere procedure does not necessarily ensure that better decisions will be made. Their potential is realised only if there follows an assessment of the value of expenditure in each programme.

2.2 Programme Evaluation

Methods of evaluation range from simple procedures for looking at costs, where the conclusions are left largely to intuition, to highly complicated processes which present more or less clear-cut solutions. For these more precise methods, most of the value judgements have to be made explicitly in advance. Some points on the spectrum between these two extremes are analysed below.

2.3 Looking at Expenditure

Basically, one is looking for inconsistencies. It was noted that a logical axiom, basic to economics, is that a rand should yield approximately the same value in whichever programme it is spent. If the net social benefit from the marginal expenditure on one programme much exceeds that on another, one can do better by withdrawing funds from the second programme and increasing expenditure on the first. By simply looking at a breakdown of the budget between programmes, the amounts spent on each may be compared with our intuitive notions of how much 'ought' to be spent on these things. Our judgement will depend on what we consider the benefits of expenditure under each programme to be, a process which cost-benefit analysis seeks to formalise (see below). For example, if it can be shown that expenditure on preventive medicine constitutes approximately 2% of all expenditure on health, it may be felt that the benefits from this kind of provision warrant an increase in the share of the budget allocated to it.

Unfortunately, such intuitive processes can pick out only the grossest incongruities which are recognised by all, whatever criteria of 'value' are used. The optimum level of expenditure on a particular objective is, from the point of view of intuitive judgement, highly uncertain, because of the wide variation in benefits attributable to a particular type of spend-

ing. This is partly due to a deficiency in information on the results of the programmes which can be resolved by recourse to appropriate data. Nevertheless, there will also be differences of judgement which cannot be resolved without prior agreement on the relative valuation of different benefits which have to be fed into the analysis; and in the intuitive process, these two factors may not be differentiated.

A very large proportion of decisions are now taken with no further analysis than this. Any further steps involve a way of systematically valuing the benefits of different.

2.4 An Informal
The following method described by John students in Thailand where no numerical discussion, to draw Potential health pr one to four pluses)

Diagram 1: A met

Problem	Score
Large & poorly spaced families	96
Inadequate ante-natal & obstetric care	48
Malnutrition	36
Need for medical care	32
Specific diseases	16
V.D.	16
Dental problems	54
TB	0
Common cold	0
Yaws	0

* Added to test scoring method

Cape Town trains go 'economic not racial'

CAPE TOWN, — Ticket office apartheid at Cape suburban railway stations had been completely lifted and if racial signs were still up it was simply because the Railways Works Department had not yet removed them during routine maintenance operations. This was the explanation given by the Western Cape System Manager of SAR, Mr E W Kirsten, in an interview this week. It is one of the first steps toward the total removal of apartheid from the railways. Mr Kirsten said the policy was to move away from racial toward economic discrimination. Commuters would in

future be faced with signs saying "first and second class tickets" and "third class tickets." This meant that blacks who could afford first class fares would be in the same queue with white commuters. When they boarded their trains, black and white first class passengers would still have to travel in coaches demarcated for them "whites only" or "non-whites only". Third class coaches are for blacks only. Apartheid had also been scrapped at subways and bridges and at goods, parcels and baggage offices, Mr Kirsten said. Toilets, waiting rooms, cafeterias and restau-

rants remained segregated.

The "global policy" was to remove racial signs where they caused problems but to retain racial segregation where there was a possibility of integration causing friction

Suburban station exits and entrances had been desegregated and at Woodstock, Salt River, Maitland, Tygerberg, Bellville and Steenberg, economic separation — 1st/2nd or 3rd class — with barrier control had been introduced, Mr Kirsten said.

Not included in the "open-it-up deal" is Cape Town's main station. — Sapa.

total	96	48	36	32	16	16	54	0	0
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2.4 An Informal Method for Setting Objectives

The following method for guiding the choice of priorities has been described by John Bryant. 12 It has been used by medical and nursing students in Thailand, and one of its advantages is that it can be used where no numerical data is available. It, therefore, lends itself to **QUALITY CONTROL** to draw on the experience of a group of people.

Mr Thompson said they would use the two-week period to try to settle the dispute which is in its fourth week. "We are hoping that we can work out some sort of a settlement during this period so things can return to normal."

The granting of a temporary permit to the borough followed reports that inspectors from the Road Transportation Board were clamping down on employers transporting workers to and from work.

Last week, two Margate businessmen were fined for doing this, and the board had warned the borough not to do the same.

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The reason given was that there already was a bus service.

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Last week, two Margate businessmen were fined for doing this, and the board had warned the borough not to do the same.

Mr Thompson said he could not comment on private employers who wanted to transport their workers to Sapa.

Basically, one is looking for 'inconsistency', logical axion, basic to economics, is that namely the same value in whichever programme social benefit from the marginal expenditure that on another, one can do better by with a programme and increasing expenditure on the a breakdown of the budget between programmes may be compared with our intuitive notions of how much 'ought' to be spent on these things. Our judgement will depend on what we consider the benefits of expenditure under each programme to be, a process which cost-benefit analysis seeks to formalise (see below). For example, if it can be shown that expenditure on preventive medicine constitutes approximately 23 of all expenditure on health, 11 it may be felt that the benefits from this kind of provision warrant an increase in the share of the budget allocated to it.

Borough may now transport boycotters

25/10/74

Large & poorly spaced families	+++	+++	+++	+++	+++	48
Inadequate antenatal & obstetric care	+++	++	++	++	++	36
Malnutrition	+++	+++	+++	+++	+++	32
Need for medical care	++	++	++	++	++	
Specific diseases:						
V.D.	++	++	++	++	++	16
Dental problems	+++	+	+	+	+	16
TB	+++	+++	+++	+++	+++	54
Common cold*	+++	+	+	+	+	0
Yaws*	-	+	+	+	+	0

* Added to test scoring method

Cape railway stations still enforce racial separation

26/10/71
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EAST LONDON —Despite moves throughout South Africa to derail apartheid, the main railway stations in the Cape still enforce racial separation.

Some concessions have been instituted at the stations at Cape Town, Port Elizabeth and East London but coach, waiting room, toilet and restaurant apartheid is still enforced.

In East London, the races use separate entrances with blacks still being forced to pay 5c to enter the platform.

The East Cape System Manager, Mr D. Butler, said in March plans were drawn up to build a barrier that would give blacks access to the platform without having to pay.

He said last month the platform toll was instituted to protect the railways because blacks could board trains without tickets and avoid paying because it was a short journey and ticket examiners could not inspect all tickets in the 45-minute journey to Mdantsane.

Mr Butler said yesterday the plan to eradicate the 5c platform toll was still on the cards but he could not say when work would start on it.

At the black entrance, people without rail tickets had to pay 5c but whites did not have to pay.

A tour of the station showed yesterday there were two distinct racial areas although there were no barriers separating the races.

The white section is toward the Fleet Street end of the station and of the 12 wooden benches on the main platform, only three were marked "whites only". The markings on the rest had been erased.

All the white coaches are parked in this area when the train leaves and the waiting rooms are unmarked.

All black facilities are situated at the other end of the station and are clearly marked "non-whites only".

kiosk clearly marked "non-whites only" and it does not have sit down facilities like the white cafe at the other end.

The waiting rooms are also marked "non-whites" with a further division between third class and first and second class passengers.

The 10 wooden benches and 15 fibre glass benches are also unmarked.

At Port Elizabeth's main station, only apartheid at the entrance to the station has been ditched. The two racially separated entrances have been open to all races while "whites only" signs on the benches have been erased.

Ticket box apartheid is still enforced and all the waiting rooms are separate.

There are separate bars for blacks and whites but the cafe has sit down facilities for only whites. Blacks are served through a window at the back.

The charge office at the station has also been desegregated.

The system manager for the Cape Midlands, Mr J. Swanepoel, was not available for comment yesterday.

At Cape Town's main station, ticket box apartheid remains while it has been lifted entirely at suburban stations where all racial signs have been removed.

The Western Cape system manager, Mr F. Kirsten, said this was one of the first steps towards the total removal of apartheid from the railways.

He said the policy was to move away from racial to economic discrimination so that all first and second class passengers — both white and black — would be able to use the same ticket box. Third class tickets would be bought at a separate box.

But Mr Kirsten said apartheid on the coaches between first and second class passengers would remain. Waiting rooms, cafes and toilets would remain segregated.

He said apartheid signs would not be removed if they caused friction —

Cuba fr. potatoes while still hot. Chop up the bacon. Mix with the potatoes, onion and mayonnaise.

- boile potatoes
- cooked bacon
- mayonnaise

GERMAN POTATO SALAD

- chopped onion
- salt and pepper

Ethne Beard, Port Elizabeth

---000---

Cut the centre from the cabbage, leaving the outer leaves to form a bowl. Wash well. Chop onion. Peel and cube the carrots and pineapple. Cube tomatoes. Thinly slice some of the inner leaves of the cabbage leaving the stalks. Place the carrots, pineapple, tomatoes, sliced cabbage and the finely chopped onion in a bowl, adding any juice from the tomatoes, pineapple and add salt and black pepper to taste. Toss well, then pile the salad into the cabbage "bowl". Garnish with radish roses and a small bowl of mayonnaise for those who like it. To make the radish roses, cut across the tops in a double cross, then put them in iced water until the radishes open up.

- 1 fresh green medium size cabbage
- onions
- carrots

- tomatoes
- fresh pineapple
- radishes

STUFFED CABBAGE SALAD

May Bennett, Ridgeworth

43

- 2 lbs sliced green beans
- 2 chopped onions

Boil the beans (sliced) with salt and onions till cooked, then pour off the water.

Sauce:

- 1 1/2 cups sugar
- 1 d curry powder

- 1 heaped T flour
- 1/2 bottle vinegar

CURRIED GREEN BEAN SALAD

Mrs Futter, East London

---000---

Wash and shred the lettuce, chop onions finely and parsley; keep a few pieces for garnishing. Wash cucumber peel and cube. Wash scallions, and cut tops off leaving a short piece of the green left on. Toss the lettuce, parsley, cucumber, onion and scallions together, salt and pepper. Pour over a little French dressing and serve in a glass bowl. Garnish with a few sprigs of mint and parsley.

- 1 medium size lettuce
- 2 onions
- parsley

- 1 cucumber
- mint (fresh)
- scallions

SPRING GREEN SALAD

May Bennett, Ridgeworth

44

Friction, layout to determine mixing

THE integration of certain facilities on railway stations depended on whether any friction would be caused and on the layout of platforms, a spokesman for the rail-

ways said in Johannesburg yesterday.

The spokesman was answering a question on whether more stations would follow the example of Cape Town which has done away with ticket office apartheid.

Segregation in Cape Town

ticket offices will now only be on the basis of ticket classes. First and second class passengers will buy from the same ticket office while third class passengers will buy from another. According to Mr E W Kirsten, Western Cape Systems Manager, apartheid had been scrapped in subways, bridges, goods, parcels and baggages offices.

Asked if this would be extended to stations like Johannesburg, a Public Relations Officer of the Railways headquarters in Johannesburg said this depended on layout of

platforms and if any friction would be caused.

He said other stations like Pretoria used the same entrance for first and second class passengers and this had been going on for the past three years.

Asked about Johannesburg he said there were two stations in Johannesburg, one for blacks and the other for whites. Because of this the situation was normal. Told that there was overcrowding in Johannesburg's black station, he said this had not reached serious proportions.

44

SPRING GREEN SALAD

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- boil up
- and on

43

STUFFED CABBAGE SALAD

May Bennett, Ridgeworth

- 1 fresh green medium size cabbage
- onions
- carrots
- tomatoes
- fresh pineapple
- radishes

Cut the centre from the cabbage, leaving the outer leaves to form a bowl. Wash well. Chop onion. Peel and cube the carrots and pineapple. Cube tomatoes. Thinly slice some of the inner leaves of the cabbage leaving the stalks. Place the carrots, pineapple, tomatoes, sliced cabbage and the finely chopped onion in a bowl adding any juice from the tomatoes, pineapple and add salt and black pepper to taste. Toss well, then pile the salad into the cabbage "bowl". Garnish with radish roses and a small bowl of mayonnaise for those who like it. To make the radish roses, cut across the tops in a double cross, then put them in iced water until the radishes open up.

---o0o---

GERMAN POTATO SALAD

Ethne Beard, Port Elizabeth

- boiled potatoes
- cooked bacon
- mayonnaise
- chopped onion
- salt and pepper

Cube the potatoes while still hot. Chop up the bacon, mix with the potatoes, onion and mayonnaise. Season with a little salt and pepper. Use hot or cold.

---o0o---

EGG SALAD

May Bennett, Ridgeworth

- hard boiled eggs
- salanaise
- salt and pepper
- paprika and parsley

Cut eggs in half and lay on a flat salad platter; cut side down. Pour over salanaise.

---o0o---

CHICKEN AND CUCUMBER SALAD

S. Drury, East London

- 1 cup cooked chicken, diced
- 4 T finely chopped walnuts
- French dressing/mayonnaise
- lettuce
- 1 cup cucumber, peeled and diced
- 1 cup cooked green peas

Marinate chicken, cucumber, nuts and peas with French dressing. Serve on lettuce with mayonnaise. Cover with greaseproof paper and refrigerate until ready for use.

French dressing:
Blend together 6 T salad oil and 2 T lemon juice.

---o0o---

STEAM AND DIESEL OUT

BY JACK BRICKHILL

Sum of 269 28/10/79

INDUSTRY is to get a massive R600 million boost from the Railways' decision to speed up the electrification of the rail system to cut down on diesel consumption.

A section of the system is now being electrified as part of the normal plan but Tribune Finance learned this week that a decision has been made to bring forward the future programme and that work will start next year on a R400 million project.

In addition, Escom is to spend about R200 million mainly on transmission lines to supply electricity to four new electric traction sections totalling 1 530 route kilometres.

The lines to be electrified are the 290 kilometres from Bloemfontein to Noupoort in the Northern Cape, the 472 kilometres from Springfontein to East London, 526 kilometres from De Aar to Port Elizabeth and 242 kilometres from Pyramid, near Pretoria, to Pietersburg.

Work will begin in the Railways' next financial year which starts in April. The Pietersburg section will be ready by the middle of 1983, the De Aar section will be finished in 1984 and the East London and Bloemfontein sections will be ready by the middle of 1985.

When these sections are finished, electricity will account for 85 percent

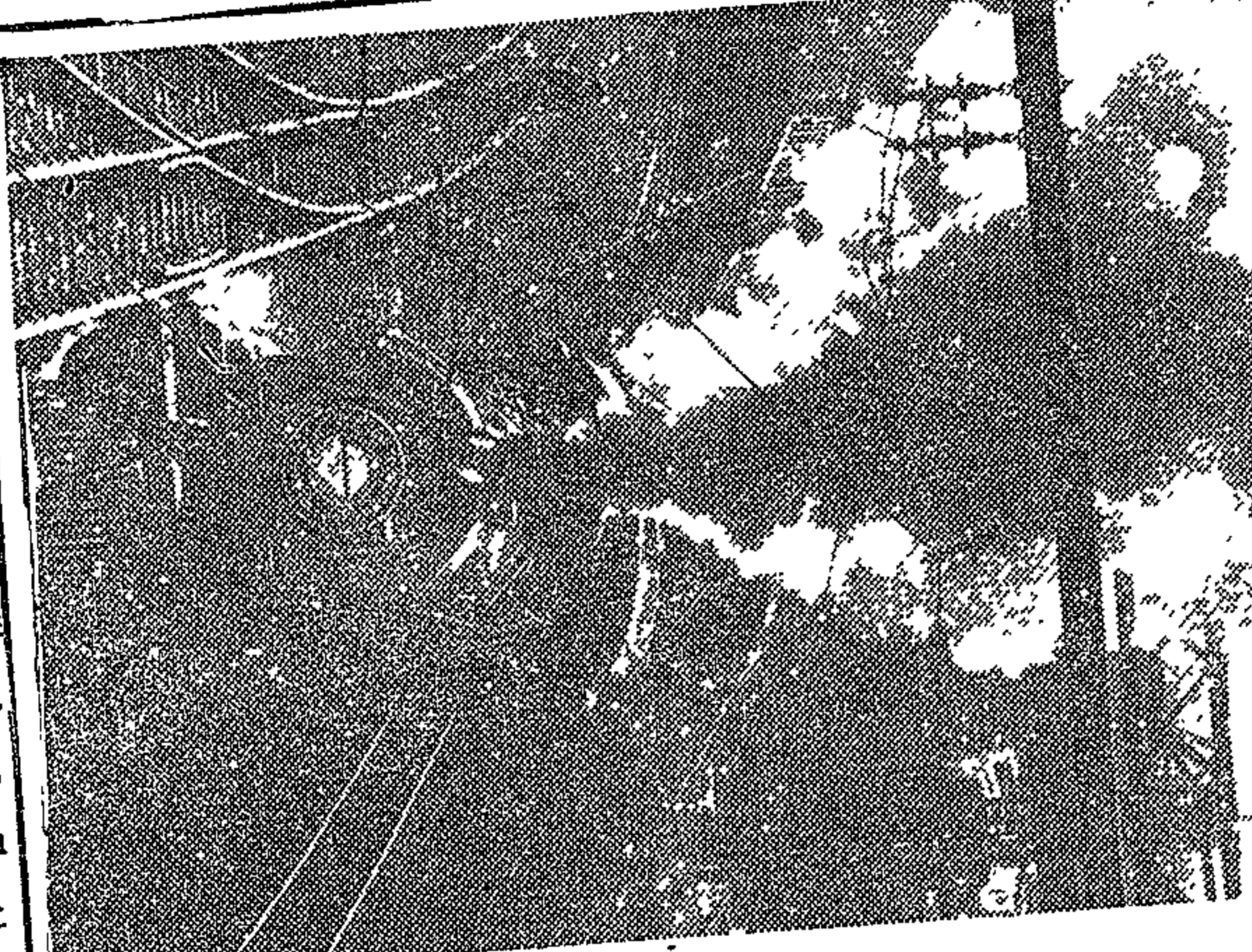
of traction on the system compared with 60 percent at present. The remainder will be fuelled either by coal or Sasol diesel. The railways' oil-based fuel consumption is classified information but the savings will be substantial.

Only the Kimberley — De Aar section remains to be electrified at a later date. Those sections not on electric traction will be mainly branch lines.

Work already approved and now under construction includes 57 kilometres from Brits to Atlanta, 10 kilometres from Pretoria North to Pyramid, 29 kilometres from De Wildt to Pyramid and 260 kilometres from Beaufort West to De Aar. The civil engineering work is relatively small and the main benefit from these projects will go to companies in the electrical engineering, structural steel and transmission line fields.

New power stations including Kriel, which will be in full commercial operation at the end of this month, Duvha, Matla, Koeberg and the Drakensberg scheme, will ensure adequate supplies for the expanded electric rail system.

Electricity at present accounts for 21 percent of the country's total energy consumption. The new rail projects will help boost this figure to around 25 percent.



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- (3) Additio
- (4) Does th

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Body left 14 hours on station platform

THE BODY of a woman commuter was left lying on a station platform till the next morning — 14 hours after she fell off a train.

According to railway employees at Limindlela Station in Tembisa, the accident happened at about 6 pm on Monday evening.

Her body was removed the next day, Tuesday, around eight in the morning.

Reporters found a green jersey, which it was claimed belonged to her hanging from the station fence.

The stationmaster at Tembisa Station did not seem to know anything about the accident. His first reaction when reporters approached him about the accident was "has the body been removed?"

He then referred them to the Kaalfontein Railway Police.

CONFIRMBD

Mr Andries Steyn, PRO for the railways confirmed that a woman had died at the Limindlela Station.

"Apparently the woman fell off a moving train and sustained head injuries. She died instantly, according to the report received by the police at Kaalfontein," he told POST.

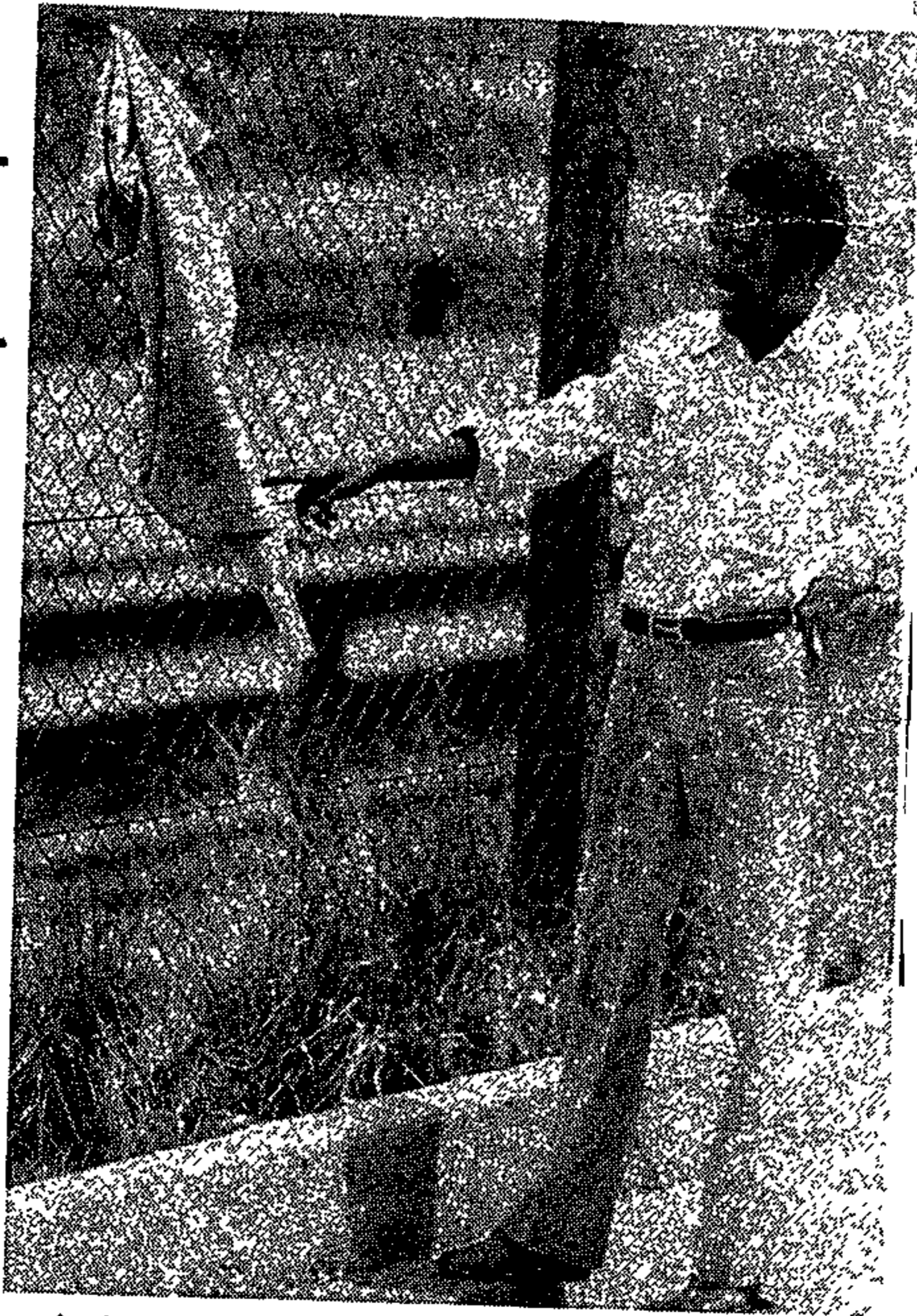
By PAULINE BUTHELEZI

The Kaalfontein Railway Police received the report around 6 pm on Monday and they went out to the station and found the woman lying on the platform.

"They informed the South African Police at Boksburg and requested that the body be removed, because the railways do not have mortuary facilities," continued Mr Steyn.

"We do not know why the Boksburg SAP took so long to remove the body, but we are taking the matter up with them to ascertain what happened," he said...

The woman has been identified as Georgina Nozimanga Mgye (25). It is believed her address is 3 Rudok Street, Turffontein.



A jersey, which is believed to belong to the dead woman, was found hanging from the fence.

Petition handed to SAR

A PETITION signed by 672 people from KwaThema, Springs, has been handed to the South African Railways (SAR) requesting improved conditions for train and bus users.

The petition was compiled by Mr Albert Maraka of KwaThema, an ex-employee of SAR.

The petition was handed to Mr E A Works, the superintendent of the SAR bus transport in Johannesburg recently.

The petition read: "On behalf of the attached list of signatures, we humbly wish to appeal to you as follows:

① That the railway bus

users have a separate window opened for them from 6 pm every Friday from which window they could buy their tickets;

② This will avoid the long queues of train and bus users standing in the same queue. It will also protect the commuters from the pick-pocketing that is so

rife in these queues on the said days.

Further that, in view of the many women travelling with their children by railway buses during festive seasons leaving here at night, we request that the buses pick them up at KwaThema police station, a

place of safety and proceed to Daveyton police station and proceed further to pick up the Delmas group at a place convenient to the railways.

Mr Manaka said on handing the petition to Mr Works, he was told that regarding the queues at the stations, a separate ticket booth would be provided exclusively for bus transport. The booths will be provided wherever there are sales for train tickets.

About SAR buses fetching commuters from police stations, Mr Manaka was told that this will not be possible because Railway Police are not allowed to work in the townships. Instead, special buses will be provided to ease congestion in the normal buses. Mr Works was yesterday not available for comment.

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,51	0,33	1,10	0,21	1,80	1,59	0,13	0,10
1-4	0,05	0,06	0,02	0,10	0,15	0,17	0,02	0,04
5-24	0,07	0	0,07	0	0,07	0	0,07	0
25-44	1,09	0	1,09	0	1,09	0	1,09	0
45-64	9,75	4	9,75	4	9,75	4	9,75	4
65	42,19	32	42,19	32	42,19	32	42,19	32
ALL	4,70	3	4,70	3	4,70	3	4,70	3
NO.	9752	7	9752	7	9752	7	9752	7

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,51	0,33	1,10	0,21	1,80	1,59	0,13	0,10
1-4	0,05	0,06	0,02	0,10	0,15	0,17	0,02	0,04
5-24	0,07	0	0,07	0	0,07	0	0,07	0
25-44	1,09	0	1,09	0	1,09	0	1,09	0
45-64	9,75	4	9,75	4	9,75	4	9,75	4
65	42,19	32	42,19	32	42,19	32	42,19	32
ALL	4,70	3	4,70	3	4,70	3	4,70	3
NO.	9752	7	9752	7	9752	7	9752	7

The Great Train Robbery

By SAM MABE
MANY Soweto commuters get a raw deal from railway booking clerks who sell them more expensive tickets than the ones they want, a **SUNDAY POST** team discovered this week.

The investigation was prompted by numerous telephone calls to **SUNDAY POST** from commuters who complained that they were not being treated fairly.

This came to light in an investigation carried out at 13 Soweto railway stations where we asked for tickets to Longdale.

Of the 13 stations, at only three were we given the correct tickets without any fuss.

These were Naledi, Ikwezi and Chiawelo.

At all other stations — from Naledi to Mzimhlophe and from Mlamlankunzi to Chiawelo — we were offered tickets to Croesus.

Third class tickets to Croesus cost one cent more, and first class tickets six cents more than tickets to Longdale.

All the clerks told us there were no tickets to Longdale since their ticket machines did not print tickets to that station.

But before carrying out the investigation we established with senior rail-

way officials that in these cases, the booking clerks were provided with ticket books so they could write tickets by hand.

I went to Ikwezi with **SUNDAY POST** staffer Petrus Ntuli, who I asked to do the buying. After he had waited for about five minutes at the ticket window, I peeked through and saw four booking clerks having a meal at a table. When I asked them how long their lunch was going to take (there was a train approaching) they said "Till we finish".

At Phefeni, after the clerk had given Mr Ntuli a Croesus ticket I asked him if he did not have a ticket book. He retorted: "You can't tell me anything, we don't write tickets out."

At Oriando we were politely told that there were too many people going to Longdale and writing out tickets would be time-wasting, and that Croesus tickets were issued instead.

A railways official in charge of railway services for blacks, thanked **SUNDAY POST** for bringing the booking clerks' "irregular" behaviour to his attention.

"I can assure you that we are going to take immediate action against each and every one of those clerks who mistreated you."

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	2,90	0,28	0,90	0,69	5,32	5,45	2,46	2,13
1-4	0,22	0,06	0,17	0,11	0,21	0,23	0,18	0,16
5-24	0,05	0,12	0,37	0,33	0,94	0,72	0,66	0,52
25-44	0,20	0,92	3,33	1,85	4,88	2,14	2,75	1,72
45-64	1,46	7,89	16,51	13,42	20,07	10,49	9,32	6,19
65+	11,52		1,22	0,79	2,87	2,22	1,37	1,24
ALL	1,12	0,97	1,22	0,79	2,87	2,22	1,37	1,24
NO.	2336	2019	430	282	3270	2588	2858	1951

the cost of raising the necessary funds has to be taken into account. The funds themselves are already justified by comparison with the alternative methods of provision, but there are additional costs involved in raising them: interest on loans, or administrative and other costs of raising taxation. These are normally insignificant in the overall project, but may affect the overall amounts available for budgeting.

Where the methods of providing a given service use different proportions, the decision-making by means of Linear Programming, though health services usually be presented in the simplified way required.

2. CHOICE OF PROGRAMMES

So far, we have discussed methods of choosing means to achieve objectives. But what tools are available to aid them? Can anything be said on the question of particular diseases or age groups, or more to child welfare clinics or care of the aged? Overall criteria are needed, and they have to be expressed in a way that they can guide these detailed questions. The problem is not only to relate resources used to objectives, but to relate the various objectives to each other.

There are various means of doing this; but all of them require expenditure to be accounted for by the ends it is expected to achieve.

2.1 Programme Budgeting

Programme budgeting, also known as budgeting by objectives, involves the presentation of expenditure data according to the objectives to which it is directed. Thus, projects to combat TB would be grouped together, geriatric problems, sanitation programmes, etc.

This is necessary:

- (a) to know the cost of pursuing each objective;
- (b) to group together activities with the same objectives which can be compared by cost-effectiveness analysis;

(c) to know the effectiveness of a given amount spent on different activities.

GENERAL NEWS

Mutual interests, Constellation key,

DURBAN. — South Africa has to identify the interests it has in common with other countries in Southern Africa and the rest of the world if the Prime Minister's proposed constellation of states is to be a success, says the Minister of Transport, Mr Chris Heunis.

Transport and telecommunications were among the most important factors necessary to break South Africa's bonds of isolation, he told the biennial meeting of the South African Railways Indian Staff Association.

Mr Heunis said understanding the health services.

Staff requests for improved service conditions often had to be turned down because of factors such as the economic climate or the financial position of the Railways.

However, the Indian Staff Association had always demonstrated a realistic approach. When requests were refused, such decisions were accepted in good spirit, demonstrating a high sense of responsibility and loyalty, Mr Heunis said.

He detailed a long list of improvements in service conditions for Indians and other staff members and matters of values or health services.

From one point of view, the community is a technical one. Which is the cheaper way to fulfil whatever are the society's requirements for the treatment of this group? But community care originally became fashionable as a good thing in itself. The practitioners are very apt to muddle the medical and economic arguments when it suits them, and the politicians and administrators equally so when it suits them, but the economist's concern is to keep them separate".⁹

Programme budgeting, then, entails the attempt at this separation, sorting out from the multiplicity of decisions those which can be made on the basis of administrative or economic, together with medical-technical criteria, and those in which the role of the public through political

blacks on the Railways since the previous biennial meeting of the Indian Staff Association. He pointed out that 74% of the total Indian labour force on the Railways was employed in graded positions.

Mr Heunis traced the growth of the Indian Staff Association from a "modest beginning" in 1956 to a well-established organisation with 950 members — 52.4% of the Indians on the Railways staff.

This represented a growth of 13% since the last biennial meeting in 1977, he said.

Sapa

PUBLIC TRANSPORT

Carrying the cost

269

1981/12/24

A recent court case in Cape Town ended in a victory for the commuter. Community worker Rommel Roberts won his case against City Tramways, a Tollgate subsidiary, and the court ordered that the Local Road Transportation Board and City Tramways pay his legal costs

In July, City Tramways applied to the transport board for price increases ranging from 30%-100%. It maintained that fuel costs had increased approximately 224% since January. (This compared with an 83% increase in the retail petrol price over the same period.) Tramways refused to quantify the fuel bill, stating that the 15c/l July fuel increase together with a wage agreement with the tramway union has added R13 000 a day to costs

Roberts lodged an urgent application resulting in a Supreme Court order setting aside Tramways' application. He alleged that the price hikes had been inadequately gazetted, and that insufficient time had elapsed for public objections.

The case set a precedent in that it established the legal necessity for fare increases to be properly advertised.

Having lost its first case and withdrawn an appeal to the Supreme Court, Tramways re-applied to the transport board for increases. However, further action by Roberts and 29 other objectors including the Rev Abel Hendricks, Moderator of the Methodist Church, Johnson Ngxobongwana, chairman of the Crossroads committee, and Rev Alan Boesak, chairman of the Broederkring of the NGK daughter churches, again succeeded in postponing Tramways' application until mid-November.

The delay arose out of an objection as to whether the *ad hoc* board appointed by Minister of Transport Chris Heunis to hear the case was properly constituted. It appears this point was conceded, and the matter referred to the National Transport Commission for a hearing on November 14

However, on Monday this week, attorneys acting on behalf of Roberts and the objectors were informed by the legal adviser to the Department of Transport that the department had decided it was necessary to re-advertise the application in the *Government Gazette*. The hearing has again been postponed — this time until the beginning of December.

Meanwhile, fares remain at pre-July levels.

Anglo American's top insurance man, Ron Scowby, who also heads giant life underwriter African Eagle Life, has been poached by Gulf and Western's Providence Capitol International Insurance Group.

He leaves in January for the US to take up a senior executive position initially based in Denver

At Anglo, where his loss will be keenly felt, his position is not being filled. Instead, executive deputy chairman Guy Nicholson will spend more time on the group's insurance interests while Scowby's major responsibilities will be split among three senior directors.

Investments overlord Bernard McCauley becomes MD of the group insurance holding company, Anglo American Insurance Holdings, with Dr Shlomo Peer as his deputy, although the latter will retain responsibility for Guarantee Life, the group's specialist underwriter

The youthful Dr Morris Bernstein, who, with McCauley, is deputy MD of African Eagle Life, becomes MD. The company is the fourth largest insurer in the country and the second largest that is not mutually owned.

Scowby, once a close associate of former Schlesinger chairman Mandy



Moross, has guided AEL through a difficult period of administrative adjustment and is leaving just as the fruits of his efforts are about to ripen.

Roberts's action affects increased tariffs on 734 buses operated by the company in the Cape Peninsula and Western Cape. According to Roberts, "The virtual monopoly that City Tramways holds on public transport is almost unique in the world. The only competition is the Railways"

THE NATIONALISTS
Band of broeders

Prime Minister P W Botha is the first NP leader who seems prepared to depart from the one fundamental rule of Nationalist strategy for over three decades. This is that Afrikaner Nationalist unity should be preserved and maintained at all costs.

This was the core political faith of four successive Nationalist leaders. The fanatical, almost religious fervour, with which unity was pursued stemmed from the traumatic experiences of the decade before the NP's 1948 political triumph

Afrikaner Nationalists were then divided into four factions which bitterly opposed and fought each other, enabling General J C Smuts to keep a tottering United Party in government. That was never to happen again.

It was this unity-at-all-costs principle which influenced former PM John Vorster a few years ago at a time of bitter

infighting between Sports Minister Piet Koornhof and the *verkramptes*. In private Vorster stated categorically: "I am not prepared to lose a single member of my caucus because of the sports policy"

Thus the right-wing held the leadership to ransom, preventing changes.

But with P W Botha in power for only a year, the game has changed. Having correctly assessed the seriousness and urgency of both the international and domestic situations, Botha has made it clear that, regardless of political losses and a right-wing backlash, he is determined to implement those changes regarded as "vital to South Africa's survival."

Botha and his closest advisers — including realists and pragmatists from the Army — have apparently reconciled themselves to the possibility that in the near future there could be a small right-wing party in parliament. This could consist of the HNP, some *Treurnicht verkramptes* at present still inside the NP, and Connie Mulder supporters.

Such a development could have both domestic and international advantages: with a party to its right the NP's image can be projected as moderate, centrist, and respectable.

Moreover, the strategy of pushing on with *verligte* reforms could be intended as bait for *Treurnicht* and his followers, in the hope that a small group of hardliners

Under full steam

The heavy hand of the energy crisis has rewritten the books for the SAR&H this year.

For the period April to September 1979, revenue from passenger services rose 19% on the same period last year, to R105m. There have been no fare increases so it is all due to increased traffic, says a Railways spokesman. This comes not only from mainline services, where the number of trains running over Christmas this year is being increased from 850 to 1 020, but also from suburban services where some commuters are leaving their cars at home and taking the train to work.

For similar reasons, passenger air services have recorded a 20% revenue rise to R193m, with a big lift in domestic traffic.

Revenue from coal transport has risen by 21% to R146m largely because the Richards Bay export scheme has started to come on stream. On the other hand, revenue from pipelines has declined by 11% to R67m.

On the cost side, expenditure on motive power and road transport services rose 32% to R259m for the Railways and by a whopping 45% to R233m for Airways.

But income is increasing at a higher rate than expenditure, and the deficit for the first six months of the year is R66m. The chances look good of finishing the year with a lower deficit than the administration's estimate of R201m.

By PAULINE BUTHELEZI

DIGNITY WATCH received two complaints from separate people — directed at employees of the South African Railways.

The first complaint was from Mrs Margaret Neube who was forced to take a ticket that she did not need and had the booking clerk's window slammed in her face.

"On Friday last week, I went to Johannesburg Station bus terminal, and tried to buy a ticket to Mbabane. The booking clerk gave me a ticket to Manzini. I questioned

this and asked him if there was no discrepancy in price. The clerk told me that there was no price difference and that Manzini and Mbabane were one and the same

place. This I obviously refused to accept and insisted that he give me the correct ticket. Instead the man started using bad language and threw my crown it

change and the wrong ticket at me and slammed the window in my face. The other people who were standing behind me had to join the other queue for their tickets. I then approached the other clerk and

DIGNITY WATCH

asked him to give the other man's name. He refused. I asked him if it was possible for people to work together and still not know each other's names. He also became loud and abusive. So I left the window with the wrong ticket and a wounded dignity", she concluded.

The second complaint came from Mrs Zeldia Mitchelson of Bosmont who was told to "f... off" by a white booking clerk at Doornfontein Station.

"Tuesday at about 05:45 I went to Doornfontein Station to buy a ticket to Newclare Station. There were about four or five people ahead of me I noticed them leaving the booking clerk's window without their tickets, but I did not take any serious notice until my turn came. When my turn came the clerk gave me a piece and asked for a ticket. The clerk told me to look for change if I did not have 33c. I did not have any on me. I did not understand this man could say he did not have change as I saw coins through the window next to him. I asked him why he did not give me coins and he said that they were for the next morning. I refused to accept them.

NUTRITIONAL AND METABOLIC DISEASES

	M	F	M	F	M	F	M	F
0-1	1,99	2,2	9,81	6,60	55,55	51,04	29,36	27,05
1-4	0,16	0,13	0,76	0,79	8,27	7,48	3,56	3,42
5-24	0,02	0,02	0,07	0,08	0,21	0,21	0,20	0,22
25-44	0,06	0,03	0,17	0,20	1,14	0,78	0,36	0,45
45-64	0,25	0,13	0,75	0,45	3,30	1,37	2,15	1,27

that explanation. He told the guy so. He told me to "shut up or else he would shoot me" in Afrikaans. He then said just for my cheek I would have to go and get my change at the next station. "I refused to move and insisted on my ticket and change. He then threw 17c and the ticket under the window and told me to "f... off".

DIGNITY WATCH gave the details of these complaints to a senior official of the South African Railways.

In the case of the Johannesburg Bus Terminal booking clerk, Mr D D Marais, assistant chief superintendent (commercial) said he was able to ascertain the identity of the booking clerk in question.

Mr Marais undertook to take action against the clerk and to refund R1,80 which is the price difference to the complainant.

He told DIGNITY WATCH that he was able to speak to the booking clerk at Doornfontein Station.

"I could not accept the man's story that he did not have change when I questioned him and that he had to give change out of his own pocket."

He promised that suitable action was also going to be taken against the clerk. He also thanked DIGNITY WATCH for bringing these incidents to the attention of the authorities.

MORTALITY RATES FOR THE 17 MAJOR DIVISIONS OF THE ICD (8th REVISION)

A		C		B	
M	F	M	F	M	F
0,00	0,21	0,06	0,16	0,04	0,06
0,07	0,00				
0,07	0,05				
0,21	0,26				
1,47	2,19				
4,70	5,18				
0,36	0,43				
126	152				

TABLE I

... refused to accept them.

Under full steam

The heavy hand of the energy crisis has rewritten the books for the SAR&H this year.

For the period April to September 1979, revenue from passenger services rose 19% on the same period last year, to R105m. There have been no fare increases so it is all due to increased traffic, says a Railways spokesman. This comes not only from mainline services where the number of trains running over Christmas this year is being increased from 850 to 1 020, but also from suburban services where some commuters are leaving their cars at home and taking the train to work.

For similar reasons, passenger air services have recorded a 20% revenue rise to R193m, with a big lift in domestic traffic.

Revenue from coal transport has risen by 21% to R146m largely because the Richards Bay export scheme has started to come on stream. On the other hand, revenue from pipelines has declined by 11% to R67m.

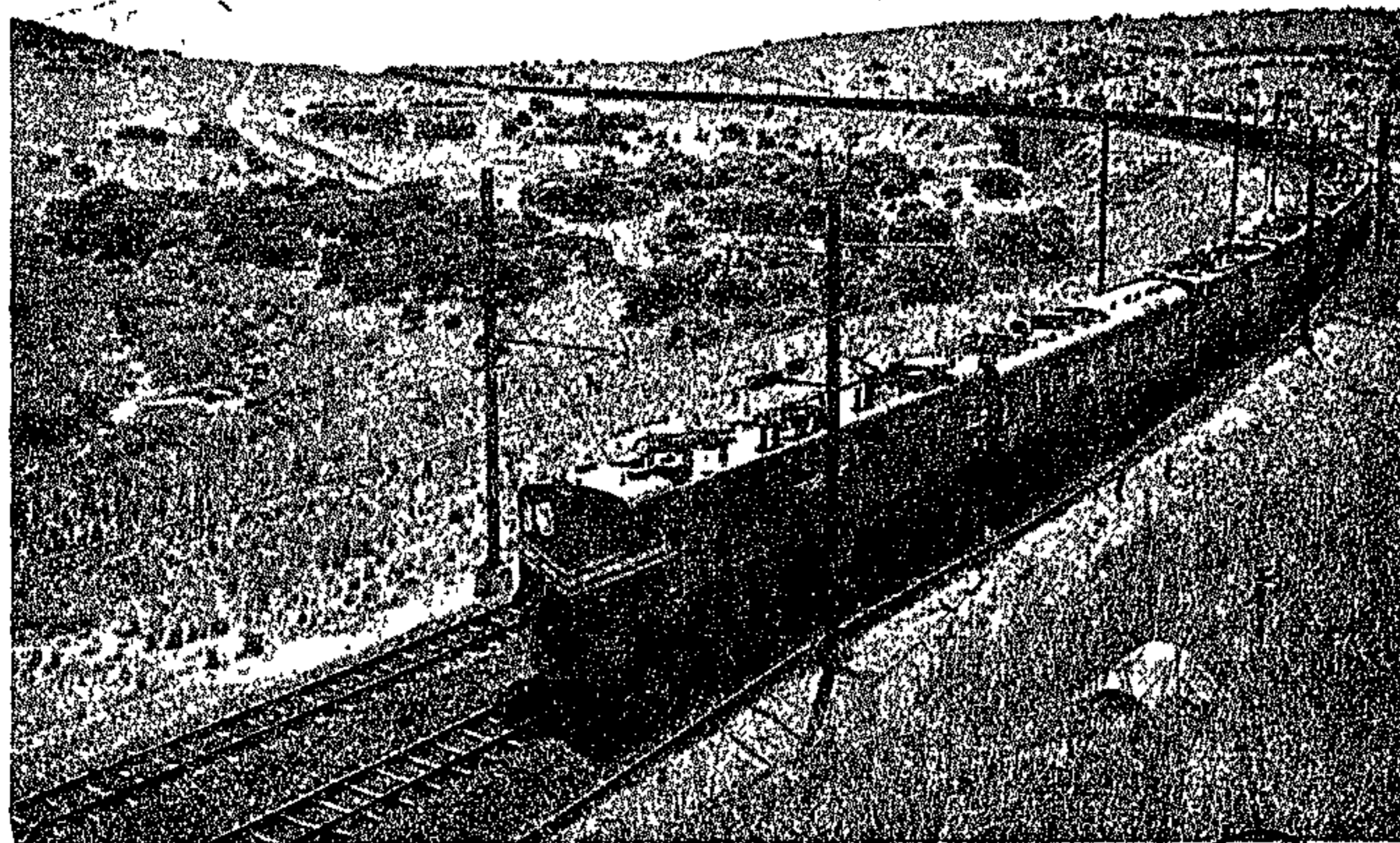
On the cost side, expenditure on motive power and road transport services rose 32% to R259m for the Railways and by a whopping 45% to R233m for Airways.

But income is increasing at a higher rate than expenditure, and the deficit for the first six months of the year is R66m. The chances look good of finishing the year with a lower deficit than the administration's estimate of R201m.

Trein van 2,54 km

SO lyk die langste trein in die geskiedenis van die SAS. Met 'n totale lengte van 2,54 km het hierdie toetstrein op die steenkoollyn geloop.

Die trein is soos volg saamgestel: 'n 7E-wisselstroomlokomotief, die instrument-toetsrytuig, drie 7E-lokomotiewe, drie „dooie” 7E-lokomotiewe (wat vir rem- en trekkrag op sekere tye gebruik is), 120 volgelaai steenkooltrokke, sewe diesel-lokomotiewe, nog 64 gelaai trokke, nog 'n spesiale rytuig en uiteindelik 'n kondukteurswa.



65+		
ALL	0,25	0,17
	0,48	0,32
	0,83	0,67
NO.	519	359
	170	113
	942	785

	0,55	0,67
NO.	1143	1075
ALL	0,13	0,15
	0,11	0,12
	0,15	0,14
NO.	276	303
	38	42
	169	165
	0,10	0,08
NO.	203	130

Die eerste 50 miljoen

Deur **ALPHONS DU TOIT SEDERT** die instelling in 1976 van die Suid-Afrikaanse Spoorweë se lugremsteenkooldiens tussen die Transvaalse steenkoolvelde en Richardsbaai is reeds meer as 45,5 miljoen ton steenkool vir uitvoer na Richardsbaaihawe verspoor.

En dié uitvoer van steenkool het vir Suid-Afrika meer as R1 000 miljoen aan buitelandse valuta verdien. Mnr. Hennie Loots, assistent-hoofbestuurder, bedryf, van die SAS sê dat die 50-miljoenste ton uitvoer steenkool Richardsbaai in Desember sal bereik.

„Hierdie reuse-tonnemaat,” sê mnr. Loots, „is binne vier jaar bereik. Maar die volgende vyftig miljoen ton sal binne twee jaar vervoer word.”

Die geweldige toename in die vragte wat vervoer

word, is die regstreekse gevolg van doelgerigte pogings om die dra vermoë van die steenkooltreine te verhoog.

„In Januarie 1976 het die werk aan die steenkoollyn sodanig gevorder dat die eerste toetsvrag bestaande uit 50 spesiale lugremtrokke met 'n dra vermoë van 53 ton elk gereël kon word,” sê mnr. Loots.

„In Februarie 1976 is 'n daaglikse diens van een vyftigtrokotrein ingestel. 'n Maand later is die diens tot twee treine daaglik vermeerder. In Junie het vyf treine daaglik op die spoor geloop.”

Maar die SAS was nog lank nie tevrede nie. In Augustus 1976 word daar met toetse begin met die oog daarop om die vragte tot 80 trokke per trein te vermeerder. En aan die einde van dié maand het tagtigtrokotreine gereeld na Richardsbaai geloop.

Die asbelasting van hierdie treine is met tertyd van

18,5 ton tot 20 ton per as verhoog, wat meebring het dat heelwat meer steenkool vervoer kon word.

Op die oomblik word daaglik tussen 12 en 14 lugremsteenkooltreine bestaande uit 84 trokke elk in albei rigtings op die steenkoollyn gereël.

Dit is die doelwit van die SAS om van 1982 af 30 miljoen ton steenkool na Richardsbaai te vervoer. En die tonnemaat sal tot 44 miljoen ton in 1984 verhoog word.

„Die SAS is voornemens,” sê mnr. Loots, „om die vragte van die lugremsteenkooltreine gedurende 1982 na 92 trokke per trein, en gedurende 1984 na 184 trokke per trein, te vermeerder.”

En om in hierdie doelwit te slaag, het die SAS reeds 'n spesiale toetstrein, die langste in sy geskiedenis, tussen die steenkoolvelde en Richardsbaai laat loop.

Dié trein was 2,54 km lank en het 'n massa van 15 390

ton gehad. Dit het bestaan uit 184 gelaai trokke, sewe diesel- en sewe elektriese lokomotiewe.

„Hierdie langste trein ooit,” sê mnr. Loots, „was eintlik 'n voorsmakie van die toekoms. Om die uitvoersyfer van 40 miljoen ton steenkool per jaar te verwesenlik sal dit nodig wees om treine van tweehonderd trokke gereeld tussen Ermelo en Richardsbaai te laat loop.”

Daarbenewens sal sekere hellings op die steenkoollyn van die bestaande 1:66-op-helling na 'n 1:40-op-helling afgeplat moet word. Geld hiervoor is reeds bewillig en konstruksiewerk het reeds begin.

„Op die oomblik,” sê mnr. Loots, „loop die Spoorweë voor. Dit was eers die steenkoolbedryf wat nie genoeg trokke kon bekom nie. Vandag is die prentjie heel anders. Ons kan amper sê: Ons het die trokke, waar is die steenkool?”

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B	M	F
0,04	0,04	0,06
0,02	0,02	0,04
0,03	0,03	0,02
0,06	0,06	0,08
0,34	0,34	0,25
0,73	0,73	0,56
0,10	0,10	0,08

B	M	F
0,49	0,48	0,48
0,05	0,05	0,05
0,05	0,05	0,05
0,23	0,22	0,22
0,80	0,68	0,68
1,44	0,91	0,91
0,25	0,20	0,20
533	329	329

seen 22/4/79

Jomet rail plan short-sighted, says a panellist

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Municipal Reporter

A transport expert has questioned whether the metropolitan rail transport system envisaged for Johannesburg by the Jomet planners would meet the needs of the future.

Mr David Hall is one of the panellists to address tonight's Jomet public involvement meeting at the Rand Afrikaans University for the Johannesburg West area.

The three major transport strategies drawn up by the Jomet planners place different emphasis on public and private transport.

"BALANCED"

The first caters for a major motorway system, including the M4, for the metropolitan area, the second relies completely on public transport, particularly a metropolitan rail system, and the third seeks a balance between the two. The planners have opted for the "balanced" system.

Mr Hall said any metropolitan rail system involved long-term planning, and Jomet planners catering for only the next

20 years were "short-sighted."

"The planners have worked out a y-shaped network running roughly from Rosettenville in the south to Killarney in the north and Richmond in the west.

"I believe the lines should be longer, stretching perhaps to Alexandra and Randburg, if the system is to prove worthwhile in the long term," he said.

"The tracks are not long enough for the number of stations providing enough passengers to make the system viable. The plans seem to allow for only about 12 stations along the whole route."

Mr Hall also queried ownership of the system by the city council and failure to link up with South African Railways. "For financial and operational reasons, the two net-

works should be integrated into one system," he said.

The debate over whether Johannesburg should get a metropolitan rail system, which might be underground, has been going on for more than 10 years. The main stumbling-block so far has been reluctance to spend large sums of money on a system that could fail.

But the Jomet planners seem all in favour of some kind of rail transit system for the city. They have not yet decided whether monorail, tubes or trams would be most suitable.

A delegation from the Johannesburg City Council recently completed an overseas study tour of "rail rapid systems," and a report is expected soon.

The meeting tonight will be held at RAU's lecture theatre D101 at 8 pm.

• 903

bns

Call for Govt aid for transport

The Government should provide at least R50-million in 1980/81 to implement transport plans in major cities, the Natal MEC in charge of roads and road traffic said today.

Mr Frank Martin, opening the 29th annual conference of the South African Road Federation in Johannesburg, said that if the Government really wanted to improve urban

transport it would have to bear the lion's share of the cost.

He suggested that part of "the enormous tax we pay on fuel" should be used to subsidise urban transport plans.

"We pay about 29,3c a litre tax on fuel and only 2,354c of this goes to the National Road Fund. Surely 1c a litre from the balance could be devoted to urban transport.

This would provide about R50-million a year.

"The short-term interim plan for the Durban metropolitan area shows that savings in fuel costs alone will, each year, exceed the capital cost of the plan."

Mr Martin pointed out that road construction and maintenance costs made up less than 15 percent of the total transportation cost. Vehicle

operating costs, however, made up 79 percent.

The greatest scope for reducing transportation costs lay in the urban transport field, he said:

"But no effective progress can be made without funds. Very limited funds were made available this year — R10-million for the whole country — and, with this, only the surface can be scratched," Mr Martin said.

skew 27/11/79 



As traffic increases, SAA could have more than 20 of these Boeing 747 Jumbo Jets in its fleet by 1989.

Sky's the limit for SAA

Today South African Airways has 11 Boeing 747 jet aircraft in its fleet, with another two on order. By 1989 there could be 22 of the jumbo airliners in SAA colours.

These aircraft will be needed to carry more than 1.5-million passengers on international routes as traffic figures increase by seven percent a year to double by 1989, says SAA chief executive Mr M E "Eddie" Smuts.

At the moment the national airline is carrying 3.5-million passengers a year on international and domestic routes. But this figure could be close to 7-million by 1989, he estimates.

"But in spite of these increasing figures, I believe the old days of high profits for airlines are over. Airlines today must be ultra-efficient and productive to survive," he said.

Fuel problem

Mr Smuts claims the biggest problem facing airlines over the next few years will be the price of aviation fuel.

"This will mean airlines will have to operate with the highest possible load factors. They will have to cut out non-viable routes and concentrate on the busy ones.

"I see the same pattern taking shape as happened after the 1973 fuel crisis. After a steep increase in price, the fuel costs levelled off and other prices caught up, so that fuel costs did not represent such a high percentage of total costs.

"When today's prices catch up to the high fuel price then we will be better able to balance our books."

Mr Smuts heads an airline which has an enviable reputation for safety and efficiency — and, he says, forward-planning.

"We pride ourselves on being one step ahead of events that might have an effect on our operations," he said.

"For instance, because we made contingency

Air traffic figures will double, the black travel market will increase dramatically, and South African Airways could be flying to more countries within Africa. These are just some of the major changes due in air travel in South Africa in the next 10 years, reports KEVIN MURRAY, The Star's Air Correspondent.

upsurge in South Africa had been felt on the airline, with an increase in domestic traffic of 20 percent. But again, he does not see this level of growth being maintained.

"Black travel will increase, as this is a market which is largely unexploited at the moment.

"There is a huge potential, as blacks do a lot of leisure travelling, and as spending power increases so will black traffic on SAA."

"We don't see any new routes by SAA within South Africa, as we will be concentrating on our present network. There are a lot of feeder services which operate on smaller routes, and it is not our policy to encroach on their operations.

"When there is a positive settlement in Zimbabwe Rhodesia, there could possibly be more flights to Zambia.

"And there could also be more of those kind of operations to other countries in Africa. I don't want to name any at the moment, but there is a good chance of this happening," said Mr Smuts.

Joint flights

SAA and Zambian Airways have been operating joint cargo flights between South Africa and Lusaka for the past few months.

"There are major expansion programmes on at airports in Cape Town, Johannesburg and Durban, as local traffic increases.

"I don't see any limitations on these travel figures, providing the hotel facilities can keep pace with developments."

"We pride ourselves as being one of the best airlines in the world. Many people level the criticism that because we are a monopoly in South Africa our domestic services are not as good as they should be.

"But I contend that our domestic services are as good if not better than domestic airline operations anywhere in the world."



South African Airways chief executive Mr M E "Eddie" Smuts — "major changes for the airline in the next decade."

plans, we were able to continue flying to Europe in spite of a sudden ban on SAA overflying black African countries.

"These days our international aircraft (the Boeing 747s) must be capable of extremely long-distance flights. Our present 747 Super Bs will be equipped with more powerful longer-range engines to bring them up to our minimum distance requirements."

Non-stop

The unspoken thought is that SAA must be capable of reaching all its destinations non-stop in case of further overflight bans in the future. This way the airline will not be dependent on any country granting landing rights in

order to operate to America, Europe and Australia.

But Mr Smuts cannot see any major problems looming for his airline.

"Very shortly, I see daily flights to New York. We already have four flights a week, and demand is heavy. Also, I see us flying to Tokyo in the near future.

"This is one of our major objectives. There is a huge potential for business and tourist traffic between South Africa and Tokyo."

Mr Smuts said he also sees Cape Town emerging as a major airport on international routes, with more flights to Europe from there every week.

"The United Kingdom will continue to be our main destination, with revenue on this route

being almost equal to that of all our other European destinations.

"There will also be a huge increase in cargo traffic, and we will be concentrating on mixed cargo/passenger aircraft."

He said: "We have no plans for pure freighters, and will be using the Kombi-type 747 aircraft. There is a problem with two-way cargo, in that we could find it difficult filling return trips to South Africa with freight.

"Passenger traffic figures have been increasing dramatically lately, at the phenomenal rate of 14 percent a year on all services.

"But this will stabilise at about seven percent a year."

He said the economic

to deal with these micro-environmental differences, so we must generalize on the available data. We are also dealing with a fairly long time-span, i.e. from c.6000 B.P. to roughly 3000 B.P.

The model is therefore based on various parameters that can be somewhat controlled both from archaeological data and inference that describe the adaptation of various species (both human and non-human) to changing conditions.

Underlying the dynamic is the predictive assumption that given

Treimry weer in die mode

Deur ALPHONS DU TOIT

'N AANSIENLIKE toename in passasiers, hooftyn sowel as voorstedelik, word deur die Spoorwee ondervind sedert die petrolprys in Junie vanjaar die hoogste ingeskiel het. Vir Suid-Afrikaners is dit weer mode om met die trein te ry.

Wat ons hooftyn dienste betref, sê mnr. Johan Marais, skakelbestuurder van die SA Spoorwee, "was ons genoodsaak om 1 047 spesiale hooftynreine vir die vakansietydperk te reël. Die getal spesiale treine is sowat 25 persent meer as verlede jaar toe net 850

spesiale treine benodig was."

Van die 1 047 spesiale treine wat na alle uithoekke van die land gaan loop, is 778 hoofsaaklik vir swart passasiers. Die meer as duisend treine sal altesame meer as 500 000 passasiers na hul bestemmings vervoer.

Nog 'n gevolg van die skerp toename in passasiers is dat die SAS besluit het om 'n tussentydse besprekingstelsel wat deur 'n komper beheer word, mōre in gebruik te neem.

"Ons was voornemens om die volwaardige stelsel in

die tweede helfte van 1980 in gebruik te neem. Maar weens die groot toename is daar besluit om die tussentydse stelsel onmiddellik in werking te stel.

"Vanaf mōre sal alle besprekings tussen Johannesburg en Durban en Johannesburg en Kaapstad deur die komper beheer word. Besprekings op die Oranjesneltrein wat tussen Kaapstad en Durban loop, sal ook binne die stelsel wees" sê mnr. Marais.

Die nuwe stelsel wat Sasbes genoem word, sal tot groot voordeel van die reisende publiek wees. 'n Voornemende passasier

kan by die kantoor opdaag en sowel sy heen- as terugreis binne enkele sekondes afhandel.

Die SAS se twee weelde-treine, die Blou Trein en die Drakensberg, word nie by die komper ingesluit nie. "Hierdie twee is ons spogtreine," sê mnr. Marais, "en ons wil graag die persoonlike kontak behou."

Voornemende passasiers kan nou drie maande vooruit bespreek en dit kan ook telefonies geskied. Die op-roeper sal, ná die komperterminaal sy bespreking bevestig het, van 'n verwy-singsnommer voorsien

Due to its geographical position the Tllemsi Valley of Eastern Mali with its northern end extending into the Saharan zone has played an important role in the introduction of pastoralism from the Sahara into West Africa (figure 1).

The cultural remains from the Lower Tllemsi Valley have been of interest to African prehistorians for many years as the description of the sites suggested good preservation of materials (Murray 1955, Gausson 1962).

word. Wanneer hy by die kaartjieskantoor aankom, noem hy bloot die nommer, die besonderhede verskyn op die komper en sake is sonder 'n lang toustanery binne 'n japtrap afgehandel.

Peperduur petrol het 'n merkwaardige uitwerking op die passasiers dienste van die SAS gehad. "In die eerste drie maande ná die verhoging — dit wil sê Julie, Augustus en September — het eersteklaspassasiers met 34,5 persent, tweede klas met 21 persent en derde klas met 13 persent toegeneem," sê mnr. Marais.

"En in hierdie drie maande het die SAS meer as 102 000 eersteklas-, 675 000 tweedeklas- en 9 miljoen derdeklas-passasiers ver-voer. Dit was die geval ten opsigte van hooftyn dienste.

"Wat die voorstedelike diens betref, was daar ook 'n aansienlike toename. Eersteklas het met 17,4 persent en derdeklas met 9,5 persent toegeneem."

Gedurende Julie, Augustus en September het die landweye voorstedelike diens van die SAS sowat 164 miljoen passasiers ver-voer. Hiervan was 133 miljoen in derdeklas-rytuie en die oorblywendes in die eersteklas.

Wat Desember en Januarie betref, is die gereelde hooftynreine van die SAS so te sê stampvol. Vandat petrol so duur geword het, is die SAS se twee gewildste treine, die Trans-Natal en die Trans-Karoo, nog meer gewild. Sedert die styging in die petrolprys is die besettingsyfer van die twee treine 74 persent en 70 persent onderskeidelik.

As is ag geneem word dat dit onmoontlik is om elke koepie of kompartement propvol te bespreek (talle mense betaal 'n heffing en kry die eiegebruik van 'n koepie en 'n kompartement met 'n gesin van drie is outomaties vol), beteken dit dat hierdie twee treine, net soos die Bou Trein, altyd vol loop.

African pastoralist to adjust to changing conditions. The necessary adjustment underlines the direct relationship between a West African pastoral society and the grassland ecology.

All beads. material was conclusion to

R2,5-m plan for Rand trolley buses

Argus 4/12/79

Argus Correspondent

PRETORIA.—The Minister of Transport, Mr Chris Heunis, has approved a R2,5-million trolley bus experiment for Johannesburg.

The project will form an integral part of Johannesburg's new transport plan.

Johannesburg has been chosen for the demonstration project because of its large commuting population and because it still has trolley buses and overhead electrification gear which — though in need of replacement — is still in operation.

IN HILLBROW

The trolley buses will operate on the Forest Hill-Hillbrow route and will be introduced only when new prototype trolley buses are available.

They will run from a park-and-ride site in a suburban area through the City Centre-Eloff Street busway into the densely populated area of Hillbrow.

At least five single-deck and two double-deck trolley buses are expected to be acquired for the test.



MR Chris Heunis

They might also be on other routes.

Mr Heunis says the experience obtained from the entire project should present his department with valuable data regarding the use of trolley buses also in other urban areas.

Modern trolley buses

are equipped with special controls ensuring a smoother ride and a saving of 30 percent in power consumption. In addition they are equipped with auxiliary petrol or diesel motors, enabling them to be used in the event of power failures.

The National Transport Commission will provide about 60 percent of the R2,5-million to be spent on the project from the urban transport fund.

BREAK DOWN

Of the R2,5-million, R1 227 000 will be spent on the purchase of the seven new prototype trolley buses, R900 000 on the renewal of obsolete electricity feeder equipment, R150 000 on erection and alteration of overhead equipment, R140 000 on the conversion of 28 two-man trolley buses to one-man operation, and R83 000 on overhaul and modification of 15 stored trolley buses.

GARLIC. A "clover" is a small section of the bulb, is used crushed between foil, and rubbed round a salad bowl, to give the salad a tang. Juice used to flavour stews and sauces and with seafood. Mixed with butter for savoury bread.

ALLSPICE. Not to be confused with...

LEO

K.W.V., P A A R L, T E L L S U S

It turns a meal into a banquet. Taken as it should be, wine is everywhere able aid to health. It brings good and an air of gracious living.

Learn to add the zest of wine to your delicate flavour of almost any dish.

Cupboard in a quiet, cool corner of the kitchen. Corked bottles must lie flat so that the sediment settles at the bottom; screw capped bottles may stand upright. In the lowest, coolest part of the cupboard, and finally the dessert

the refrigerator but do not over chill delicate flavour and bouquet. About 10 days is enough. Rosé, the same treatment served at room temperature, that is in the summer. In South Africa however, it is served hot. White wines should be served in the summer. White wines should be served in the summer. White wines should be served in the summer.

hat the vacant space can gather and elsewhere never fill the glass more than the process of wine-tasting). When the process of wine-tasting). When the process of wine-tasting).

situate to mix soda water with ordinary door drink. It's an age old custom in other parts of the world. Try chilling sherry before serving muscatel.

nd add flavour - soak for an hour or two in warm water before adding to hot food. Muscatel wine; but a sweet muscatel wine is not blunt your palate before meals by

a bottle with a thin film of fresh

on polished wood by bottles and a damp cloth dipped in cigarette ash and

This will make the glass sparkling bright.

Wine is Harmony. What melody there is for the Connoisseur in a glass of brilliant wine

André L. Simon.

started. The most notable is the non-stop Jacaranda Express, which takes 65 minutes for the trip between Pretoria and Johannesburg.

On the mainline, there are now daily services, each way, between Pretoria and the three main Cape cities — up from about three a week. Traffic on the Natal line is still well catered for, and the Drakensberg Express is being given extra work as an additional luxury service on the Cape Town route.

In Cape Town, where the train runs from Simonstown through the southern residential suburbs to the centre of town, passenger journeys are up 20,4% on the July to September figures last year against a 17,4% national increase. Cape Town's suburban service has always been popular, but now it carries more white passengers (13,6m in the last three months) than the Reef service (13,4m) where the population is far greater. Soon

RAILWAYS PASSENGER SERVICE

Mainlining it *F.M. 7/12/79* *(269)*

Over these Christmas holidays, SAR expects to carry 900 000 more mainline passengers than last year; an increase of 14%. Some 1 047 special trains, which will carry half a million passengers over and above the scheduled services, have been laid on for the extra load.

Although black passengers account for more than 90% of the total, rising petrol prices are forcing more and more whites back to the trains.

Until the Fifties, train travel by SA whites closely mirrored the country's fortunes — peaking with the boom of the Twenties, falling with the depression of the Thirties and the austerity of World War 2, and rising to the all-time high in 1950. From then until last year, there has been a steady decline to below the 1940 level as more and more have shunned official transport in favour of their own.

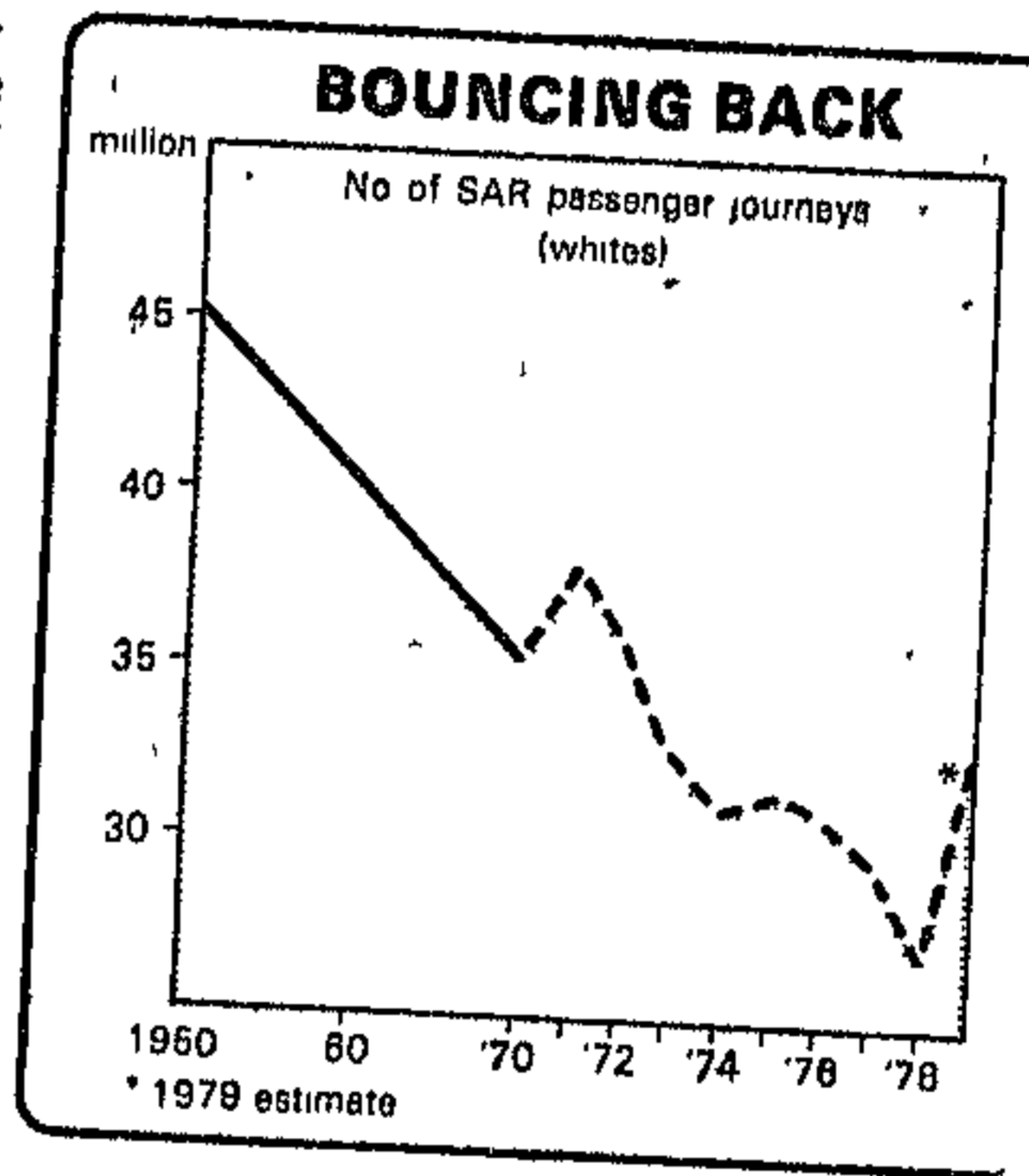
But in the three months following the June petrol price increases, train journeys by whites have bounced up 22% for mainline services and 17% for suburban services, following 10% and 6% drops for the same period in 1978.

Load factors*

The swing back to rail travel has increased load factors and reduced losses on the passenger service. This has helped cut the SAR deficit for the first half of the year from an estimated R100m to R66m.

So far, coping with the extra passenger load has not cost much. Half-empty passenger coaches now travel full. Capacity of first class suburban coaches is being doubled, on an experimental basis, by removing seats to give more standing room. Trains are being lengthened by adding more coaches. Platform length limits this to a maximum of 14 coaches on suburban lines, and some platforms are being extended to handle these enlarged trains.

New commuter services have been



even more Capetonians will be taking the train when the new line from Bellville to the northern suburbs is complete.

Many travellers returning to the train are doing it in style: first class mainline journeys are up 34% while second class are up 21%. A new computerised booking system (see following article) should provide another boost.

Train travel for non-whites has not shown the same fluctuations as for whites and has risen steadily since 1910. This no doubt reflects their increasing role in the economy over the years and the relatively fewer alternative transport opportunities.

A Railways spokesman says that suburban services for blacks are, at present, "adequate with not much spare capacity." Whatever that means, Soweto residents can take comfort in the news that a new line on the Johannesburg Soweto route will help increase frequency of service.

On the touchy question of increasing passenger capacity by integrating trains, Railways officials are tightlipped and point out that only Parliament can sanction such changes.

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SAA to pay R120-m for 'super' jet

10/12/79

Argus Correspondent

JOHANNESBURG. — South African Airways will tomorrow sign a R120-million contract for 12 super fuel-efficient Boeing 737 twin-jets.

It will be the airline's biggest single aircraft deal.

The previous most expensive was for three Boeing 747 super-Bs in 1971.

'That order was worth R86,6-million for the aircraft alone,' said an airways spokesman today.

'Agreements for seats and galleys and other extras came to much more.'

AGEING TRIJETS

The ultra-modern 737's have been ordered to replace SAA's ageing fleet of nine 727 trijets, which burn 40 percent more fuel.

The signing of the contract here comes after four months of top-level negotiation between SAA and Boeing.

It will be signed on an escalation basis, which means the airline will pay what the jets are worth when they are delivered in 1982.

NEW TYPE ENGINES

At today's prices the aircraft are worth R10,5-million each.

A big point in SAA's favour for lower prices was that the airline asked for the new Pratt and Whitney engines — the first to order them.

The engines are five percent more fuel efficient than others.

Where the buck lands...

(269) 13/12

A MAN'S life was hanging in the balance. He lay on the operating table of a Durban hospital awaiting emergency brain surgery. But the accompanying radioactive isotope was missing. And there were no supplies readily available.

The SOS went out. At the Jan Smuts cargo handling depot, the computers were switched on, replying to a message that a package of the vital isotopes was heading southwards on an aircraft from Europe.

A flight from Amsterdam, due at 10.30 that morning, had the answer. South African Airways station manager Joe Louw and his staff stood by to meet the emergency.

Bulldozers were being driven up the ramp into the bulging hold of a Hercules C130 in front of the freight depot as they moved towards the runways. Behind stood a line of excavators and plush new cars.

"All going to Malawi," said Louw. "We've become the port for that country. They have no seaboard and their roads are cut off. Everything they need goes through here."

The 20-ton aircraft carrying the needs of Dr Hastings Banda and his landlocked people roll out of Jan Smuts every few hours, making Malawi one of the most important export regions for South African Airways and its associates.

The Amsterdam flight came into view. Louw's men moved into action. The plane had hardly come to a standstill before a depot official, accompanied by a customs man, opened the hold and removed the all-important package.

Within minutes it was loaded aboard a Durban-bound passenger aircraft. Shortly after midday it was being wheeled into the Durban operating theatre.

And the SAA crew at Jan Smuts cargo handling depot had shown their own brand of efficiency again, helping in a life-saving drama during the course of a normal day's duty.

It hasn't always been that way. When the depot opened its doors to commerce and industry a little more than five years ago, it built up an unsatisfactory reputation for bungling and inefficiency.

Joe Louw is the first to admit it. He holds up a collection of newspaper clippings criticising the depot's handling methods and says:

"I don't have to tell you things didn't go well here at first. Your newspaper and others had the story emblazoned for all to see

Cargo calls of all shapes and sizes

RDM
13/12/79
269

With 'international air cargo tariffs having risen in September, and faced with the stigma of the past, brought on by inefficient handling methods, what have South African Airways done about the handling of air cargo at the Jan Smuts depot to meet the challenges? LEONARD NEILL speaks to the men who fly goods in and out of this country.

"Yes, we got off on the wrong foot. Everything, it seems, was badly planned at first. The agents were on our backs from the start, and perhaps they had a right to feel the way they did.

"But we've changed it all now. You go along and ask those same agents what they

have to say about the depot today. There are no holdups now, no delays. Even items which we regard as non-priority are dealt with in a hurried fashion and move out of here within a matter of hours."

Computerisation has helped. Speeded up personal attention to items has had a big bearing on it, too. But what Louw and his aides did was to streamline the whole place, reorganise the areas where incoming and outgoing freight were coming into head-on collision situations, and then set up special handling units which moved priority goods with the attention they warranted.

Vital items now get the red bag treatment. This means that all the relevant dockets covering an essential package go into the red bag. This gets preferential treatment at every loading and unloading airport.

Today livestock and human remains get top treatment. "We give them priority over everything else," says Louw. "But we move everything out of here so fast now, that even the heaviest piece of machinery barely gets a look at the depot before it is aboard an aircraft and on its way."

Even express items on internal flights now get an acceptance up to 30 minutes prior to take-off time, for a small extra fee. This service has become increasingly popular in the commercial sector.

Facing the freight depot workers are still many daily problems. Measuring freight that moves by air, for instance, has always been a problematical subject, since tonnages do not really hold much meaning. It is the density of packages and their volume that is significant.

At the moment the depot is busily engaged in the high season for dispatching South African perishable goods to European markets, a season that runs with feverish activity from November through March.

These include one of the big headaches of cargo-carrying airline operators, the matter of fresh fruit, vegetables and flowers which has often been described as an unprofitable exercise. The reason is that this type of cargo requires considerable bulk to form sufficient profitable mass for carrying purposes.

A 5-ton truck fills far less space than the equivalent mass of flowers, for example. Heavy solid objects are much more the money-spinner.

The handling of airfreight offers a great deal more complications than is the case with passenger traffic, since numerous special regulations have to be observed, especially when handling restricted cargoes. In the Jan Smuts depot a special checklist of all the things to do and not to do is maintained and meticulously observed, so that no hitch

may occur in the final delivery of the consignment.

These cover a wide variety of goods, ranging from day-old chicks, pet dogs, show birds of all kinds, refrigerated goods, women's clothing, and that never-ending line of heavy machinery that wends its way to Malawi.

In the redesigned depot, the flow of commodities has been arranged so as to avoid clashing of incoming and outgoing traffic and, at the same time, permit an interchange between the floors handling these two sets of cargo.

Currently international air freight is brought in by 12 airlines with domestic freight handled by South African Airways, which is responsible for everything that happens in the depot, regardless of the airline of origin.

Transfer of incoming commodities originating overseas is effected by moving the incoming goods upwards from the ground floor to the outgoing cargo floor.

A total of 567 personnel operates the depot on a round-the-clock basis, and apart from the purely clerical and physical handling involved, effort is successfully applied to the maintenance of a clean ambience, of uncluttered traffic ways and the systematic parking in designated places of whatever equipment is not in use. And there is a load of equipment, mainly pallets, mobile floors and forklift trucks.

The equipment of the depot is such that movement of pallets can be swiftly effected on rails laid on a rectangular grid on which trucks move, fitted with sets of wheels, that allow rapid transfer from any set of rails to another.

When an unusual piece of freight has to be handled, such as a large road grader or heavy crusher, special studies are made by the handling group. The exact place inside the aircraft of such a steel monster has to be carefully determined, and with it a plan has to be laid to get the item in and out of the aircraft.

This often applies also to internal airfreight, which is carried principally in the holds of passenger aircraft. This has to be arranged carefully so that the trim of the aircraft is not unduly disturbed.

Louw points to the growth routes, with the United States, the Far East and Springbok route and now Malawi predominant. On one of these a growth rate of 101% was recorded in a single year, though the annual rate of growth all round is about 9%.

At the depot, before a scheduled passenger aircraft is to depart on a domestic route, a "cargo offer" figure is received based on space available after passengers, baggage and mail have been loaded. As soon as the cargo details are entered into the computer, a cargo hold distribution plan is prepared. Within minutes cargo destined for that flight moves out of the depot on trucks to the apron and the aircraft is loaded — an operation requiring less than 30 minutes.

The rapid movement of palletised cargo on domestic routes is being further facilitated these days by the use of wide-bodied aircraft like the Airbus. The older, narrow-bodied planes are used for movement of loose packages, loaded piecemeal.

A progressive maintenance schedule has also been introduced at the depot so that all equipment in use is regularly serviced. Since the capacity for dealing simultaneously with five incoming flights must be maintained, there is a constant need for this. The depot has an undertaking that at all times it will be able to make incoming cargo available within a maximum period of six hours after a flight arrival — a significant figure in local efficiency when compared with the standard eight hours overseas.

The air cargo complex, built originally at a cost of R10-million, now handles more than 250 tons daily, with peak periods in the afternoons and evenings. And behind the scenes the workers, under manager Louw, work at pressure but with the satisfaction that the early dilemmas of the depot have now been successfully overcome.

Even when they have to handle some of the most unusual packages of all, like live puffadders destined for the gourmet tables of West Germany where they are a delicacy.

"They once caught a passenger going through the departure section with a live puffadder in his breast pocket," says Louw. "Can you imagine the state upstairs if that had got loose in the cabin during the flight?"

But it can be snakes or the 29 young elephants the depot recently shipped off to European destinations. It all goes through their station without undue concern or setbacks to efficiency these days.

a deficit of 3,7 years in 1929 has increased to 7,0 years in 1970.

10. DOLL, R. (1976): Monitoring of Government Statistics, in Seminars in Community Medicine, Volume 2. Ibid.

consistently worse than that of the whites. The 'coloureds' have higher

63

64

Transkei Airways has pool pact with SAA

DD 21/12/79
269

UMTATA — Transkei Airways has announced the signing of a pool agreement with South African Airways, in terms of which both airlines will serve the Johannesburg — Umtata

route.

At present, Transkei Airways uses its new Hawker Siddeley 748 on the route Mondays to Fridays. SAA will institute an additional flight on Saturdays with a similar aircraft, to increase the number of weekly flights from 10 to 12.

The date of SAA's participation has not yet been finalised, but is expected to be early next year.

The agreement was signed in Johannesburg by Mr Maurice Pike, managing director of Transkei Airways, and Mr

P. C. du Plessis, the commercial director of SAA.

Transkei Airways has meanwhile announced a 20 per cent increase in passenger fares, effective from January 2, on its regular Umtata to Johannesburg route.

The increase is the first in nearly two years, and changes the tariff from R75 to R90 single. The air-freight tariff remains unaltered.

"It is our policy to absorb fuel price increases and other rising costs as far as possible, but inflationary pressures have obliged us to alter our tariffs," the airline's managing director, Mr Maurice Pike, said.

"The increase is not of our choosing."

He said Transkei Airways had not made any price adjustments since April, 1978, while other airlines had shown price

hikes of between 20 per cent and 51 per cent in the same period.

"It is in effect an increase of 12 per cent a year, which compares very favourably with other carriers," Mr Pike said.

Transkei Airways has flown nearly 20 000 passengers since its inception in February, 1977. A 40-seat airliner was acquired in November to cope with demand, and supplementary services, using one of its 11-seat aircraft, are being introduced to handle the growing traffic.

The first supplementary service is scheduled for today with both the new Hawker Siddeley and one of the Beechcraft King Air aircraft operating the Johannesburg — Umtata route — DDC

PUBLIC - SECTOR

TRANSPORT - GENERAL

3 JANUARY 1980 — 30 April 1980

Private ^{Min} enterprise to get say ²³⁷ on transport ²⁶⁹

By Kevin Murray, Transport Reporter

The Government has launched a drive to include private enterprise in transport planning as South Africa moves into the 1980s faced with crucial

energy problems

The Minister of Transport, Mr C J Heunis, has called on the private sector to establish a national transport advisory committee.

Transport experts see the move as the first concerted effort by the Government to achieve better co-ordination of transport in South Africa.

They say the plan will allow much greater efficiency in land, air and sea transport and will boost the economy.

The Federated Chamber of Industries, the Association of Chambers of Commerce, the Automobile Association, the Commercial Aviation Association, the South African Shipping and Forwarding Agents and many other private sector representative bodies will meet this month to discuss the formation of an advisory committee.

Proposals will then be submitted to the Department of Transport.

Commerce and Industry has welcomed the plan as the first major positive step towards greater self rule in transport planning by the private sector.

A senior economist of the Federated Chamber of Industries, Mr A Hammond-Tooke, said "Under this new deal there will be a huge improvement. Until now the transport scene has been fragmented into small pressure groups, but now one body will advise the Government on transport matters.

"It will provide for a transport as the body monitors and advises on transport."

He said the era of independent transport empires was over. It would no longer be possible for various municipalities to run bus services on different principles, for example.

A spokesman for Asso-
com said "The body will
not be a central authority
but a co-ordinating
body."

Mar 3/1/80

Bumper year for SAR as traffic figures surge

By Kevin Murray, Transport Reporter
An increase of more than 47-million passengers made 1979 a bumper year for South African Railways.

Traffic figures surged on all three of the rail services last year, a spokesman announced today.

● Suburban train journeys went up by 45-million to 625-million.

● Mainline journeys went up by 2,8-million to 38,8-million.

● The number of ton-kilometres of freight carried leapt from 83,784 million to 96,736-million.

"Each month of 1979 except for March showed an increase against the number of mainline and suburban passengers carried in the corresponding months of 1978," said the spokesman.

BIGGEST

"The biggest increase came in April, after the petrol price rise, when the number of special mainline trains jumped by 780 percent for the Easter holidays.

"During the year we had to arrange an extra 444 mainline trains for 250 000 passengers. The number of passengers on all mainline trains went up by 8 percent from the 1978 figure of 35,9-million.

JOURNEY

"Suburban train journeys also showed a huge swing off the roads and we experienced an increase of 7,8 percent over the 1978 figure of 580-million," said the spokesman.

Freight showed the highest increase — 15,5 percent. Railway officials are now studying these figures in order to plan for 1980/81.

Information does not ordinarily eliminate all uncertainty. If

the world are defined deterministically, since acquisition of

Sun City flights threatened by airport switch

Star 14/1/80 (269)

By Kevin Murray
Air Correspondent

The South African and Bophuthatswana governments are at loggerheads over the proposed move of the Sun City shuttle air service from Grand Central Airport.

A huge row is brewing over the move, which some feel will kill the service.

The Minister of Transport, Mr Chris Heunis, said the service was an international one, and therefore had to operate from an international airport.

He told the operators, Magnum Airlines, that they would have to move their service from Grand Central to Jan Smuts Airport soon.

NUISANCE

He also said the high-frequency service represented a noise nuisance to residents around Grand Central, and the move was "for the good of all concerned."

But President Lucas Mangope of Bophuthatswana felt the move would affect the viability of the operation, and made urgent representations to Mr Heunis.

After discussions, Mr Heunis told President Mangope that he would allow the service to operate from Lanseria Airport as an alternative, but stressed that a move from Grand Central was certain.

"If they do not like Lanseria the service will have to go to Jan Smuts," he told The Star. "After all, it is an international service and Jan Smuts is an international airport."

But aviation sources point out that the present site is ideal for Reef residents, and was a major reason why the shuttle service has been so successful.

Last month more than 10 000 people were flown between Sun City and Johannesburg.

Both Lanseria and Jan Smuts, they say, would make the travel time to Sun City too long to be attractive, and people would prefer to go by car.

International airline officials further complicate the issue by resisting a move of the shuttle to Jan Smuts, saying this will lead to air traffic congestion and huge fuel wastage there.

The Commercial Aviation Association is to ask the Department of Transport why the service has to be moved.

Further discussions between Mr Heunis, President Mangope, Magnum and the Division of Civil Aviation are to take place in the next two weeks.

and offered to the members or debenture

—persons in favour of other persons—
of an offer are intended to be
of the prospectuses may be

proposed main business actually

concerned;

in the following:

es shall apply and have effect
of statement in and omissions
ments and rules of law as to the
the person responsible for pub-
led offer of shares of a company
spaper or other advertisement

sue of a prospectus in contra-

registered.
if a prospectus is so issued, it

ectus shall be issued more than

company.
spectus he shall send notice of

ns.
ents as are prescribed in this

hall be registered by the Regis-
died with and it is lodged with

(5) The date of registration of any prospectus in the Companies Registration Office shall be deemed to be the date of the issue of the prospectus.

(4) Every signature to a prospectus shall be dated and the latest of such dates shall be deemed to be the date of the prospectus.

(3) Where a prospectus has been signed by or on behalf of directors of a company or partners in a firm as provided in subsection (2), every director of such company or partner in such firm shall be deemed to have authorized the issue of such prospectus notwithstanding that he has not signed it, unless he proves that it was issued without his knowledge, authority or consent.

(2) A prospectus in respect of any other offer of shares shall be signed by every person making such offer or by his agent authorized by him in writing to sign on his behalf or if the person making the offer is a company or firm, by two directors of such company, or if such company has only one director, by that director, or by not less than one-half of the partners in such firm or by an agent authorized by any such director or partner in writing to sign on his behalf.

DEPARTEMENT VAN NASIONALE
OPVOEDING

No. 70

11 Januarie 1980

BURO VIR HERALDIEK

AANSOEK OM REGISTRASIE VAN HERAL-
DIESE VOORSTELLINGS EN SPESIALE NAAM
EN BESWARE DAARTEEN

[Artikels 7A en 7B van die Heraldiekwet, 1962 (Wet
18 van 1962), soos gewysig]

Ondergenoemde verenigings en inrigtings het krag-
tens artikel 7 van die Heraldiekwet, 1962 (Wet 18 van
1962), aansoek gedoen om die registrasie van hulle
heraldiese voorstellings en spesiale naam. Enigeen wat
teen die registrasie van hierdie heraldiese voorstellings
en spesiale naam beswaar wil aanteken op grond daar-
van dat sodanige registrasie inbreuk sal maak op regte
wat hom wettiglik toekom, moet dit doen binne twee
maande vanaf die datum van publikasie van hierdie
kennisgewing op 'n vorm wat van die Staatsheraldikus,
Privaatsak X236, Pretoria, 0001, verkrygbaar is.

Aansoeker.—Hoërskool Gimnasium, Potchefstroom.
(H4/3/1/1103.)

Wapen.—In blou, 'n skuinsgekruiste pik en graaf, die
kop van die pik en die handvat van die graaf na bo,
en daaroorheen 'n gekabelde anker, alles van silwer.

Wapenspreuk.—FAC ET SPERA.

Aansoeker.—Kontak. (H4/3/1/2611.)

Spesiale naam.—Kontak vir Beter Verhoudings en
Begrip.

Aansoeker.—Suid-Kaap-Saalperdsunion. (H4/3/1/
2615.)

Kenteken.—'n Trippelende goue perd, gesaal en
getoom en met ruiters, alles van natuurlike kleur.

Aansoeker.—Laeveld-Rugbysubunie. (H4/3/1/2616.)

Kenteken.—'n Rooi poinsettiablom, goud geknop,
met 'n geboë stengel en 'n enkele blaar na links, albei
van groen.

DEPARTEMENT VAN VERVOER

No. 75

11 Januarie 1980

WET OP VERVOERDIENSTE VIR SWARTES, 1957
(WET 53 VAN 1957), SOOS GEWYSIG

Kragtens artikel 2 (2) (a) van die Wet op Vervoer-
dienste vir Swartes, 1957 (Wet 53 van 1957), verleen ek,
Jan Christiaan Heunis, Minister van Vervoerwese, na oor-
legging met die Nasionale Vervoerkommissie, hierby aan die gebied onder die regs-
mag van die stede-
like plaaslike bestuur van Pretoria vrystelling van toe-
passing van gemelde Wet met ingang van 1 Februarie
1980.

J. C. HEUNIS, Minister van Vervoerwese.

No. 76

11 Januarie 1980

WET OP VERVOERDIENSTE VIR SWARTES, 1957
(WET 53 VAN 1957), SOOS GEWYSIG

Kragtens artikel 2 (1) van die Wet op Vervoerdienste
vir Swartes, 1957 (Wet 53 van 1957), verklaar ek, Jan
Christiaan Heunis, Minister van Vervoerwese, na oor-
legging met die Nasionale Vervoerkommissie, die
gebied onder die regs-
mag van die stedelike plaaslike
bestuur van Pretoria en Verwoerdburg met ingang van
1 Februarie 1980 tot 'n gebied waarin die bepalings van

DEPARTMENT OF NATIONAL EDUCATION

No. 70

11 January 1980

BUREAU OF HERALDRY

APPLICATION FOR REGISTRATION OF
HERALDIC REPRESENTATIONS AND SPECIAL
NAME AND OBJECTIONS THERETO

[Sections 7A and 7B of the Heraldry Act, 1962 (Act
18 of 1962), as amended]

The undermentioned associations and institution
have applied in terms of section 7 of the Heraldry Act,
1962 (Act 18 of 1962), for the registration of their
heraldic representations and special name. Anyone
wishing to object to the registration of these heraldic
representations and special name on the grounds that
such registration will encroach upon rights to which he
is legally entitled should do so within two months of
the date of publication of this notice upon a form
obtainable from the State Herald, Private Bag X236,
Pretoria, 0001.

Applicant.—Hoërskool Gimnasium, Potchefstroom.
(H4/3/1/1103.)

Arms.—Azure, a pick and shovel in saltire, the pick's
head and the shovel's handle upwards, surmounted by
an anchor cabled, all Argent.

Motto.—FAC ET SPERA.

Applicant.—Kontak. (H4/3/1/2611.)

Special name.—Kontak vir Beter Verhoudings en
Begrip.

Applicant.—Southern Cape Saddle Horse Sub-union.
(H4/3/1/2615.)

Badge.—A horse trotting Or, caparisoned, and with
equestrian proper.

Applicant.—Lowveld Rugby Sub-union. (H4/3/1/
2616.)

Badge.—A poinsettia flower Gules, seeded Or slip
embowed and a single leaf to sinister, Vert.

269 DEPARTMENT OF TRANSPORT

No. 75

11 January 1980

BLACK TRANSPORT SERVICES ACT, 1957
(ACT 53 OF 1957), AS AMENDED

In terms of section 2 (2) (a) of the Black Transport
Services Act, 1957 (Act 53 of 1957), I, Jan Christiaan
Heunis, Minister of Transport Affairs, after consultation
with the National Transport Commission, hereby exempt
the area under the jurisdiction of the urban local
authority of Pretoria from the operation of the said
Act with effect from 1 February 1980.

J. C. HEUNIS, Minister of Transport Affairs.

No. 76

11 January 1980

BLACK TRANSPORT SERVICES ACT, 1957
(ACT 53 OF 1957), AS AMENDED

In terms of section 2 (1) of the Black Transport
Services Act, 1957 (Act 53 of 1957), I, Jan Christiaan
Heunis, Minister of Transport Affairs, after consultation
with the National Transport Commission, declare the
area under the jurisdiction of the urban local authority
of Pretoria and Verwoerdburg to be an area in which
the provisions of the Act shall apply, with effect from

Rise in rail tariffs likely

Pretoria Bureau

A SUBSTANTIAL rise in some railway tariffs is certain to be announced by the Minister of Transport, Mr Chris Heunis, when he introduces his first budget in the Assembly on March 5, according to sources in Pretoria.

South African Railways sources point out the huge increase in oil prices in June last year was not added to tariffs.

At the time, the general manager of the SAR, Mr Kobus Loubser, and other senior railwaymen, warned that higher tariffs because of the oil price spiral could not be held off indefinitely.

June's oil price rise added millions of rand a year to operating costs for SAA, SAR, and the administration's road motor services.

One factor however, is likely to keep the expected tariff rises down to a minimum — the expected speed-up of the economy and resultant greater use of the administration's transport services.

In addition to the higher fuel price, all other railway costs rose during 1978. Added to these will be the increased salaries railwaymen will get from the beginning of April.

If the increase is 15% — the demand made by most of the seven railway staff associations — the railway budget will have to carry an additional load of at least R150-million.

ATCH

A long jostle for a short journey...

40 WAITING for the train to get onto the platform before one goes through the barrier attendants is the practice for Pretoria-Johannesburg third class passengers, and nothing can be done when one arrives at the station some time before the train.

This daily humiliation for the passengers has been going on for ages and the best news so far is that the railways are "looking into it".

One passenger wrote to us: "For years commuters who travel from Pretoria 'big' station to places like Johannesburg and Hammanskraal, have been subjected to extreme humiliation and scorn.

"Some of them have accepted this terrible kind of life as part and parcel of their daily lives.

"For them, buying a train ticket on time means waiting anxiously outside the narrow gate leading to the platforms until such time that they are officially allowed to enter the platform.

CONGESTED

They are usually crowded, congested and cramped the gate with everyone looking forward to be the first to enter. One can just imagine how much juggling and pushing these people experience while waiting for the authorities to open the gate.

"To make commuters even more uncomfortable, authorities only open the gate when a train for certain commuters has arrived. And this obviously means people have got to run to their train as some would like to be seated.

"Pretoria station is a very funny and queer place to understand. Commuters heading for different destinations all gather in front of one gate leading to the different platforms.

"The ticket examiners in front of the gate will always shout announcing the arrival of the train for certain commuters.

"This is extremely primitive", said one of them. "I wish I was employed by the Johannesburg railway station where the job for ticket examiners is to clip the train tickets and not announcing in and out going trains."

'SAME AS WHITES'

Mr A E Fourie, assistant systems manager in Pretoria replied Dignity Watch: "Black second class passengers get the same treatment as whites. They can enter the platform any time, and buy tickets from the same ticket office. What your reader has complained of affects only third class passengers," he said.

Mr Fourie said the first reason is to assist passengers to get into the right train. There are usually a lot of third class passengers at the station and they could easily get into the wrong train. They are thus allowed onto the platform when their particular train has arrived and others have to wait.

He said this was a means of control and not discrimination.

The second reason was that the flood of black passengers (third class) would leave no space on the platform and again some control has to be exercised.

Mr Fourie said they had received a delegation on this issue and his department was trying to find a solution. He said they wanted suggestions on what to do.

He said the SAR did not want to discriminate against any customer and the situation at this station was peculiar to third class passengers.

● There are no white third class passengers.

DIGNITY WATCH

- Cooper also offers out-patient) at p... sion, she makes th...
- (i) In general difficult is a skill
- (ii) Medical ar... emphasise
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... of wo... are made up of equal contribu... while under the Factories Act... pay in full, and the leave ar... not always better for worker... It may not be in the interes... workers) who move frequently... bute to medical schemes. ... 13 to 16 weeks before a memb... fits often increase with len...

6. NUTRITIONAL STATUS AND POLIC

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Lloyd's List lauds work of SAR chief

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Kobus
22-1-80

Own Correspondent

CAPE TOWN. — Lloyd's List, the internationally-respected publication of Lloyd's of London, says South African Railways — with its relatively narrow gauge system — has recently recorded some of the most outstanding advances in productivity in the industrialised world.

In an article of tacit high praise for the general manager of the SAR, Dr J G H "Kobus" Loubser, the publication says South Africa's railway system added almost 50% to its annual tonnage in the 1970s, but without increasing its labour force more than 10%.

"The foundation of this improvement is a dramatic increase in average freight train loadings — as much as 80% in the case of some regular hauls," it says.

"It has been secured partly by intermittent relocation of lines, to eliminate the steepest

grades and sharpest curves of a system that has plenty of both handicaps; partly by a change-over from vacuum to air-braking, and partly by technological development that has enlarged individual wagon payload capacity and also permitted haulage of much longer trains over very sinuous routes without stability hazard."

The article, headed "SAR — working wonders with a narrow gauge" — says two lines in particular display "some spectacular consequences".

One is the route for export-shipment coal from the Transvaal mines to Richards Bay, the other the line for conveying export ore from Sishen in the Northern Cape to the deep-water port of Saldanha Bay.

● Cape-born Dr Kobus Loubser, 60, was described a few years ago as a "rare combination of gifted engineer, accomplished business man,

smooth negotiator and skilled diplomat".

In 1976 he was named one of the top five business men of the year for the way he had "moulded the Railways into an instrument that serves the South African economy and South African business men efficiently".

Three years ago Dr Loubser revealed publicly for the first time the "silent and secret" political role the SAR has played in Southern Africa's complex problems. He mentioned the part it played in relations with Mozambique, Zaire and Malawi in a difficult period.

Now Dr Loubser has a key role in efforts to establish a regular airline service between Johannesburg and Lusaka, the capital of Zambia.

The groundwork has been done, and SA Airways is now awaiting final approval by the Zambian government for such a service to be started.

reduce the services a concern of discrimina whether th receive in. The defects and Archer.

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Interesting Commission on a National Health Service (reported by Harris, Cn.8). The Commission argued that health care in South Africa should be related to needs rather than to supply and demand, that there was an over-emphasis on cure and lack of a comprehensive approach; and that externalities (e.g. loss of production) would make it worthwhile for the state to intervene to increase preventive measures. Various alternatives to the market are discussed. Rees is sceptical about all of them, and suggests that reliance on voluntary organisations to fill in the gaps (as in the collection of blood) is likely to be more effective than government provision. He recommends that only those aspects of medical care in inelastic demand (i.e. those least prone to 'moral hazard') should be subsidised or provided free: serious illnesses would qualify first.

Rees argues that since medical services do, for the most part, satisfy the conditions of excludability (there are no spillovers) and no economies of scale 'It is immediately clear that most aspects of the medical market are efficiently handled by the private sector'. He admits a few exceptions — control of infectious diseases and sanitation for example — where spillovers imply that there is a case for public provision or additional incentives for acquiring health care. For medical care in general, he holds that subsidy will lead to an expansion of demand leading to either a fall in quality and/or unsystematic rationing by queues, or provision of more facilities than people would choose to purchase if left to make individual decisions. These would be financed through additional taxes which they would otherwise have used for something else.

He excludes considerations of redistribution on grounds of equity through publicly provided health care at less than full cost. He argues that the criterion of equity cannot be sufficiently defined and that any preference for one distribution over another is purely a matter of personal preference.

However, none of the medical participants felt unhappy about the fact that value judgements are involved in the determination of policy, and Raine (Ch.15) and Westcott (Ch.11) point out that this is inevitable. A decision not to alter the existing allocation of medical care is also a value judgement.

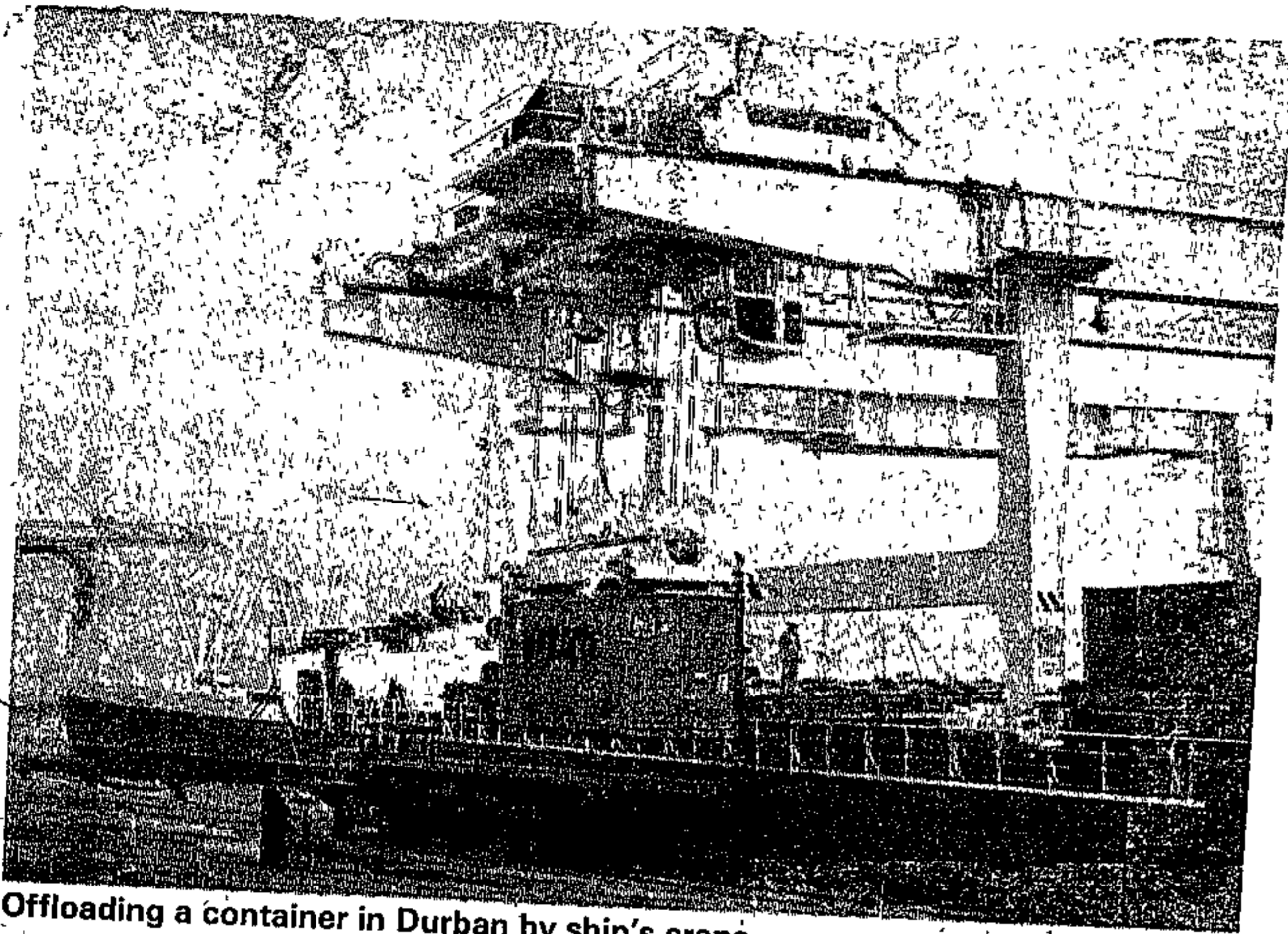
It is also noted (Archer, Ch.9 and Natrass, Ch.10) that some people desire that others may have access to health care, even though this may have no material impact on their own state of health. The presumed prevalence of altruism in health matters would mean that there is still a case for subsidy or other intervention in the market mechanism.

Rees agrees with Natrass however, that market conditions are not such as to favour efficient distribution. Information is likely to be very imperfect and consumers are not in a position to shop around for the best buy, or even to know after the event whether the treatment they had was good or not. The problems arising from incomplete information for consumers and even for doctors are particularly apparent in the case of the ethical drug market as Brodie (Vol.2) and Folb (Vol.2) indicate. Moreover, although the number of doctors is large, entry to the market as a seller is not free so that numbers are restricted and therefore higher prices can be charged. Rees hints that constraints on the number of students entering medical school (including extremely high academic standards) and legal restrictions on the tasks performed by nurses and other workers may segment the market and

22/1/80

**Good business may
cut SAR deficit**

22/1/80



Offloading a container in Durban by ship's crane.

by 14,5 million tons (200 000 tons more than the total high-rated tonnage for fiscal 1980), from 89,8 million in the first eight months of fiscal 1979 to 103,9 million tons in the first eight months of fiscal 1980. This was an increase of 15,7%.

The total increase for goods traffic was 14%, attributable mainly to coal and livestock. The increase in coal alone was 6,7 million tons, and coal conveyed for export increased by 51,3%.

Mineral products, mainly iron ore for local use and manganese for export, increased by 6,9 million tons, but the quantity of cement transported dropped slightly when compared with the same period the year before.

Containerised traffic showed a 43% increase to 1,3 million tons.

The total revenue for all goods for the eight-month period was R1 143 million, R66,7 million or 5,8% up on the R1 076 million earned in that period in fiscal 1979. This was R33 million more than the R1 110 million budgeted for.

Passengers carried internally by SAA increased by 21% to 1,9 million and revenue improved by R45,7

million or 21,2% to R261,2 million.

So much for the good news, now for some of the increased costs the administration had to meet: Major motive power (electricity and other fuels) expenditure went up by R85 million, or a whopping 39,5% to R299,8 million, from R215 million. This was very much higher than the original estimate.

Traffic and vehicle running expenses shot up from R276,3 million to R321,7 million, an increase of R45,4 million, or 16,4%. This, because of tighter management, was actually nearly R2 million less than estimated.

The cost of operating road transport services increased from R45 million to R56 million.

The biggest increase of all was the 90% increase in the cost of SAA flying operations which went up from R91,2 million in the first eight months of fiscal 1979, to R173,2 million in the first eight of fiscal 1980.

By David Pincus

THE SAR recorded substantially improved figures for goods and passengers conveyed during the April to November period of last year — the first eight months of its 1980 financial year — as well as for revenue earned.

Because of this it is unlikely that its deficit will be as big as the R201 million budgeted for in the last Railway Budget, presented in Parliament in March last year.

But in spite of these plus facts, and the fact that tighter and more efficient control has enabled it to slightly soften the impact of the two hefty petroleum fuel price hikes last year, there seems little chance of it being able to avoid having to impose across-the-board tariff increases.

These could be announced when the Minister of Transport, Mr Chris Heunis, presents the Railway Budget in Parliament and come into effect almost immediately.

The last increase in Railway tariffs was taken in April 1978.

Among the reasons the SAR may not be able to maintain current rates, in spite of the increased performances,

is that it is still losing money on its passenger services. At one stage this was nearly R1 million a day. The extra R22,4 million it earned in the eight-month period hardly makes a dent in that — without taking increased operating costs into consideration.

Also, the increase in high-rated goods traffic in that period was marginal, while the increase in low-rated traffic — on which it hardly shows any profit — was substantial.

In the April to October period the number of mainline passengers conveyed increased by 12,9% to 22,7 million, compared with 20,1 million in the same period the year before, and suburban passengers increased by 10,1%, or 34,6 million to 376,1 million.

These increases improved revenue by R22,4 million, or 18,8% to R141,5 million, from R119,1 million.

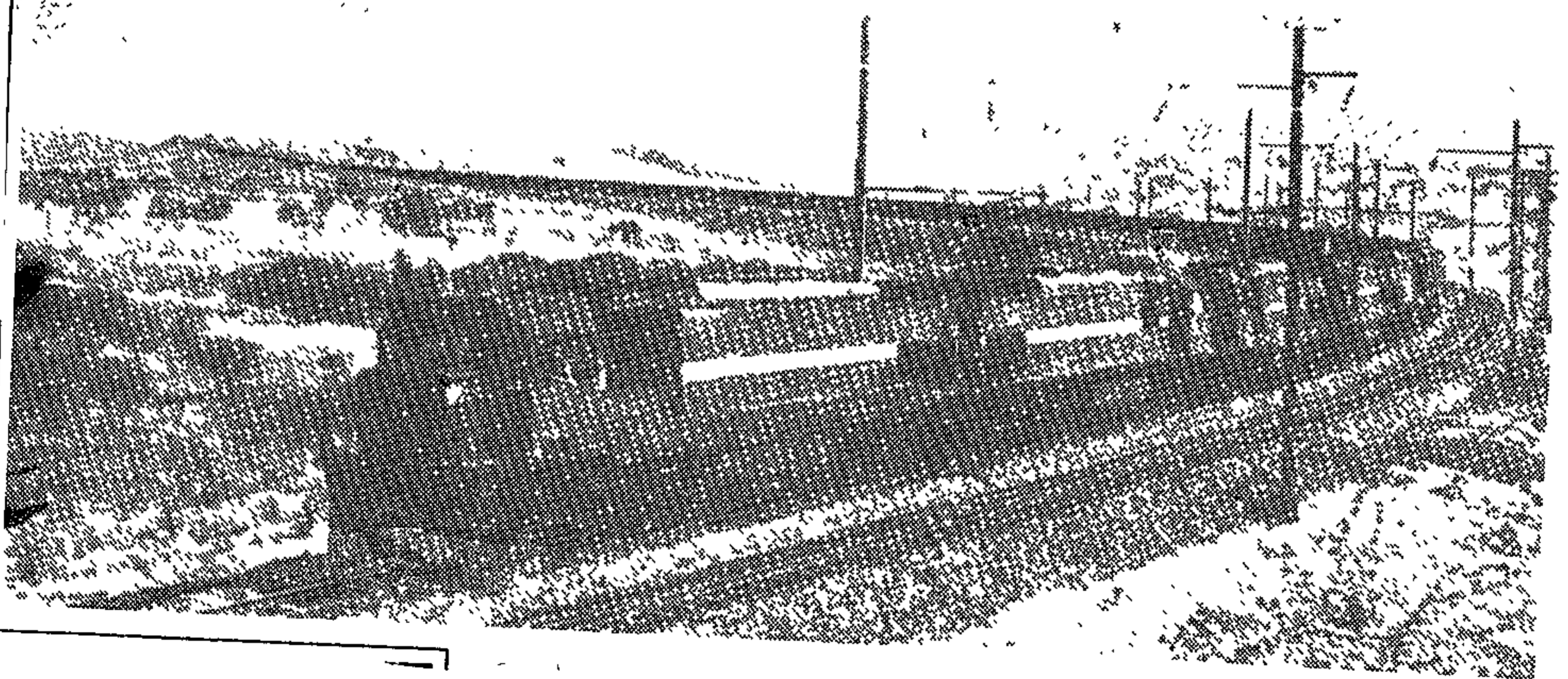
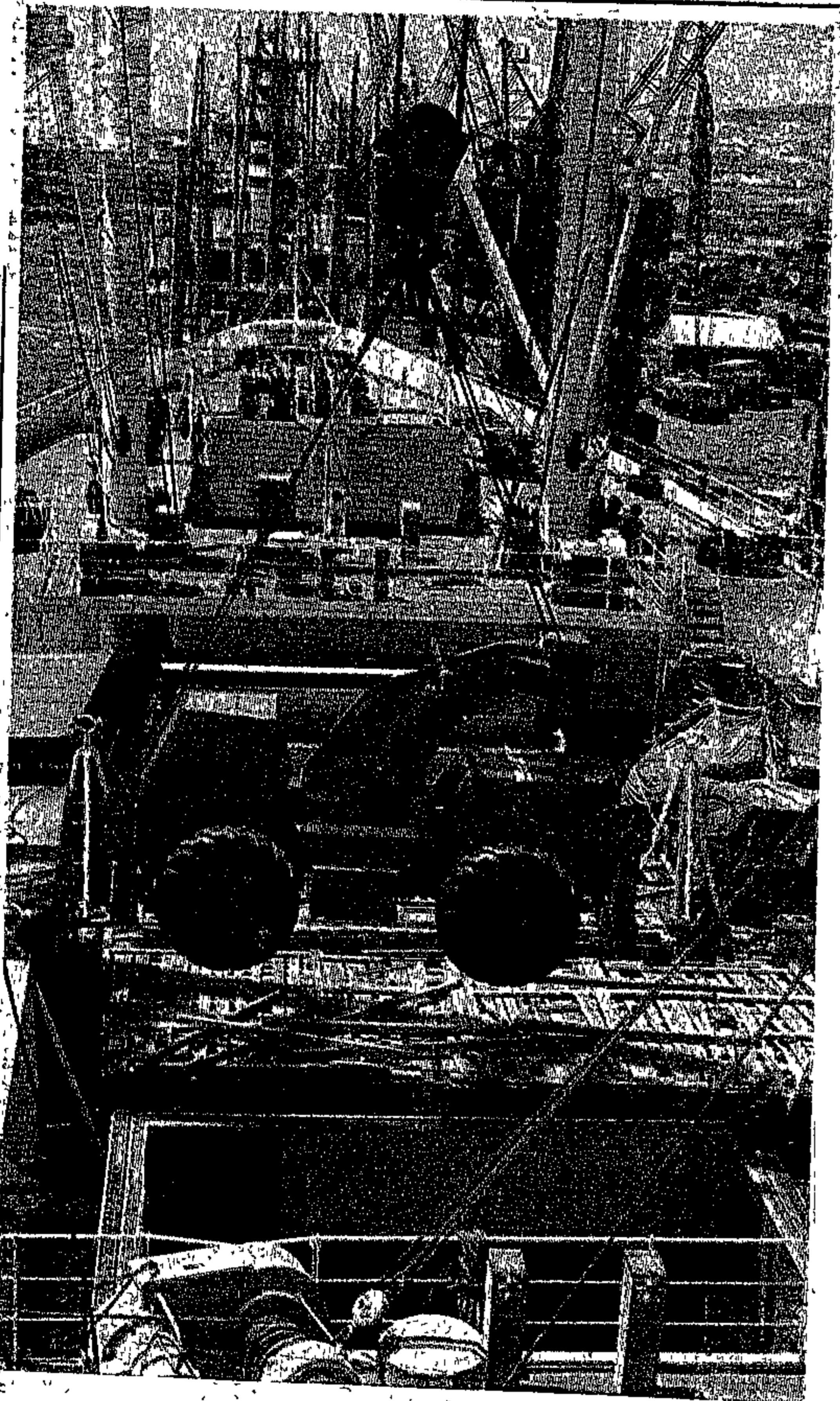
The increase in high-rated goods traffic in that period was 2,9%, or 400 000 tons — from 13,9 million tons in the first eight months of fiscal 1979 to 14,3 million in the corresponding period of fiscal 1980.

Low-rated traffic increased

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January 22, 1980

January 22, 1980



ABOVE: Coal train on Richards Bay line.

TOP: Handling cargo on board ship in Cape Town harbour.

Move to tighten airport security

Own Correspondent

CAPE TOWN — Security has been stepped up at D F Malan Airport in Cape Town, and all passengers departing on domestic and international flights will be liable to have their hand-luggage searched.

The new security measures were introduced at the airport on Wednesday, according to the airport manager, Mr J Nel.

Barriers have been erected to separate those who have been searched from those who have not.

Mr Nel said the move had been in the pipeline for a long time. It was similar to checks at all international airports, and was not at all unusual.

He gave the reason for the new measures as "government policy".

All access between the arrival and departure halls has been blocked off, so that there would be no contact between arriving and departing passengers, Mr Nel said.

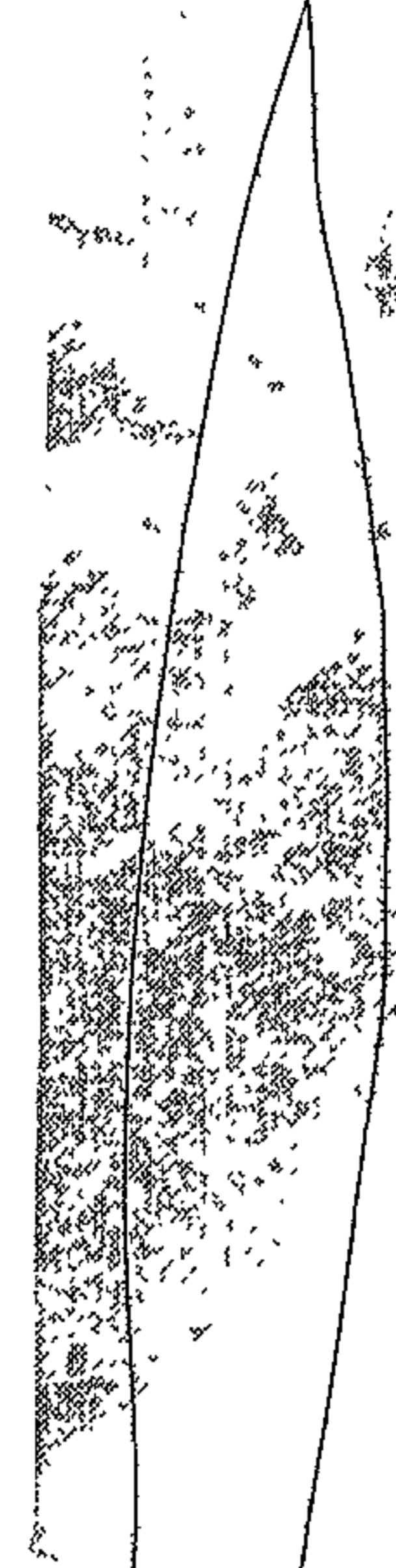
Only hand luggage is being searched at D F Malan, but an X-ray machine is to be installed for larger baggage.

At the moment, hand luggage goes through a metal detector, but police would body-search passengers as well "in very few cases", Mr Nel said.

Once the X-ray machine is installed — probably later this week — luggage would be put on a belt and scanned. Passengers would then pick their luggage up in the departure lounge.

Most departing passengers have submitted with good grace to baggage searches by police using metal detectors.

Mr Nel said only departing passengers would have their luggage searched.



on exhibition at
book, 'Myths and

by Raymond Preston

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Hansard (10) 1/2/80
State President's address.

Sound finances and adequate investment in on-going agricultural development and industrialization, the economic exploitation of our mineral wealth, and realistic labour policies are all prerequisites of sustained economic growth. So too is an efficient transport and communications system.

Events in Southern Africa have again underscored the importance of this and especially of transport routes.

During the past year the South African Railways has strengthened its transport links to the north thus fostering sound mutual relations. During the 1978-79 financial year about a million tons of goods were conveyed by rail to our northern neighbouring states, while two and a half million tons flowed southwards. In addition, fairly large quantities of goods were transported by air. The Railways with its extensive rail network which is being expanded still further by means of connecting road transport routes, may be said to be meeting not only the transport needs of the Republic, but also those of our neighbouring states, thereby influencing stability and development in all the developing territories in Southern Africa.

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recovery. But studies from Transkei (Frankish, Vol.2) showed that education alone after discharge did not lower the number of deaths occurring subsequently, although it did alter knowledge of nutrition and gardening. Thomas is also sceptical about the value of health education for mothers of malnourished children; she found that it was only necessary to bring milk to mothers of underweight children for them to thrive. However, Thomas found that sometimes extra mothering and stimulation was needed to make very deprived children grow.

Trudy Thomas for Ciskei and Liz Clarke for Kwazulu (Vol.2) confirmed the well-known relationship between malnutrition and the desertion of families by migrant breadwinners. The relationship of various factors to malnutrition is summarised in the following Table.

TABLE 2: FACTORS RELATED TO MALNUTRITION

1. Ciskei (Kaiskamma- hoek)	2. Kwazulu (Ngutu)	3. Transkei (Tsolo)
	*	*
Reared by grandmother)		

Clarke suggests a community development approach to malnutrition aimed at the reduction of the social problems which are at its root. In this she sees a role for education in the broadest sense (not merely health education).

Aninka Claassens (Vol.2) examines the working of some small 'self-help' projects in an area of Ciskei, to discover the potential for raising the food supply available in rural areas by vegetable gardening, poultry raising, dairies and creameries oriented to marketing the products, etc. However, she finds that lack of markets, transport and capital in the rural areas makes it unlikely that such projects will succeed on such a scale as to provide full support for a family. Moreover, class divisions within the rural society mean that traders, teachers and others tend to raise outside funds for 'community projects' which in fact benefit only the few who have the resources or transport facilities to benefit. Such groups may also dampen or prevent poorer groups from taking independent initiative, although participation by the poor is often enthusiastic once initial difficulties have been overcome. She finds that few projects even survive; co-operatives are rarely successful; only community gardens showed a tendency to thrive. She concludes that while such projects may augment food supplies a little, they are not a solution to the poverty of these areas. In view of the high cost of creating industrial jobs in 'homeland' and 'border' areas, it would seem that the general economic plight and the social breakdown from which these areas are suffering can therefore be tackled only by planning their development within the context of the South African economy as a whole.

7. TUBERCULOSIS

Although tuberculosis is thought to be on the decline in South Africa - notifications have declined, though not consistently, since about 1966, and there is reason to think the rise before that date was attributable

is still one of the most serious causes
In 1975, 55291 cases were notified, 13
African and 'Coloured' population.
between 1 802 in 1971 and 2 880 in 1973,
o the combined figure for urban and
1911 of 2,35 per thousand, for example,
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Huge hike for international air fares

By JEREMY BROOKS

SOUTH African Airways intends raising international passenger fares by as much as 18% after April 1 this year.

If the Government approves the new increases - usually a formality - an Apex peak season ticket would go up by R141,59c, from R786,60c to about R928,19c.

Fares to Mauritius increased by more than 20% yesterday. First class fares remained the same, but economy class went up from R278 to R334. Group excursions have been discontinued.

The increases, which will also apply to cargo rates, were decided at an International Air Transport Association conference in Geneva this week.

No decision has been made on whether or not to increase domestic fares, which have been pegged for almost a year. But it is understood that these fares will be increased as well - probably during the Transport budget this Parliamentary session.

The proposed increases are.

o Africa to Europe: Johannesburg to London, Amsterdam, Brussels, Frankfurt, Vienna, Zurich, Paris - first class, 13%; economy, 14%. Off season excursion 13%, peak 14%. Apex off-season 15%.

o South Africa to regional

points in Africa, all 5% with the exceptions of Jhb to Mauritius, Seychelles, Reunion - 10%; Jhb to Maputo 11%; Jhb to Blantyre about 8,5%.

o Africa to the Middle East, about 9%.

o Fares on South Atlantic routes: 8%, except to Brazil, which will be about 7%.

o Africa to the Far East, about 9%, except to Japan and Korea, about 6%.

Cargo rates will be increased between 5 and 10%.

There has been no ruling on whether passengers already booked, will pay the old or new prices.

People who had already booked for Mauritius on or before Thursday will pay the old fare.

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COUNCIL 'YES' TO BUS FARES RISE - CLAIM

By DERRICK LUTHAYI

THE Soweto Council is alleged to have given Putco the green light to increase bus fares.

The allegations were made by Mr Isaac Mogosoa, chairman of the Diepkloof Civic Association, at a meeting of the Soweto Civic Association's and Commuters' Watchdog Association at Chiawelo yesterday.

He said this during a meeting in which they were preparing a memorandum to present to Putco on Saturday in regard to the proposed bus fare increase.

PUTCO has applied to the Road Transportation Board for a general fares increase wherever they operate in the Transvaal. Their application is due to be heard later this month.

Mr Mogosoa said they were told by officials of PUTCO in New Canada that the Soweto council-

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Two-stage plan, says civic leader

lots had agreed to the proposed increases.

He added that they were told that the councillors agreed to have the increase put into operation in two stages.

Mr Mogosoa disclosed that the proposed increase of fares would be put into effect in May and August.

Despite the go-ahead from the councillors, it was agreed that they should fight the fares increases because the public could not afford them.

The meeting was

also attended by two executive committee members of the Committee of Ten, Mr Legau Mathabathe and Ms Mankekule Mahlangu.

The chairman of the meeting, Mr Ernest Makhetha, said a delegation had been chosen to meet the officials of Putco. However, their names would only be released on Thursday night.

The announcement of the names and final details of the meeting will be done at Dr Nthato Motlana's house in Dube.

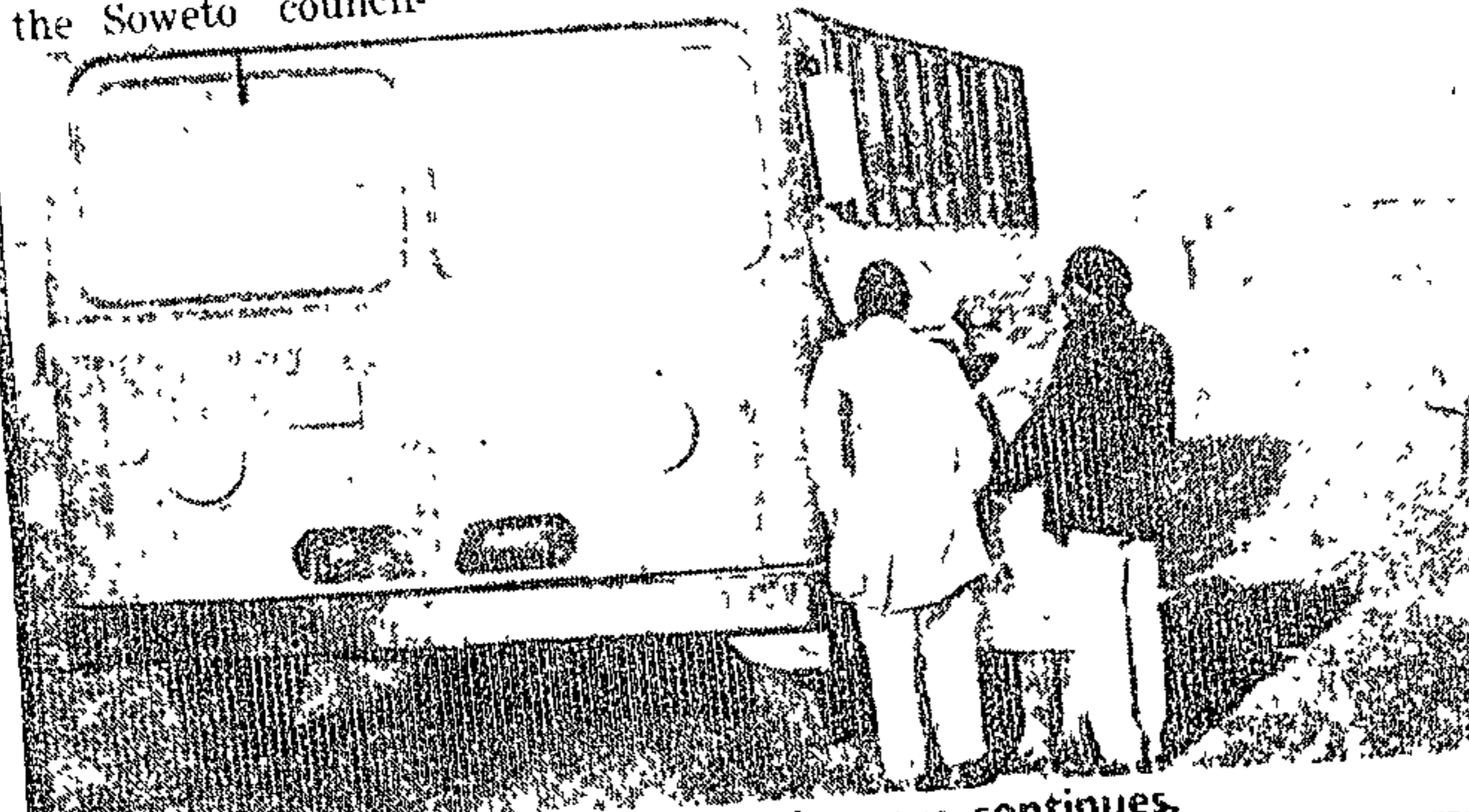
Methods of evaluation range from simple procedures for looking at costs, where the conclusions are left largely to intuition, to highly complicated processes which present more or less clear-cut solutions. Precise methods, most of the

2.2 Programme Evaluation

processes is essential; and the division will have to be more fine the more discriminating public decisions can be. 10
The results of programme budgeting may be valuable in themselves, although the mere procedure does not necessarily ensure that better decisions will be made. Their potential is realised only if there follows an assessment of the value of expenditure in each programme.

2.4 An Informal Method for Sel-

ing. This is partly due to a deficiency in information on the results of the programmes which can be resolved by recourse to appropriate data. Nevertheless, there will also be differences of judgement which cannot be resolved without prior agreement on the relative valuation of different benefits which have to be fed into the analysis; and in the intuitive process, these two factors may not be differentiated.
A very large proportion of decisions are now taken with no further analysis than this. Any further steps involve a way of systematically valuing the benefits of different programmes to render them comparable to one another.



Putco fares . . . the row continues

Huge plan to give airport a facelift

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By Dennis Rink

Development costing hundreds of millions of rands has started to transform Jan Smuts Airport into one of the most modern in the world.

Access roads are being built and the Department of Transport is awaiting approval from the Treasury to begin the first phase of the development.

The plan, shelved in 1978 because of lack of money, was originally costed at R135-million, but estimates have increased steeply.

The first phase will provide a new runway parallel to the existing one. Ultimately six new terminal buildings will be built between them.

The second phase of the development will erect one of the terminal buildings, expected to become operational about 1986.

Each of the new terminal buildings will be able to handle approximately 5-million passengers a year. The existing terminal building handles about 3.6-million.

They will handle all domestic flights and the existing building service international flights.

Further developments will include alterations to the runway, extensions to the existing terminal buildings and, ultimately, the new terminal on the eastern side of the airport.

The original plan provided for six terminals between parallel runways, linked to the existing terminal by a four-lane underground tunnel.

Highways would lead directly to the terminals, passing under aircraft taxiways. A central runway would have an hotel and technical facilities.

The semicircular terminals were of the most modern design, the inside curve for parking and access.

30-m people

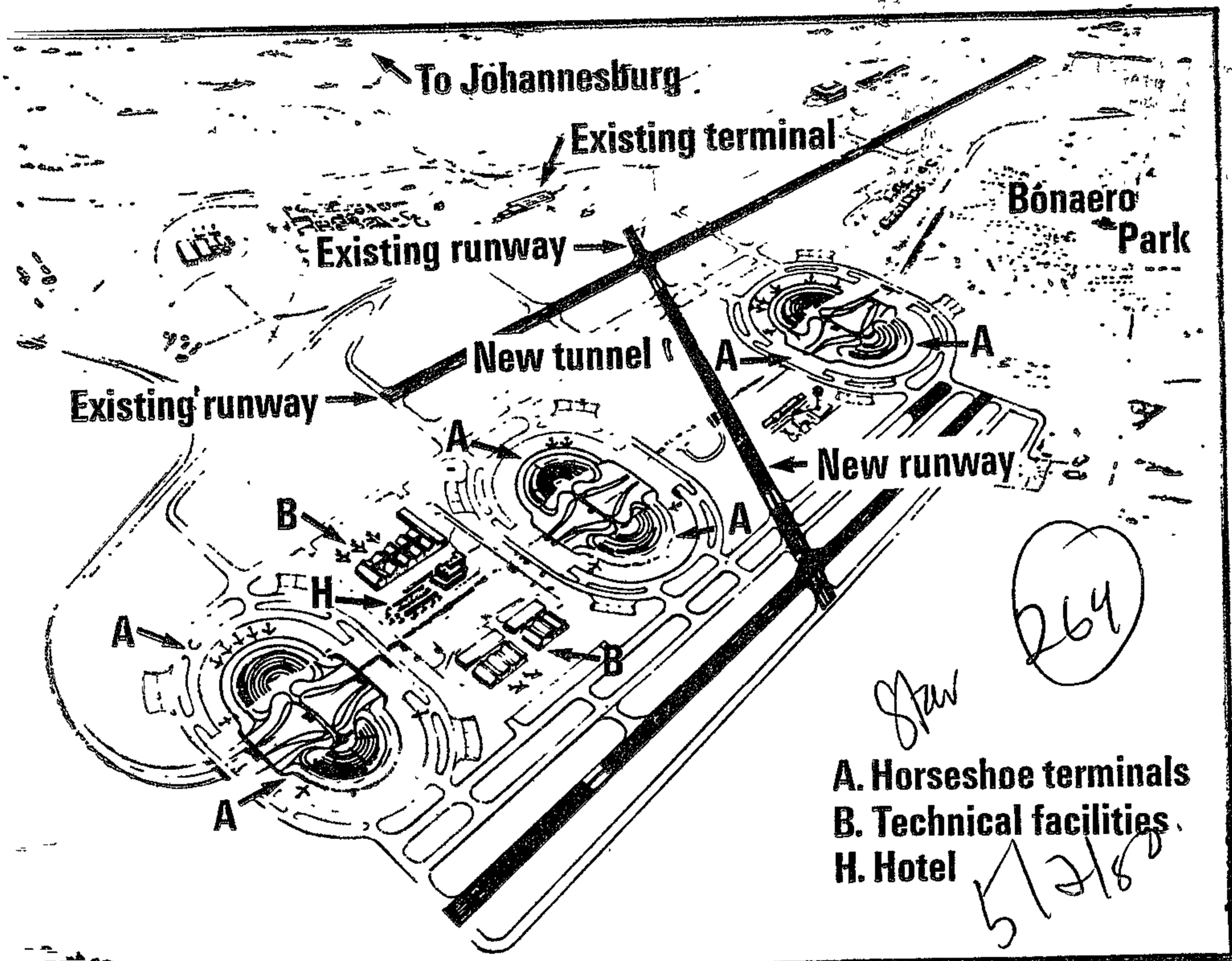
Each would be able to service 12 Boeing 747s or 16 airbuses. An estimated 30-million passengers a year would step from the terminal building into a tunnel to the aircraft without touching the tarmac.

The Secretary for Transport, Mr A B Eksteen, now says the development is to be completed in phases "as money becomes available."

He said the whole matter was still under consideration by the Department of Transport and the Treasury and the plans were under review, although the eventual development would be similar to the original proposals.

Mr Eksteen was unable to say when it could be completed and whether the eventual cost would be much higher than the original estimate.

The new-look Jan Smuts Airport



The Department of Transport's impression, issued by the Department of Transport, of how Jan Smuts Airport will look when the development is completed. The department is expecting the go-ahead shortly from the Treasury to start the new runway. The project was shelved in 1978 because of lack of money. It was originally costed at R135-million but cost estimates have now risen sharply.

The Cape branch of Nafcoc - the National African Federated Chamber of Commerce - has issued a statement in support of the dismissed workers.

Fattis and Monis insist that there is 'no dispute'. However a director of the firm says he is worried about calls for a boycott of the factory's products by blacks because much of the factory's trade is with blacks. The management have kept production going by employing scab workers in the place of the striking workers. However production has slowed down.

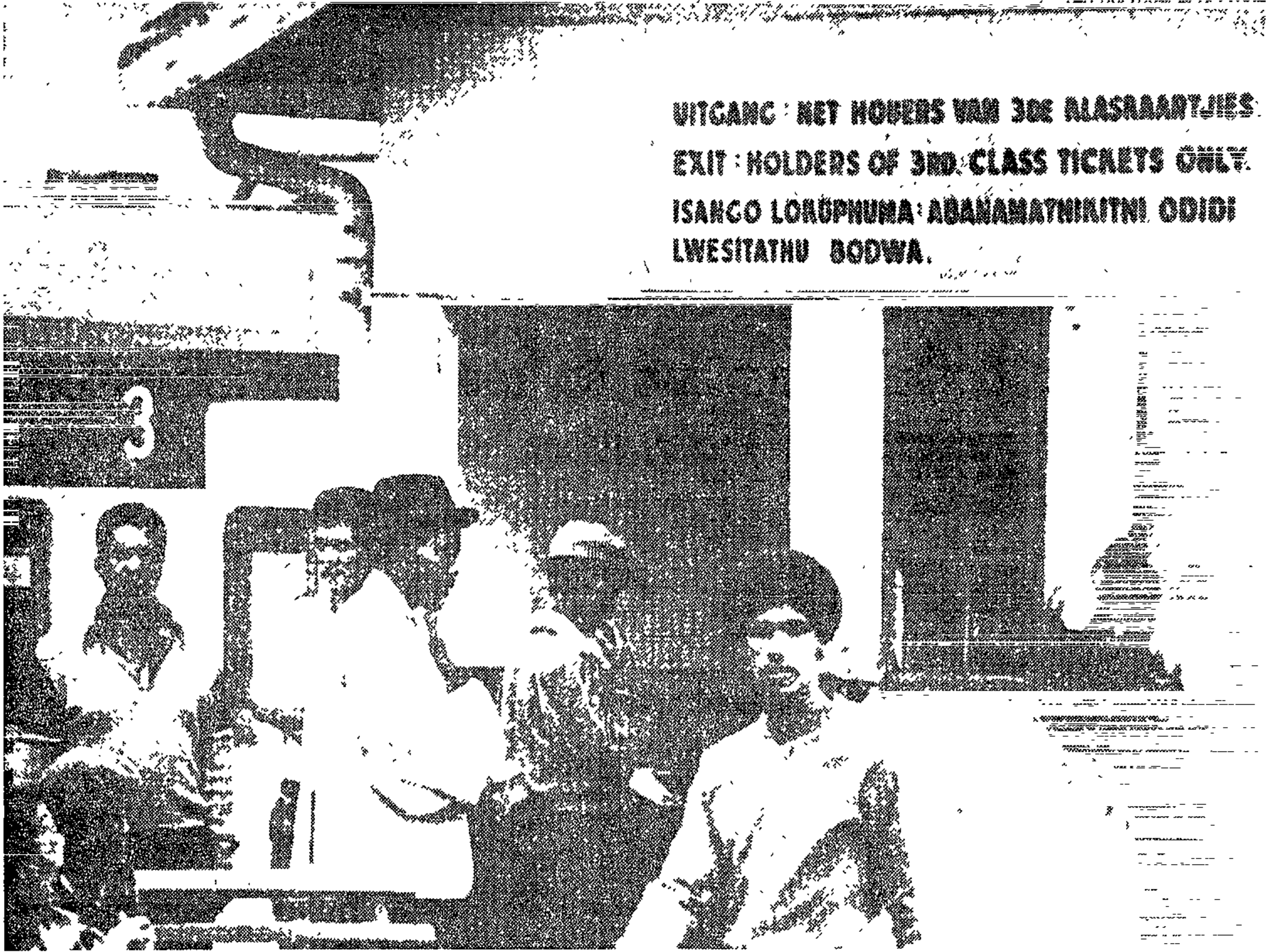
Who are Fattis and Monis? Fattis and Monis is the factory which produces the following products: The following Record flours; Self-raising flour, Cake flour, Bread flour, Sifted flour, Unsifted flour, Wheatie Treat flour; Philadelphia flour; Koeberg Mille pack - mealie meal; all products with the Fattis & Monis brand name. These include icecream cones, cake cups, wafers, macaroni, spaghetti, large and small shells, pasta ribbons - broad, narrow, plain and green, pain rings, dilatines. Fattis and Monis also pack their pasta products under the following brand names; Princess, Pot o' Gold, Pick 'n Pay no name brand, Ccheckers and Roma. Fattis & Monis also control a number of bakeries in the Cape Town area. These include the Good Hope Bakery in Elsie's River, Wrench Town Bakery in Observatory and the Ultra Bakery in Somerset West.

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7/2/80

THE ARGUS, THURS

UITGANG: NET HOUERS VAN 3DE KLASRAANTJIES.
EXIT: HOLDERS OF 3RD CLASS TICKETS ONLY.
ISANGO LONUPHUNA: ABANAMATHIKITNI ODIDI
LWESITATHU BODWA.



Colour is shunted into tickets

THE colour of your skin is becoming less important than the colour of your ticket as apartheid gets shunted into the background at Cape Town railway stations.

No longer are people being turned away by ticket examiners because of the colour of their skin, but because of the colour of their ticket.

If it's green it means go — go around the other side because it should be white (the ticket that is). If it's white it's all right, you can come around that way.

Certainly less offensive than telling you the colour of your skin is not right, but in the opinion of people spoken to it's just a continuation of the present trend of having less blatant discrimination signs.

Blatant non-whites/nie blanke signs are being replaced by more subdued 'third-class only' notices.

However, the only facility which has been opened to blacks at Cape Town central station is the entrance on the white side. Otherwise everything is still closed to coloureds.

Mr Hassan Howa, president of the South African Council of Sport said the introduction of entrances based on class credentials, was a way in which the authorities could carry out their policy of discrimination less offensively.

'It's a form of camouflage and is in no way a move away from discrimination. In actual fact it is slightly worse.

'It falls in line with the "cosmetic" changes which are being made to appease overseas commission and countries. The majority of the coloured people cannot afford to sit first class in the trains, so it does not change the situation at all.'

Mr G Le Grange, Director of Publicity of the Railways said the main reason for the introduction of the signs was to alleviate congestion at railway entrances.

'We realised there was a problem at the coloured exits because they had to cope with so many people.

'Therefore the only way to get rid of the problem was to get the first class ticket holders to use the same entrances.

'It has been working like a charm and we have had no complaints from people and we are not expecting any.

'For all practical purposes it would be impossible to let everybody right down from first class to third class to use the entrance at the Adlerley Street side. We would then have a massive overcrowding problem, because from surveys it has been shown this exit is the most accessible to the city.

'If we were to open all the facilities on the white side of the station can you imagine the congestion problem we would have in the waiting rooms and restaurants?'

'We remove discrimination from stations as far as possible and where it will not cause friction. We have found that the new third class entrances works,' said Mr Le Grange.

Mr Rommel Roberts, a community worker, said changing the name certainly did not change the animal.

'These forms of change are meaningless and not the type we need. If changes are to be made they must be sincere and free of any overriding petty discrimination.

'The attitude of the Railways still appears to be the same and the signs changed merely to suit the situation.'

CLASS credential exit signs have recently been introduced at most railway stations in the Western Cape replacing the 'whites' and 'non-whites' apartheid signs.

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Indians ejected from white train

Own Correspondent

DURBAN — Thirty Indian commuters were forcibly evicted from a white passenger railway coach in Durban after they had been unable to get seating in the packed black coaches during rush hour yesterday.

The commuters claimed that while they were being evicted a young white soldier had waved his rifle at them and told them to "get out of here."

Miss Kay Reddy, of Redhill said the commuters had been told yesterday that the 4.41 pm North Coast train had been delayed, and the next train was due at 5.02 pm.

"With the one train delayed there were two lots of passengers boarding the later train.

"About 30 of us had no

alternative but to get onto a white coach which was only half full.

"We were not even sitting, just standing in the corridor when the train stopped at Stamford Hill Station.

"The conductor and another white railway official told us to get off.

"I told him I had a first-class ticket, and if he wanted to evict me he must make room for me in the non-white first-class coaches.

"He told me to go to hell, and grabbed me by the arm and pulled me out of the coach," she said.

A spokesman for the railways said it was a strict policy that any form of abuse towards passengers would not be tolerated.

SAR survey to improve

N.M. 9/2/80 269

train service

THE South African Railways will conduct a two-week survey from Tuesday in an effort to give the best train service possible when Durban's new multi-million rand station in Umgeni Road opens later this year.

Mr G S Coates, SAR senior superintendent, operating, in Durban said the survey was necessary because the new station is a long way from the city centre and we want to provide the best service possible.

He said a team of clerks would ask commuters four or five short questions.

For example — what time they start work, what arrival and departure times would suit them and whether they would favour using the new station or the Berea Road station when heading for the city centre.

Mr Coates said the project would begin on Tuesday morning on the Kelso-Durban train.

Within the next fortnight commuters on trains running from Pinetown, Pietermaritzburg and the North and South Coasts would be interviewed.

There would be four interviewers per coach.

Mr Coates said there was a poor response to a SAR survey conducted in Durban in August last year.

About 13 000 questionnaires were distributed to white and black commuters asking them, in the event of passenger halts being provided on the Embankment line at Gardiner Street and Russell Street, which stops would suit them best.

50 more Tygerberg trains

Tygerberg Bureau

MORE than 50 additional trains a day will be available to Tygerberg residents when the new line between Bellville and Cape Town opens to commuters at the end of next month.

Initially, trains will stop at all stations — Esplanade, Paarden Eiland, Ysterplaat, Kenemara, Acacia Park, Monte Vista, De Grendel, Avindale, Oosterzee and Bellville.

With the exception of Bellville, all stations after Ysterplaat are newly built and most are still nearing completion.

Access roads and parking areas are the responsibility of municipalities and these are also being completed.

Timetables for the new service are available at Tygerberg stations.

The first train from Cape Town leaves at 6.05 am and the last at 10.15 pm.

The service will be extended later to include Kraaifontein, a railway spokesman said.

The estimated cost of the new line, which branches off to the Ben Schoeman dock, is R26-million and includes a tunnel under Ysterplaat air force base and a bridge over the N1 to Paarl.

The new line is also designed to carry container traffic.

Hansard 2 Q. Col 25

11/2/80

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South African Railways and Harbours

Hansard Police 269 11/2/80
No 2, Col 25

79. Mr. N B Wood asked the Minister of Transport Affairs:

- (1) What is the (a) authorized establishment and (b) actual strength of the South African Railways and Harbours Police in respect of (i) officers and (ii) other ranks;
- (2) how many men were (a) recruited and (b) discharged from the Force during the latest year for which figures are available,
- (3) whether any members of the Force purchased their discharge; if so, how many in each rank?

EB

The MINISTER OF TRANSPORT AFFAIRS:

(1) (a) (i)	221
(ii)	6 335
(b) (i)	174
(ii)	5 542
(2) (a)	789
(b)	466
(3) Yes	
Sergeant	23
Constable	271

These figures are based on the staff position as at 31 December 1979

the South African population from all causes of death. The proportional contribution of the seventeen major disease categories of the International Classification of Disease (8th revision) to the overall mortality of the various communities is summarised in Fig. 5. The whites show a typical 'developed' country spectrum of mortality with Infectious and Parasitic Diseases being of minor importance (2,0%) and Neoplasms (15,6%) and Diseases of the Circulatory system (50,5%) being of major importance. For urban Africans and 'coloureds', Infectious and Parasitic Diseases make an important contribution to the overall mortality (19,5% and 23,5% respectively), with diseases of the respiratory system and certain causes of perinatal mortality also being of importance. Within the category of Infectious and Parasitic Diseases, diarrhoeal diseases and tuberculosis are the most important causes of mortality. The 'coloureds' experience an interesting combination of 'developed' and 'underdeveloped' mortality with a high death rate from enteritis and diarrhoeal diseases in the young and circulatory diseases in later life. What is also of interest is the relatively large number of symptoms and ill-defined conditions, particularly in the African community (22,5%). This provides some indication of the provision and utilisation of medical services to Africans in the urban areas. In general, the Asians have a spectrum of mortality intermediate between the whites on the one hand and the 'coloureds' and Africans, on the other.

Clearly, the presentation of the cause specific mortality data as proportional mortalities conceals a certain amount of information. Table I provides a more detailed analysis of these data in the form of cause specific mortality rates for defined age groups by sex, in the white, Asian and 'coloured' communities.

If the mortality rates (Table I) are compared with the proportional mortalities for the seventeenth century, the whites show a typical 'developed' country spectrum of mortality with Infectious and Parasitic Diseases being of minor importance (2,0%) and Neoplasms (15,6%) and Diseases of the Circulatory system (50,5%) being of major importance. For urban Africans and 'coloureds', Infectious and Parasitic Diseases make an important contribution to the overall mortality (19,5% and 23,5% respectively), with diseases of the respiratory system and certain causes of perinatal mortality also being of importance. Within the category of Infectious and Parasitic Diseases, diarrhoeal diseases and tuberculosis are the most important causes of mortality. The 'coloureds' experience an interesting combination of 'developed' and 'underdeveloped' mortality with a high death rate from enteritis and diarrhoeal diseases in the young and circulatory diseases in later life. What is also of interest is the relatively large number of symptoms and ill-defined conditions, particularly in the African community (22,5%). This provides some indication of the provision and utilisation of medical services to Africans in the urban areas. In general, the Asians have a spectrum of mortality intermediate between the whites on the one hand and the 'coloureds' and Africans, on the other.

Mortality rates greater than 5/1 000 appear in italics in Table I. For all of these major causes of mortality, the Asian and 'coloured' mortality rates exceed those of the whites.

However, in this context, what requires emphasis is that by using the major disease classification a certain amount of detail is lost. For example, despite the fact that the overall rates for diseases of the circulatory system are comparable for whites, Asians and 'coloureds', within this broad category the mortality rates for specific diseases vary markedly. Table II provides the proportional contribution of the major circulatory diseases for the whites, Asians, 'coloureds' and Africans. Whilst Ischaemic Heart Disease is the major Circulatory Disease in the white and Asian communities, Cerebrovascular Diseases are the major cause of Circulatory Diseases in the 'coloured' and African communities.

Similarly, if the Accidents, Poisoning and Violence category is examined in greater detail, motor vehicle accidents are the major cause of mortality in whites, 'coloureds' and Asians, the second most important cause in the white community is suicide, whilst that for the 'coloureds' is homicide. For Africans, the latter is the main cause in this category.

The expectation for life at birth and at age 45 for whites, Asians and 'coloureds' is summarised in Fig. 6. It is not meaningful to calculate an expectation of life for urban Africans as this group is subject to a large measure of migration. The characteristically better expectation of life for women in comparison to men, is apparent for all three communities. However, what is of interest is the ratios of the expectations of life for the three communities. At birth, the white:Asian:'coloured' ratios are 1:0,91:0,76 for males and 1:0,88:0,77 for females; at the age

Train crash signalman found negligent

A railway signalman was negligent when two trains collided, killing 15 people and injuring 176 others on December 3, 1977, a Johannesburg regional magistrate found today.

Jacobus van Graan (45) of Sanlam Park, was sentenced to a fine of R1 000 (or 500 days) and a further 12 months, suspended for five years, on a charge of culpable homicide.

"Van Graan was guilty of negligence, but other people were also negligent," the magistrate, Mr C C Butler found in his judgment today.

The court found that Van Graan had allowed a goods train to pass his station without taking precautionary measures. A goods train and a passenger train had collided between Houtheuvel and Leeuhof stations.

Van Graan pleaded not guilty to the charge.

Evidence was given that before the South African Railways administration appointed station foremen, the men were trained to deal with emergency situations.

A railway repairman was called out to repair a faulty signal shortly before the collision.

When the repairman, Mr Jacobus du Toit arrived, he was told that two trains had collided a short distance away.

Mr S van Nieuwenhuizen defended.

At the age of 45 as compared to 60 for both which is largely attributable to the high immunity. It is also noteworthy that expectation of life at age 45 of the three distinction from both males and females at that for the 65+ age group, Asian rates for respiratory, circulatory, and 1-defined causes of death (Table I) may be due to this anomalous situation.

Fig. 7 summarises the percentage improvement in the expectation of life at birth subsequent to the total elimination of the mortality associated

Top committee for bus programme

269 266 Jan 13/2/80

By Linda Loxton,
Municipal Reporter

A top-level steering committee is to be convened to control and monitor the R2,5-million trolley bus demonstration project in Johannesburg.

In a letter to the Director of Local Government, the Secretary for Transport, Mr A B Eksteen, said the project was considered in the national interest and "must therefore receive the full at-

tention of all parties involved."

A copy of the letter was this week placed before the management committee of the Johannesburg City Council, which has supported the formation of the special committee.

Approved by the Johannesburg Metropolitan Transport Advisory Board, the project was last year set in motion when the Minister of Finance gave the go-ahead for a 60 percent Urban Transport Fund grant for it. The city council will have to provide R1-million towards the project.

The R2,5-million will be used to:

- Buy seven prototype trolley buses. Tenders have already been received and orders will be placed soon. They will probably arrive in the city only next year. Twenty-eight two-man trolley buses will be converted so that they can be operated by one man. All the trolley buses will bear emblems stating that they form part of the Department of Transport funded project.
- Overhaul and modify 15 stored trolley buses.
- Renew obsolete electricity feeder equipment.
- Alter and erect overhead equipment.

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Electric trolley buses

169. Mr. N. B. WOOD asked the Minister of Transport Affairs:

- (1) Whether any steps have been taken during the last 12 months to investigate the introduction of electric trolley buses in major cities; if so, what steps,
- (2) what are the latest statistics available on the running costs of such buses per kilometre compared with costs of diesel engine buses?

The MINISTER OF TRANSPORT AFFAIRS:

- (1) Yes. Officials of the Department of Transport visited Europe to study trolley bus operation. The National Transport Commission (NTC) has recommended that the Urban Transport Branch of the Department of Transport should promote, in the various metropolitan transport areas of the Republic, the advantages to be gained from using electric trolley buses for passenger transport purposes. On 15 November 1979 I approved the NTC's recommendation that a 60 per cent grant towards the introduction of a trolley bus demonstration project, estimated at a total cost of R2,5 million, be made from the Urban Transport Fund to the Johannesburg City Council. This project forms part of the Initial Interim Transport Plan for the Johannesburg Metropolitan Transport Area.

- (2) No recent statistics are readily available from overseas sources. The relevancy of overseas cost figures to South African conditions is also doubtful and questionable. The purpose of the Johannesburg trolley bus demonstration project is to evaluate relative costs of the two systems in this country. The latest maintenance and energy costs from the Johannesburg Municipal Transport Department are 44c per kilometre for diesel buses as against an estimated 33c per kilometre for trolley buses. These costs do not include the capital costs of vehicles, overhead gear or overhead operating expenditure.

differences usually follow on from divergences that are present in the ultimate objectives and interests of group members. Being intentional, they will affect not only the communication process, but also the process of evaluation of a situation and the strategies adopted by people within the group situation.

This latter problem is in a different category from the two issues discussed earlier since it opens up the possibility that the interest groups, who succeed in successfully dominating a group and in determining the course of action that it follows, may be very different from the dominant interest groups in the wider community. It has even been argued that bureaucracies develop their own dynamic and that consequently decisions taken in the public arena reflect the preferences of the bureaucrats, rather than the electorate.¹⁵

In the health field, frequently guilty of insufficient information, technical hospitals, of a particular sector, perhaps, from the provision of large-scale into the consistency undeniable fact that that an expansion of number of patient days are often allocated to esoteric diseases as a professional's allocation of resources in the sector health alone, the diseases treated in private hospitals may also reflect the doctor's preferences regarding the mix of the cases treated, rather than the incidence of the diseases in the community as a whole.¹⁹

THE PROBLEMS - AN OVERVIEW

In summary, the problems that have been discussed in this paper stem from three sources:

1. The shortcomings of the market mechanism.
2. The existence of competing and conflicting objectives in the community's overall goals and the difficulties involved in establishing such goals with any degree of accuracy.
3. Difficulties involved with the collection, evaluation and communication of data relevant to the objectives and to the performance of the projects designed to achieve them.

WHAT CAN BE DONE?

Overcoming the Problems in the Market

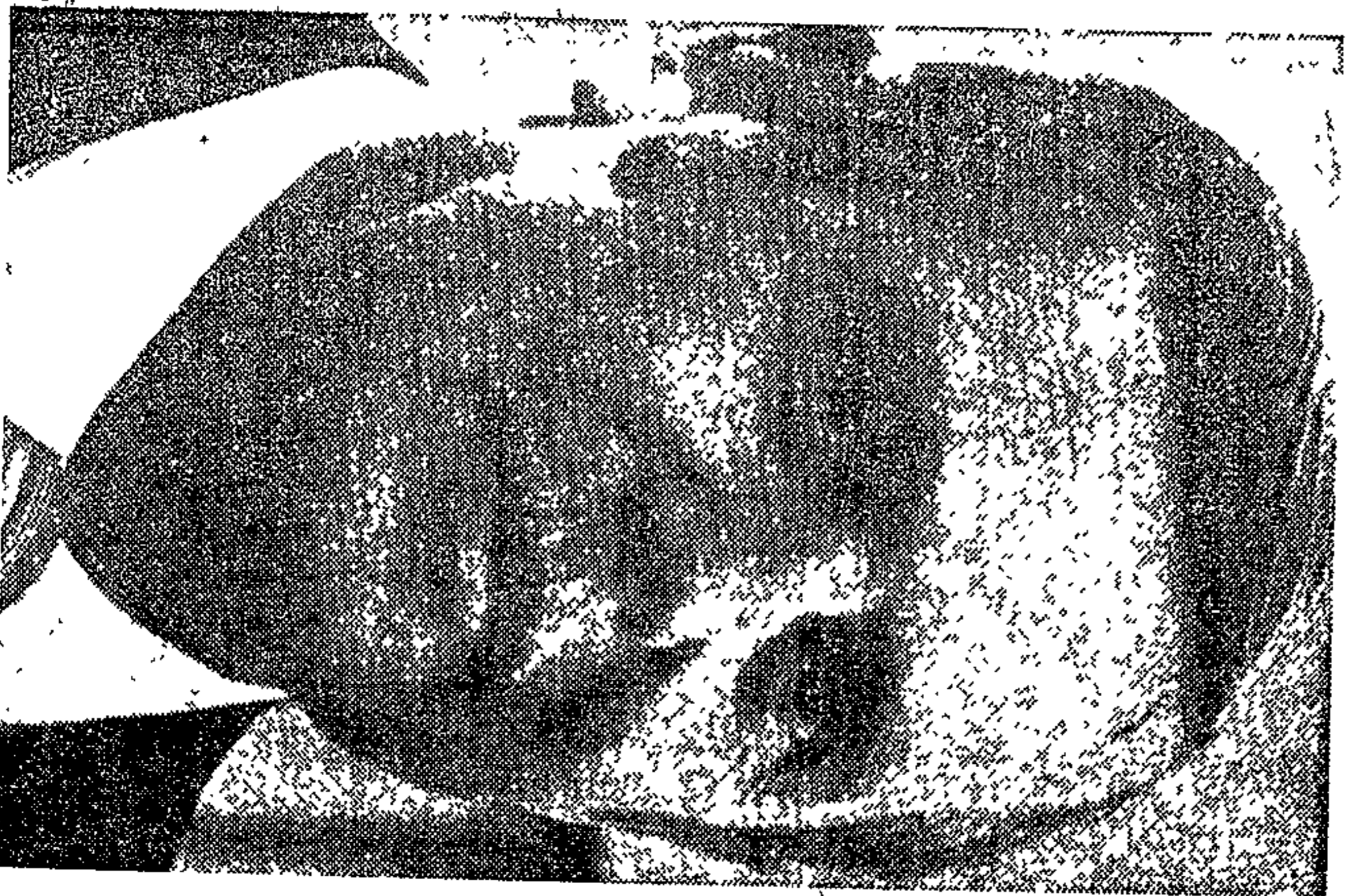
We will consider these problem sources 'in seriatim'. A solution to the shortcomings of the market mechanism is always sought through the medium of increased state intervention. Arguments over the nature and the level of such state intervention range on with substantial fury. Solutions suggested vary from those of people far on the 'right', such as Friedman and von Hayek, who argue that the state should concern itself with matters of distribution only, to full scale statements from the 'left wing' that are related to the inevitability of socialism or communism as being the only solutions to the inadequacies of the market. Leaving aside the merits and demerits of the arguments of the protagonists of the various views, two things are apparent; firstly, that the solution does, in fact, lie in some form of state intervention into the market mechanism and secondly, that in view of the difficulties of establishing and ranking objectives and those of communication, such intervention is unlikely to succeed in improving the situation unless the problems arising from the other two sources are also overcome. Accurate information is obviously crucially important if one wishes to determine how the state should influence the market in order to improve the overall allocation of resources from the social viewpoint.²⁰

Overcoming Difficulties Resulting from Conflicting Objectives and Interests

The growing literature on the economic theory of club formation suggests that the decentralisation of decision-making, to the point where there is a reasonable consensus on objectives within the decentralised area, would do a great deal to overcome the problems that arise as a result of the presence of conflicting interests.²¹ An alternative proposal that has been made is that of the possibility of the introduction of a



Parliament



MR Chris Heunis . . . results of oil boycotts 'immense.'

Fuel 'boackfire'

28/2/80 Argus

Parliamentary Staff

Heunis paying price of increases - PFP

THE Minister of Transport, Mr Chris Heunis, faced with a R190-million increase in the Railways and Harbours fuel bill, came under fire in the Assembly yesterday for his role in last year's big increase of levies on fuel.

Mr G S Bartlett (NRP, Amanzimtoti) said the Minister was now on the receiving end of the levies which he had increased when he was the Minister of Trade and Industries.

Mr Heunis and other speakers on the Government side rejected Mr Bartlett's argument on the grounds that fuel price increases were due to factors beyond the Government's control.

The clash occurred during the second reading debate on the Railways

and Harbours Additional Appropriation Bill.

Mr Bartlett said that excluding the fuel bill, the budgeting of the Railways was 'pretty good'. But the Minister had to take the blame for the part he had played in raising the fuel levies.

The New Republic Party had warned at the time that the levies were too high. And Mr Heunis's successor had been able to say for foreign oil purchases without imposing fuel price hikes on the public.

'The chickens have now come home to roost,' Mr Bartlett said.

Rejecting the criticism, Mr Heunis said the results of oil boycotts against South Africa had been 'immense' and after December, 1978, attempts had to be made to get sufficient sources of oil to keep the country's economy going.

The world energy crisis was something over which nobody had any control. Mr Heunis said he had not been responsible for the fuel price increases, as suggested by Mr Bartlett. Industrial countries in Europe were also perturbed by the high fuel costs, and South Africa had succeeded in obtaining reasonable supplies

with the least inconvenience.

South Africa had also succeeded in stabilising fuel prices and making the country less dependent on foreign suppliers.

'We should all make a contribution to the cost of making South Africa more self-sufficient,' Mr Heunis said.

Moving to the second reading of the Bill, Mr Heunis said the main Railways budget for 1979-80 had made provision for a 'moderate' increase in fuel prices. Price adjustments in February and June last year, however, had resulted in a doubling of fuel

prices for the administration.

The estimated expenditure in respect of fuel had, therefore, increased by R190-million to R415-million.

Goods traffic, however, had increased by 5,5 percent above the original estimates.

The administration had succeeded in counteracting pressures on expenditure.

Mr R J Lorimer (PFP, Orange Grove) said the increase in fuel costs had been 'completely predictable' and he did not think the administration could be faulted in asking

for these additional amounts.

It was pleasing that the increased outlay on fuel was not all because of the increased prices, but that some of it could be set down to more fuel being used because of the increased volume of traffic.

A 5,5 percent increase in expected goods traffic was encouraging and perhaps held some hope for increased profitability, so that fuel costs would have less effect on tariffs.

Mr Lorimer said that a major tariff increase would have a serious effect on South Africa's high inflation rate.

Oil put up SAR costs — Heunis

HOUSE OF ASSEMBLY. — It was unfair to compare this year's additional appropriation for the South African Railways and Harbours with that of last year, the Minister of Transport Affairs, Mr Chris Heunis, said yesterday.

Replying to the second reading debate of the Railways and Harbours Additional Appropriation Bill, he said the massive price increase of oil alone had resulted in several other changes in price structures which could not have been fore-

seen by the Railways administration

But it was not only the price increase which was responsible for problems. The total availability of crude oil to many countries in the world, including South Africa, had been affected.

This in turn had had an effect on the whole structure of public transport. In this respect the Railways and Airways had to meet the problem from two sides in absorbing the price increase of fuel and in catering for increased demands for pub-

lic transport.

It was true that the income of the railways had increased through greater demand, but it also had to be remembered that the annual losses on passenger transport were larger.

Mr Heunis said it could be considered a splendid achievement that only 0,5 percent was asked for additionally if the amount necessary for the increased fuel bill was left out of consideration.

The bill was read a second time with the support of all Opposition parties. — Sapa

C. Times 20/2/80
 26A Money needed to ~~arm~~
 armour-plate trains

HOUSE OF ASSEMBLY — The SAR required a further R141 800 to armour-plate three locomotives against terrorist attacks in northern SWA/Namibia, Mr Heunis said. Speaking in the committee stage of the Railways and Harbours Additional Appropriation Bill, the minister said in a reply to a question that terrorists in northern SWA/Namibia had last year for the first time fired shots at a train. Although the incident was not serious, similar incidents were expected in future. "We decided to protect train personnel against injury and death and that type of diesel locomotives will be converted to do so."

The bill was read a third time — Sapa

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Who are Fattis & Monis? Fattis and Monis is the factory which produces the following products: All Record flour products including self-raising flour, cake flour, bread flour, sifted flour, unsifted flour, wheatie treat flour, All products with the Fattis & Monis brand name including icecream cones, wafers, cake cups, macaroni, spaghetti, large & small shells, ribbon noodles - broad, narrow, plain and green, rings and dilatines; All the above noodles and spagettis under the following brand names: Pick 'n P... Roma; Philadelphia flour and Koeborg Mill control a number of bakeries including W Good Hope Bakery in Blaise River and Bitra.

At a meeting at U.C.T. over 500 students supported a call for a boycott of all Fattis & Monis products. Fattis & Monis insist that there is no 'dispute'. However a director of the firm says he is worried about the calls for a boycott of the factory's products by blacks as much of the factory's trade is with blacks. The management have kept production going by employing scab workers in the place of the striking workers. However production has been slowed down.

The South African Council of Sport (SACOS) has called on all sports bodies and schools affiliated to SACOS to support the call for re-employment of the workers and a boycott of the factory's products. The Western Province Traders Association says it will instruct its members not to sell the factory's products unless there is negotiation.

Moves of solidarity with the striking workers are increasing. At a solidarity meeting last week more than 500 university and college students from U.W.C., Hewart, Peninsula Training College and Bellville Technical College called for workers to be reinstated and for a boycott of Fattis & Monis products.

Although those dismissed are 'coloured', more than half the men on strike are African contract workers. In spite of the threat of being endorsed back to the Homelands, the African workers have stood firm with their 'coloured' brothers and sisters. On the first day of the strike men from the Department of Labour tried to separate 'coloured' & African workers who had gathered outside the factory. The workers refused to be separated. One said, "We were all there for the same purpose."

Officials of the 10 000 member union (the Food & Canning Workers Union) say the dismissed men had signed a document giving the union rights to negotiate for better conditions. The factory has refused to negotiate with the union. It says the men were replaced by machinery and that it was part of a cut-back of staff.

For almost a month, 88 workers at the Fattis & Monis factory in Bellville South have been on strike. They struck because five of the fellow workers were dismissed. The workers say the dismissals were because all five were members of a trade union. The union was trying to negotiate for better pay and hours of work - R40 a week and an 8 hour working day. A director of the factory says these demands are "out of all proportion" and unreasonable and would lead to "disruption" in his firm.

Stan 20 2 80
 Armour for
 (269)
 terror attacks
 THE ASSEMBLY — The South African Railway required a further R141 800 to armour-plate three locomotives against terrorist attacks in northern SWA/Namibia, the Minister of Transport Affairs, Mr Heunis, said yesterday. Speaking in the committee stage of the Railways and Harbours Additional Appropriation Bill, the Minister said, terrorists in northern SWA/Namibia had last year for the first time fired shots at a train. The Bill was read a third time. — Sapa.

soldiers	izlntso
shoulders	umhlati
toes	idolo
things	izandla
forest	ulwimi

1. Translate into Xhosa:
1. The child of the woman is sleeping
2. Your (singular) good work is pleasing (lovable)
3. The son of Dalindyebo is Sipho
4. The children of my maternal uncle are crying
5. The baby of the woman wants milk
6. The ox has two horns (izimpondo)
7. I have money in the bank
8. Mother has bought a bag of leather (ufele)
9. A blanket of the wool of sheep
10. He sold a bag of mealies
11. Father bought a clay pipe in the village
12. The river water is overflowing
13. The ball of the boy is kicked by me
14. The broom of her mother is broken
15. The house of the chief (inkosi) is big

Goods traffic on the up and up

(269)
RDM
20/2/80

THE ASSEMBLY. — Goods traffic on the South African Railways had increased by 5,5% over what had been expected, the Minister of Transport Affairs, Mr Chris Heunis, said yesterday.

Moving the second reading of the Railways and Harbours Additional Appropriation Bill, he said price increases had more than doubled the administration's fuel bill, which rose by R190-million above the estimates to total R415-million.

The tabled figures showed the Bill provided for an additional R208-million, a 5,8% increase over the main budget.

Mr Heunis pointed out, however, that without the R190-million rise in the fuel bill, the Railways budget would have been exceeded by only R18,9-million or 0,5%, "a very reasonable situation by any budgeting standards".

The increase in rail goods traffic had brought about a need for greater expenditure. Another large item of expenditure came under SAA's acquisition of a fifth airbus and 12 Boeing 737s for the domestic service.

The administration had nevertheless managed to curb pressures on expenditure, in part due to a progressive marketing policy.

"These factors, along with State compensation in respect of the losses on the socio-economic passenger services, have seen to it that additional expenditure was curbed to the extent that it is expected to close off the year with a smaller deficit than originally expected."

RDM 23/2/80

Concern over '80 rail tariffs

Pretoria Bureau.

BUSINESS leaders and economists have appealed to the Minister of Transport, Mr Chris Heunis, to restrict railway tariff increases in his budget on March 5 to an "absolute minimum".

They pointed out that the inflation rate was still running at 14%, that across-the-board increases in rates would be a basic cost increase throughout commerce, industry, and agriculture, and that higher rates would inevitably be loaded on to consumer prices.

Latest available figures are, according to Railway Headquarters in Johannesburg, that between April and November last year the railways ran up a deficit of nearly R79-million.

And, in the Assembly this week, the Minister said the fuel hikes in February and June last year added another R190-million to the Railways fuel bill for the 1979/80 financial year.

The total fuel bill is now estimated at a massive R415-million.

Barclays Bank's chief economist, Dr Johan Cloete, said transport was probably the most important single factor in determining price levels.

The Minister will probably have no option but to raise tariffs, but it is imperative that

he should keep the extent of the increases below the inflation rate level."

Other economists pointed out that the big rise in fuel prices in June last year was not recovered through higher tariffs. This had added tens of millions of rands to the operating costs of railway, airways and the administrations' road motor services.

The president of the Association of Chambers of Commerce, Mr Bob Goodwin, said the Railways administration was subject to the same cost stresses as private sector organisations.

It had also to carry a large volume of uneconomic traffic, it had wage demands to satisfy, and had to cope with all the other escalating cost factors, like fuel price rises, which plagued the private sector.

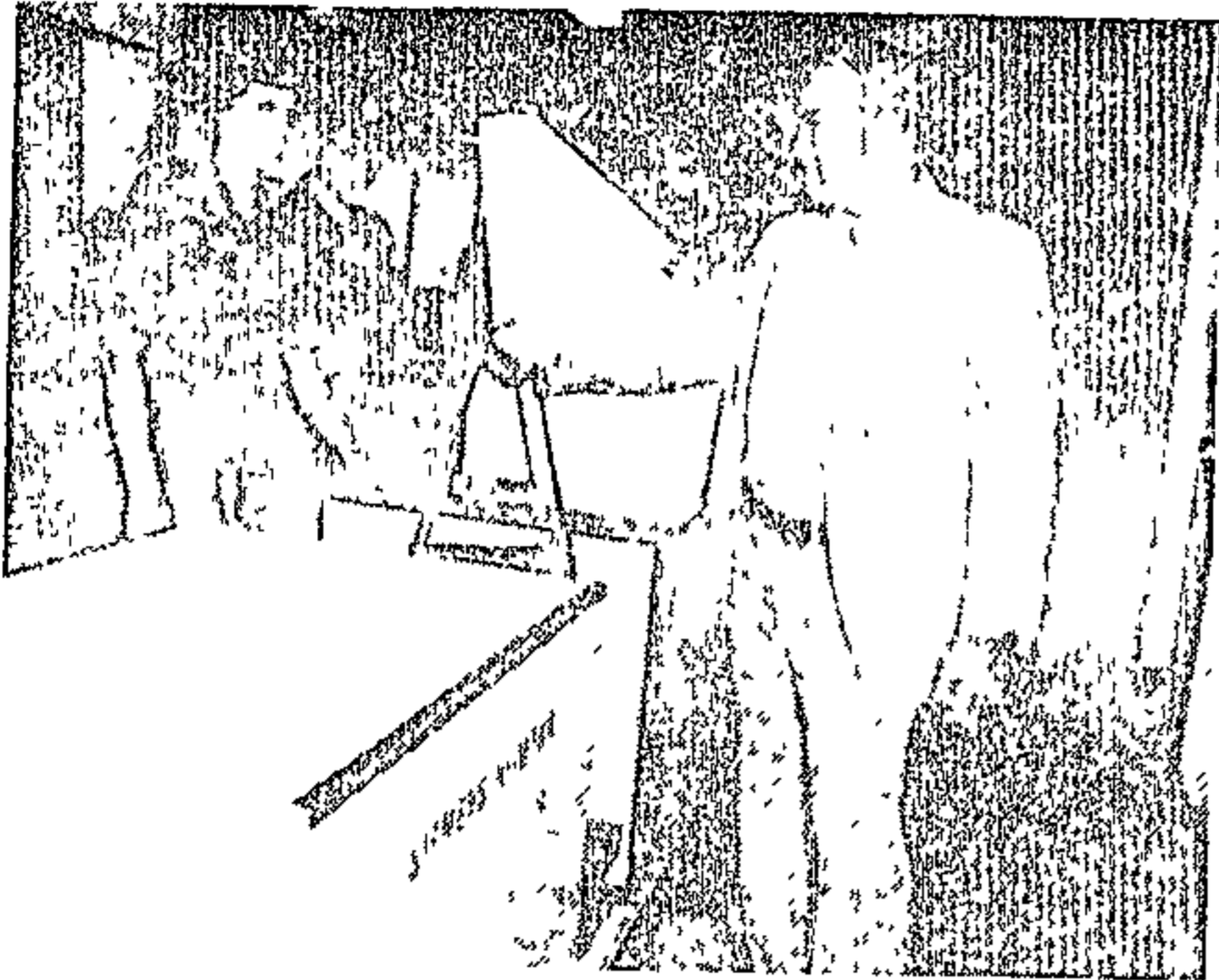
At the same time the vital factor that transport costs were an important ingredient of virtually everything manufactured and sold in South Africa, had to be taken into account.

Mr Goodwin said in discussions with the private sector recently the Minister gave the impression that he would do his utmost to see that increases were kept to an "unavoidable minimum".

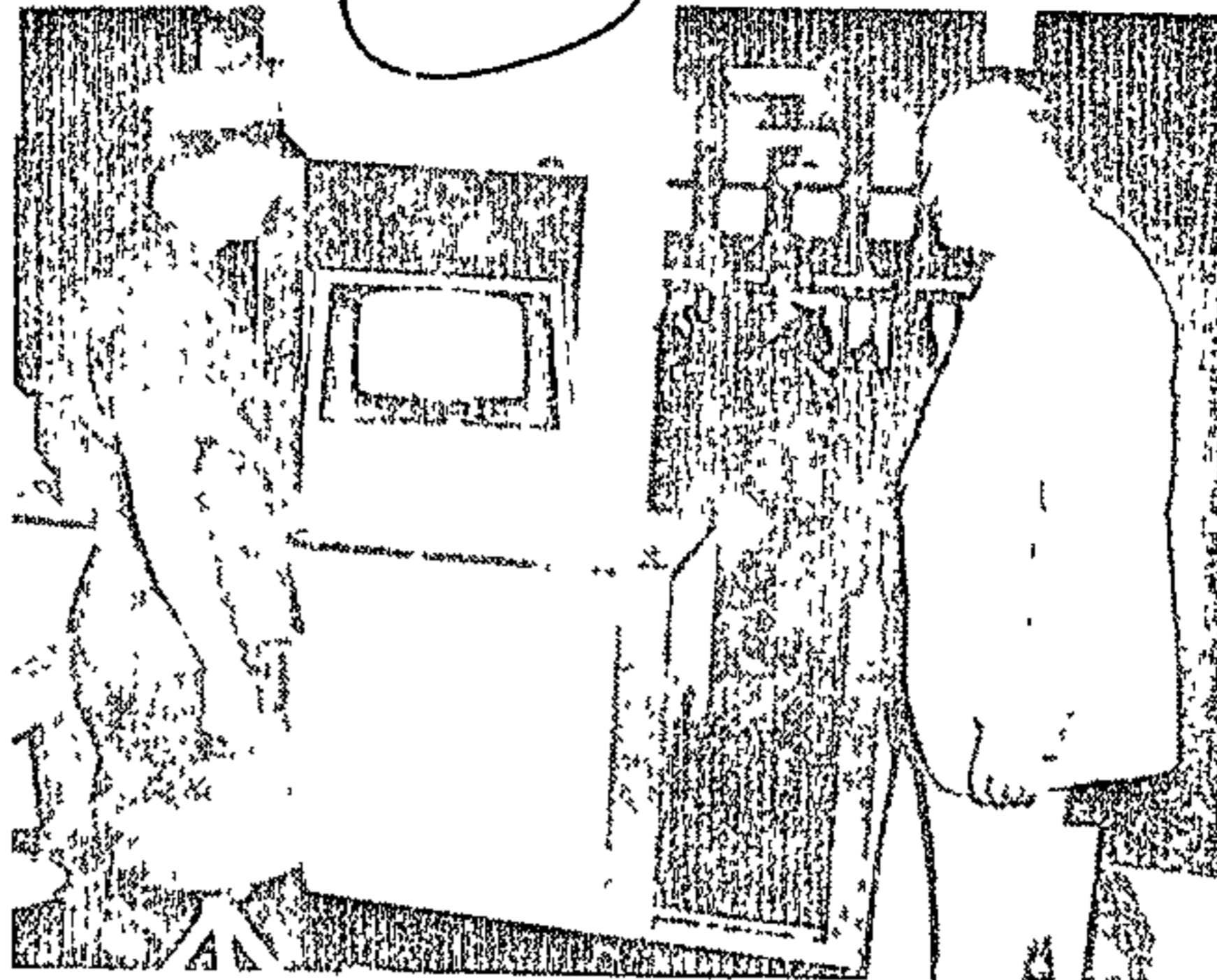
CADRE Times 25/2/80

ot cause delays SAA

269
~~327~~



Mr Nel hands a bag to an air hostess for an X-ray check



Mr Nel and a Railway policeman check a monitor screen X ray picture of the contents of a handbag

introduced as the experience obtained at the existing search point at the Tin Smuts international terminal permitted a relatively accurate prediction of how to run such a search operation elsewhere.

QUESTION Is the present arrangement there a temporary one which can be altered in the light of experience, or does SAA consider it satisfactory as it is now?

Answer The present arrangement is based on make shift partitions which will soon be replaced by neater and more effective partitions which will be erected by a contractor. The efficiency of the search is however not affected by the present

arrangement.

QUESTION Are adequate staff on hand to process a number of queues of passengers at any given time, or must said passengers strap hang in one or two endless lines?

Answer The staff is adequate to handle most situations that can reasonably be expected. Only two queues are provided which is sufficient if passengers check in and go through to the holding area reasonably early. Long queues arise when passengers wait until the last minute to check in.

QUESTION Are there guides on hand to ensure that passengers go

to the correct points and prepare themselves for the security checks?

Answer Guides are not required as the search point is en route to the boarding gates and must thus be passed by all departing passengers. No preparation to pass a search point is required if a person has nothing to hide.

QUESTION Have any time-and-motion studies been made of the fastest way of processing a passenger through the security checks in an SAA say how long it takes to handle an 'average' passenger?

Answer Time and motion studies were carried out at the existing

search point at Tin Smuts international terminal. The search is carried out by the SA Railway Police and not SA Airways personnel. As the baggage carried by an average domestic passenger is somewhat different to that carried by international passengers, no average time for the search of a domestic passenger is at this stage available. The average time for the search of an international passenger is 30 seconds.

QUESTION Is there a need for a section to which potentially time-consuming passengers can be diverted so as not to impede the general flow of processing? If so, does such a section exist and is it adequately staffed?

Answer Only very isolated cases where a passenger had to be taken away for a more intensive search have been experienced to date. Search cubicles and other facilities are available for such cases and staff are allocated to such places as and when required.

QUESTION Are the detecting devices adequately screened in order to protect passengers' health? Is the X-ray device clearly marked so that passengers do not delay processing by digging through their luggage at the last minute in order to remove rolls of exposed film?

Answer The detecting devices employed have been in use at airports overseas for many years and are guaranteed by the manufacturers to be harmless to health and films. We have had complaints in regard to films and magnetic tapes and are investigating the matter.

QUESTION Has a comparative study been made of security procedures used by other airlines, such as El Al, which has been applying strict security procedures for some years now, in order to evolve the system most suited to SAA requirements?

Answer Extensive studies of the methods employed at overseas airports have been done. The matter is under continuous surveillance to ensure that the best procedures are applied at our airports. Changes will thus be made when and as required.

QUESTION Has any provision been made for a waiting-room, diningroom or restroom in which passengers who have been security-cleared can wait while the rest of the passengers go through the process? If not, why not?

Answer Adequate space has been provided after the search point to ensure a comfortable waiting area for passengers awaiting the boarding call. Refreshments are available and toilet facilities will be included in this area as soon as certain alterations to existing toilets are completed. In the meantime passengers will be allowed to use the existing toilets but naturally they will again be searched at the search point when they return.

Searches should not cause delay

CAPE TOWN 25/2/80

THERE should be no unreasonable delays as a result of the new passenger-searching procedure at D F Malan airport, a spokesman for the Department of Transport has told the Cape Times.

This was contained in answers to a number of questions put to the department by the Cape Times.

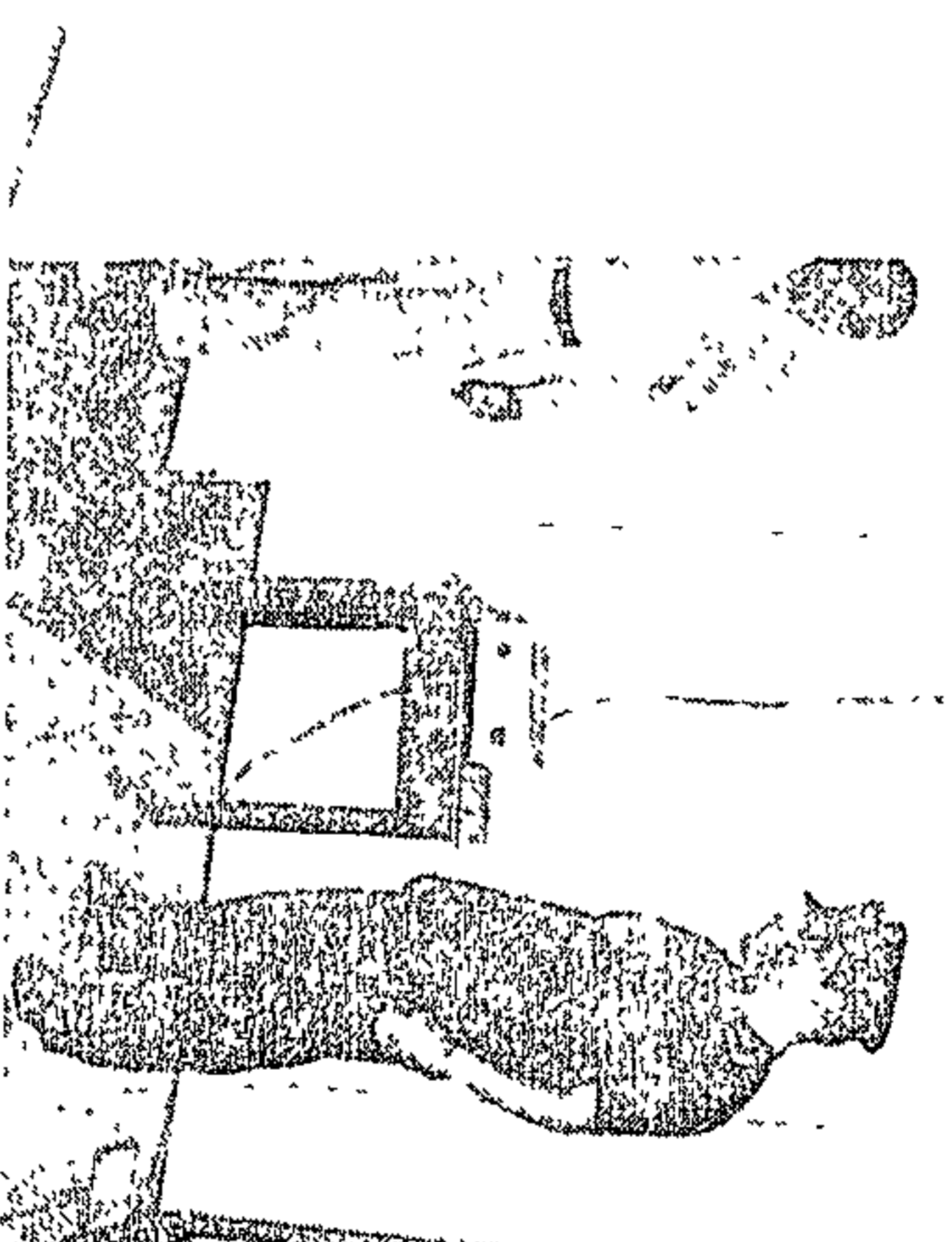
All passengers travelling on international as well as domestic flights now have to pass through an intensive security search.

SAA carried out an investigation of passenger-searching techniques at a number of international airports before setting up the new system according to the replies from the department.

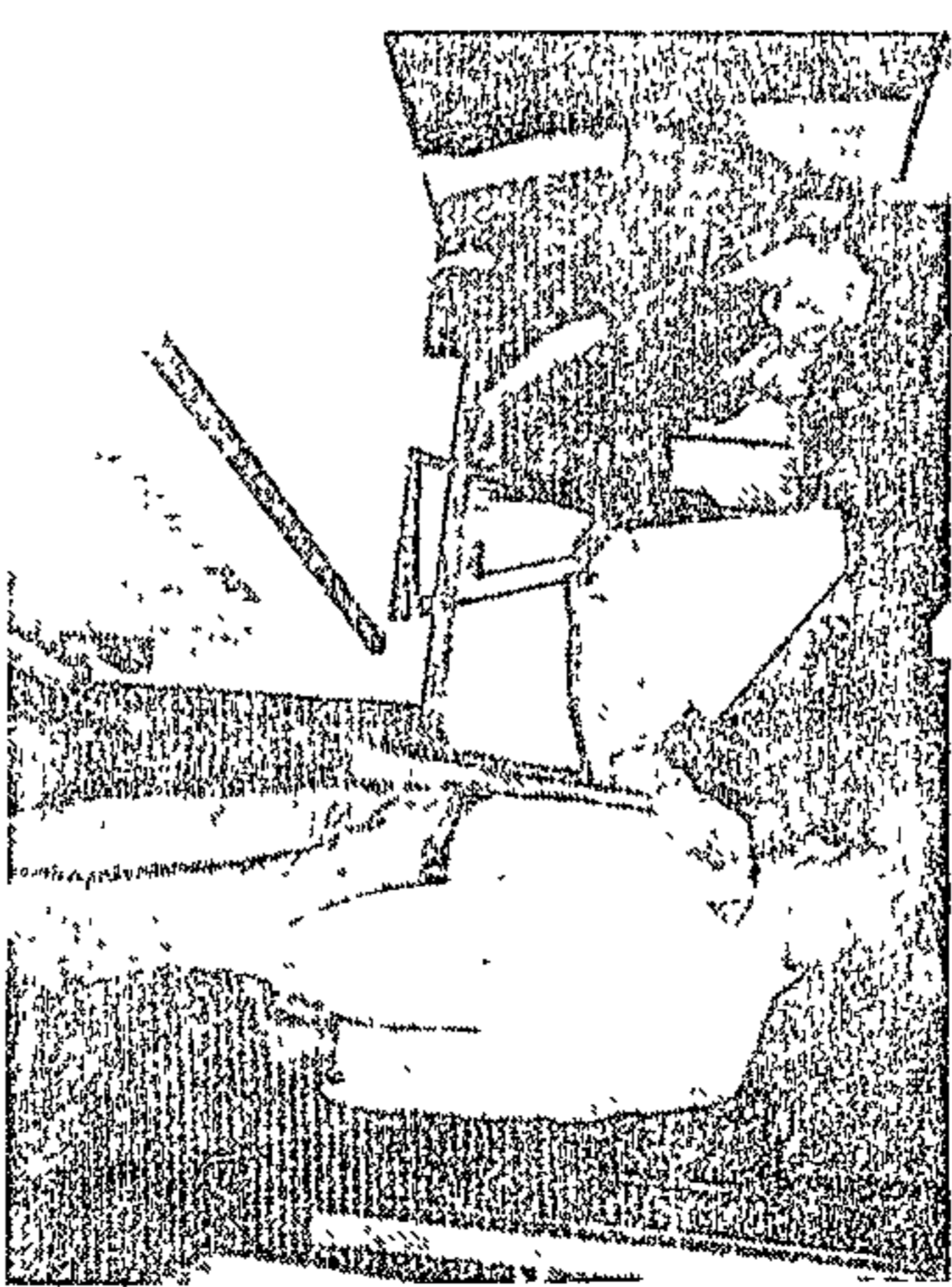
The two-queue system is sufficient if passengers check in and go through to the holding area reasonably early.

Long queues arise when passengers wait until the last minute to check in, he said. All passengers on internal and international flights also have to pass through an X-ray unit which checks for concealed metal objects.

The unit is in general use at international airports and is certified harmless to health and camera film, the spokesman said.



Mr J J Nel, D F Malan airport's manager, passes through the compulsory X-ray unit.



Mr Nel hands a bag to an air hostess for an X-ray check.

The following is the text of the reply from the Department of Transport.

QUESTION When was the decision taken to institute more intensive security measures and what sort of preparations were carried out before it was put into effect?

Answer Some two years ago it was decided to make prep arrangements for the searching of domestic passengers. The necessary electronic equipment was then acquired. This was obtained on tender and in the case of the X-ray equipment had to be imported. Plans for alterations to terminal buildings were drawn up and through the Department of Pub-

lic Works the necessary contracts arranged for this to be done. These contracts are now in the process of being let out. In the meantime it was decided to expedite the implementation of search bring of domestic passengers at our three main airports, Jan Smuts, D F Malan and Louis Botha at the end of January, 1980. This work was done by the Department of Transport as an interim measure.

QUESTION Were any 'dry runs' made before the security system at D F Malan Airport was put into operation?

Answer No trial runs were made before the search procedure was

introduced as the experience obtained at the existing search point at the Jan Smuts international terminal permitted a relatively accurate prediction of how to run such a search operation elsewhere.

QUESTION Is the present arrangement there a temporary one which can be altered in the light of experience, or does SAA consider it satisfactory as it is now?

Answer The present arrangement is based on rush-shift partitions which will soon be replaced by regular and more effective partitions which will be erected by a contractor. The efficiency of the search is however not affected by the present

arrangement.

QUESTION Are adequate staff on hand to process a number of queues of passengers at any given time, or must said passengers strap-hang in one or two endless lines?

Answer The staff is adequate to handle the situations that can reasonably be expected. Only two lanes are provided which is sufficient for passengers check in and go through to the holding area reasonably. Long queues arise when passengers wait until the last minute to check in.

QUESTION Are there guides on hand to ensure that passengers go

City rail

ARG 65-29/2/80

link to

Atlantis

planned

A NEW R21-million railway line for goods traffic has been planned to link Atlantis with the Peninsula rail system.

Plans for the line, which is intended to stimulate the growth of industry in Atlantis, have been tabled in Parliament.

According to a report by the Railways and Harbours Board the new rail link will be about 32 km long and take three years to build.

TOP PRIORITY

The Cabinet's committee on economic policy has decided that the line should receive high priority. The Department of Environmental Planning and Energy will guarantee the line against operating losses.

The route of the new single line will be an extension of the existing rail terminal at Chempet, about 14 km from Cape Town.

Initially it will follow a northerly direction, parallel with the Cape Town-Malmesbury road for about 3 km. It will then turn in a north-westerly direction, continuing for about 3 km to Diep River, where a bridge will be built.

TWO BRIDGES

From there the route will go north to the Melkbosstrand road, then to the northwest where bridges will span Sout River and Donkergat River.

The route will end in a marshalling yard at Atlantis, where a goods depot will be built.

Diesel traction will be used on the line.

No provision has been made for platforms or station buildings. The line will operate as a goods only service.

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,51	0,54	2,10	1,24	7,00	6,86	19,69	19,83
1-4	0,04	0,04	0,21	0,35	0,75	0,77	2,58	2,48
5-24	0,01	0,01	0,09	0,06	0,08	0,03	0,21	0,23
	0,05	0,05	0,28	0,17	0,42	0,31	0,72	0,78
	0,44							
	1,84							
	0,22							
	463							

TRANSPORT (269) m 29/12/50
Back to school

The Department of Transport, the Rand Afrikaans University, and the Federation of Road Transport Associations have instituted a study course geared to improve the skills and productivity of those handling their companies' road transport. Applications for enrolment to the course - Certificate in Road Transportation - close this week. Explains Gerrie Prinsloo, of the Rand Afrikaans University's Department of Transport Economics: "Minister Heunis has seen the urgent need for proper education in road transportation." The course, which has already attracted 250 black students, is semi-correspondence. The study year is divided into three terms, with a holiday school at the end of

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each for all students. Subjects include the Petroleum Products Act, the Road Traffic Ordinance and Regulations, human relations, economics of transport, and the essentials of transport costing. Anyone seeking a career in road transport is eligible for the course. Candidates must be able to read and write English and/or Afrikaans. Adds Prinsloo: "This course cannot be compared to any graduate course, and is only aimed at giving practical professional training" Next year the university will start an additional course for an advanced certificate in road transportation

ALL CAUSES

	W		A		C	
	M	F	M	F	M	F
0-1	21,76	16,18	40,44	27,11	133,70	115
1-4	1,17	0,94	2,42	2,39	17,22	16
5-24	1,05	0,46	1,31	0,74	2,26	1
25-44	3,02	1,47	4,33	2,48	8,80	4
45-64	17,46	9,49	26,27	18,72	24,27	17
65+	73,62	54,55	92,20	82,93	96,90	71
ALL	9,44	7,40	8,03	5,51	14,62	11
NO.	19600	15374	2828	1967	16632	12

	W		A		C		B	
	M	F	M	F	M	F	M	F
0-1	0,85	0,69	0,70	0,31	1,18	1,24	0,32	0,19
1-4	0,49	0,21	0,31	0,27	0,63	0,61	0,21	0,20
5-24	0,71	0,22	0,68	0,20	1,40	0,38	0,68	0,12
25-44	1,18	0,30	1,43	0,37	3,32	0,70	1,22	0,26
45-64	1,25	0,42	1,55	0,40	2,89	0,76	1,10	0,31
65+	1,26	0,71	1,34	0,91	2,19	0,90	1,02	0,53
ALL	0,95	0,33	0,95	0,29	1,91	0,56	0,89	0,20
NO.	1973	677	333	104	2175	652	1868	324

Railmen's pay up as train, air fares soar

STAR 5/3/80

155
269
270

Hugh Leggatt,
Political Correspondent
THE ASSEMBLY —
Soaring increases worth R361-million in rail and air fares, freight rates, and other services were announced by the Minister of Transport, Mr Heunis, today

While rail users took a body blow, rail workers were handed R285-million in wages, salaries, bonuses and pensions

First and second class rail fares will go up on April 1 by 15 percent, and third class by 10 percent

Domestic air fares go up by 20 percent on the same day

Freight rates go up an average of 13 percent and, in a decision that could have consequences for the price of petrol, the cost of transporting fuel inland will increase by 3,8 percent for petrol and 4,1 percent for diesel

White rail staff's pay will go up an average 12,7 percent and to narrow the wage gap, those of black staff by a higher unspecified amount

Delivering the annual Railway Budget in the

Reef motorists face another fuel increase

By Harvey Thomas

The price of petrol and diesel on the Rand will probably be increased again — by very little — as a result of increased railway transportation costs.

Oil industry sources said today that the industry would be unable to absorb the extra transportation rates for petrol and diesel announced in the Railway budget.

The Government proposes to increase the price of transporting fuel inland by 3,8 percent for petrol and 4,1 percent for diesel.

Sources say that if the expected application to the Government for higher prices at the pumps is approved, the increase will be marginal — about 0,2c a litre.

They add that the industry works to very tight margins.

Assembly this afternoon, the new Minister of Transport said he had no choice but to increase tariffs from April 1 to balance his books

He reckoned on revenue of R4 028-million this financial year and expenditure of R4 385-million, leaving a shortfall of R357,45-million

The proposed tariff increases would yield an

extra R361-million in revenue to convert the shortfall to a surplus of about R3,55-million

Announcing the pay increase for 263 466 staff, Mr Heunis said that after years of sacrifice on their part it was time "to pay the piper his due"

It had been decided to abolish the holiday bonus and to grant a service bonus from April and

thereafter annually at a rate of one-twelfth of a railman's annual basic salary

The bonus would cost an extra R87-million a year

The Minister also announced an increase in pensions for railwaymen of 10 percent from April 1

Dealing with the rates increases, the Minister said that in line with the Department's policy of moving the level of rates closer to costs, he was introducing a differentiated tariff increase

Because cost coverage on third class travel was considerably better than on first and second class travel the increase in third class fares was only 10 percent compared with 15 percent for other classes.

Blue Train fares would increase on average by about 25 percent

The increases are

• Rates for mail and parcels traffic up by 15 percent

• High-rated goods traffic up average 13,7 percent

• Low-rated goods traffic up average of 12,8 percent

• Tariff classes for

To Page 3, Col 1

PS
DA 6/3/80 269/103

R1,2m in Transkei

THE ASSEMBLY — New projects with planned costs of almost R1,2 million by the SAR in Transkei were announced yesterday.

Although both projects are only at the planning stage, they underline the warming relations between Transkei and South Africa.

Diplomatic relations between the two countries have not yet been restored, but after recent statements in Cape Town and Umtata a resumption of ties is expected in the near future.

The fact the SAR is planning capital projects in Transkei underlines the closeness of the links between the two governments.

One of the projects, costing R1,019 000 is for the remodelling of the yard at Umtata.

The other project, which will cost R148 300, is for a new station building at Qamata. — PC.

Call on firms to absorb new rail costs

ARBEUS
6/3/80
360
269

RAIL RATES increases met with mixed reaction in Cape Town today. While commuters consider they have been hard hit, commerce and industry welcomed the special container rate discount offered by the railways as a stimulant to industry to settle in the Cape.

Mr Raymond Ackerman, chairman of a major discount store group appealed to foodstuffs manufacturers throughout the country to absorb the increased rail costs, which he said was a minor part of their costs, rather than rush new prices out passing on the full 12.5 percent increase to the consumer.

Agriculture was also shocked by the increases which they say farmers cannot afford to absorb. The manager of the Western Cape Agricultural Union, said this was another nail in the coffin of agricultural shows which were hard hit by transport costs already.

Consumer bodies felt the budget was unrealistic. Mr Eugene Roelofse condemned it as being 'out of touch with reality'.

Mr Brian McLeod, secretary for the Cape Town Chamber of Commerce, said he was 'thrilled' by the 20 percent container discount offered by the railways to the Western Cape.

'Until now, every railways budget has meant that the Cape has been

more and more penalised because we are the furthest from the main market in the Transvaal.

CONTAINERS

'This should encourage industrialists to establish their businesses in the Cape. We hope they respond to this generous encouragement by the railways to do so. It is up to them now.'

He said that businesses had underused the container services and 'box rates' offered by the railways. The discount should change this, and if it did not, the service might be offered to some other region.

'When you take the increases and divide them by two, they don't appear to be as great. The freight rates increase of 13.2 percent then becomes under seven percent a year, and the inflation rate has been much higher than that' he said.

'Nevertheless the budget is inflationary'.

The Cape Chamber of Industries welcomed the boost to the Western Cape region by the container discount but added that it would not affect one of

the Cape's major industries, the clothing industries (see page 24).

Mr Ackerman said that he was amazed that the Government had not used the increased income from gold to help subsidise the rail rates on essential foodstuffs.

He urged the Minister of Finance, Senator Owen Horwood, to use the increased income to cut sales duties on essential commodities.

'One of the objections is that it would be difficult to administer. Well we are prepared to do this. We could swing our tills to accommodate this within 24 hours — even 12 hours if necessary — and I am sure all the other big stores could do the same.'

He also urged food manufacturers not to pass the increased tariffs on to the consumer. 'We absorbed our salary increases at the end of the year and did not pass them on. We urge other businesses not to rush out with new prices carrying the full 12.5 percent increase as has happened in the past.'

Mr Eugene Roelofse, Ombudsman for the South African Council of Churches, said he could accept the railways budget if it had been prepared on Venus or the Moon. To accept that a budget of this nature had been prepared by people living in South Africa itself was 'mind boggling'.

MAIN BURDEN

'All this simply goes to show that Mr Heunis, who showed vague signs of being out of touch with consumers when he was still Minister of Economic Affairs, has now developed this particular aberration to perfection.'

He said the main burden on consumers was food and transport, and Mr Heunis appeared to be doing his utmost to push the prices of these goods and services beyond the reach of average wage-earners.

'I have only one question for Mr Heunis. Where on earth does he think we are going to get the money from? Perhaps he has some bright suggestions. If so, he must tell us,' Mr Roelofse said.

All the old and new fares

THE following are the old and new return fares on the suburban lines from Cape Town.

	TRAIN		
	1st Class	2nd Class	3rd Class
Mowbray	35c (40c)	25c (30c)	15c (20c)
Salt River	29c (35c)	21c (25c)	11c (14c)
Claremont	47c (54c)	34c (40c)	18c (22c)
Wynberg	51c (60c)	37c (44c)	21c (25c)
Retreat	75c (84c)	54c (63c)	27c (32c)
Muizenberg	91c (105c)	65c (76c)	34c (40c)
Fish Hoek	R1 06 (R1 22)	75c (88c)	40c (48c)
Maitland	35c (40c)	25c (30c)	15c (18c)
Nabbeni	38c (44c)	28c (34c)	17c (21c)
Athlone	52c (60c)	38c (45c)	20c (24c)
Lansdowne	58c (67c)	42c (50c)	22c (27c)
Ottley	67c (77c)	48c (57c)	25c (30c)
Heathfield	65c (75c)	46c (55c)	24c (29c)
Mutuel	41c (47c)	29c (35c)	15c (17c)
Goodwood	52c (60c)	37c (44c)	20c (22c)
Bellville	75c (84c)	54c (63c)	27c (32c)

	Return long-distance train and air fares from Cape Town		
	1st Class	2nd Class	3rd Class
Johannesburg	R126.50 (R145.48)	R84.30 (R96.93)	R40.50 (R44.33)
Bloemfontein	R104.70 (R120.41)	R69.80 (R80.27)	R32.40 (R35.64)
Durban	R152.80 (R173.72)	R101.90 (R117.19)	R48.20 (R53.02)
Port Elizabeth	R94.00 (R108.10)	R62.60 (R71.99)	R30.00 (R33.00)
East London	R118.80 (R136.62)	R79.20 (R91.08)	R37.90 (R41.69)
Windhoek	R161.90 (R186.19)	R107.90 (R124.09)	R51.50 (R56.76)

	AIR	
	Economy Class	1st Class
Durban	R150 (R180.00)	
Bloemfontein	R126 (R151.12)	R196 (R235.20)
Johannesburg	R150 (R180.00)	
Port Elizabeth	R98 (R117.60)	
East London	R118 (R141.60)	

CAPE TIMES 6/3/80

Heunis accused of 'punishing'

Political Staff

THE Minister of Transport Affairs, Mr Chris Heunis, yesterday announced whopping increases in rates totalling R361m in South Africa's air, road and rail services.

His move was immediately criticized by opposition spokesmen who accused him of "punishing" commuters and pushing up the inflationary spiral.

The Progressive Federal Party's Mr Rupert Lorimer said the Railway Budget placed "unnecessary additional burdens" on the South African community, while the New Republic Party's Mr George Bartlett, who said they were the biggest tariff increases in South Africa's history, called Mr Heunis the "minister of inflation".

In his budget speech, Mr Heunis had good news for the 114 556 whites and 153 839 blacks working for the railways when he announced a R285 m increase in salaries, pensions and bonuses.

White salaries will go up by 12,7 percent on April 1, while

coloured and Indian salaries will go up by 15 percent and black salaries will increase by 17,5 percent.

Mr Heunis said the increases for black employees were higher, percentage-wise, than for whites because this was "in line with the government's policy of narrowing the wage gap".

If there was good news for employees, the budget was bad news for consumers. Virtually everything is to go up.

Together with the increased income from the higher rates and a massive compensatory payment from the Treasury for assistance to passenger services, the railways has budgeted for a R3,55 million surplus at the end of the financial year.

Increases

Up go

- Train fares first and second class 15 percent, third class 10 percent.

- Aircraft domestic fares 20 percent, airfreight 20 percent.

- Goods, mail and parcels 20 percent, high rated goods 13,7 percent, low-rated traffic 12,8 percent, basic foodstuff 12,2 percent.

- Livestock, all up 10 percent.

- Fuel transport, petrol 3,8 percent, diesel 4,1 percent.

- Containers between Durban and Johannesburg 3,1 percent, export and empty containers 10 - 12,5 percent.

- Catering, in total 5,1 percent.

- Road transport, third and first class fares 12,7 percent average, goods and parcels 15 percent, mail 20 percent, livestock, milk and cream 12,5 percent average (Average for all road transport services up 13,5 percent.)

- Harbours (averages) port dues 18 percent, tug charges 18,7 percent, wharf and floating crane charges 22,5 percent, light dues 7,1 percent. (Average increase in revenue from all harbour charges is about 14,3 percent.)

'Punishing'

In his reaction, Mr Lorimer said some of the tariff increases were "shocking", and added: "The increase in domestic fares can only be described as punishing."

"The increase in all rail commuter fares when so much assistance is being received from the Treasury is unwarranted and in the case of the 10 percent on third class fares, this will bring about considerable hardship among the black population."

"My overall first impression of the budget is that it is extremely disappointing."

C.T. 6/3/80
Richard's Bay's
R287m boost ⁽⁴²⁾ ₍₇₄₎ ⁽²⁶⁹⁾

Political Staff

HOUSE OF ASSEMBLY. — South Africa's coal-export drive through Richards Bay is to be given a major boost costing nearly R300 million, Mr Heunis announced

Extensive improvements on the line from Broodsversplaas to Richards Bay — the main coal artery which was specially built for the harbour — will cost R255 million.

"The additional coal berth to be provided at the harbour together with the harbour rail facilities will cost a further R32 million," said Mr Heunis.

The annual flow of coal through Richards Bay was expected to reach 31m tons by January, 1983 and 41m by the

end of 1985

Maintaining a favourable balance of payments on the current account was a high priority

A major factor in the present favourable situation had been the success in exporting raw materials, minerals and manufactured goods

The exploitation of the country's vast and largely dormant reserves of natural resources made a highly developed rail and harbour system imperative

"The combined foreign-exchange earnings of the Richards Bay and Sishen-Saldanha projects by the end of 1979 was R1 650 million," said Mr Heunis.

Train fares shock

From Page 11

pay R23,95, the old fare was R20,95 which means an increase of R3. Other mainline fares — with old in brackets — are:

- Johannesburg to Durban R22,90 (20,80) return trip and R11,45 (R10,40) a single trip
- Johannesburg to Pieterburg, R5,80, (R5,15) return trip, and
- Johannesburg to Louis Trichardt, R8,10, (R7,35)

News of the increases were met with anger by the black community yesterday. They said the increases were unfair on blacks who would be worst hit as they were earning far less than whites.

The Azanian Peoples Organisation (Azapo) said: "We condemn and reject any increase in transport fares because the burden is of the Gov-

ernment's own making and they should pay for it. They decided that things should be like this in the country and if there are any increases in costs, then apartheid must pay."

Bishop Desmond Tutu, secretary-general of the South African Council of Churches said: "The people are forced to live miles away from the city by apartheid laws. In addition, due to the rise in rail and road tariffs, the cost of food will rise and the hardest hit will be the poor."

"The authorities should look into the matter and subsidise the fares."

Mr Tom Bova, member of the Daveyton Community Council, said the increases are uncalled for and they should not even be considered.

go UP

Post

6/3/80 (269)

POST REPORTERS

TRAIN, road and air fares are going up as from April 1.

Third class rail passenger fares are to be increased by 10 percent while first and second class fares go up by 15 percent.

This was announced by the Minister of Transport Affairs, Mr Chris Heunis when delivering his railway budget in Parliament yesterday.

Air fares will be going up by 20 percent. This 20 percent increase will affect internal flights only.

Mr Heunis said that in order to balance revenue with expenditure, additional revenue of R357,45-million would have to be found. This was approximately 9,9 percent of increasable earnings.

"I have no choice but to increase rates, fares and miscellaneous charges with effect from April 1 1980 — the first such increase since April 1978," he said.

He also announced that railway pension annuities would be increased by 10 percent.

Other increases are:

- Blue train fares are to rise by about 25 percent.
- Mail and parcel rates by 15 percent while the minimum parcel rate will be fixed at R1,15 per consignment.
- High rated goods tariffs will increase on average by 13,7 percent and increases in individual tariff classes vary between 13,2 and 14,2 percent.

The 10 percent third class train fares increase means that commuters travelling from Johannesburg to Naledi township will pay 23 cents a single trip as against the present 21 cents fare — an increase of three cents, an increase of four cents on the present 26 cents fare.

A workers' weekly ticket between the same points will cost R1,34, an increase of 12 cents on the old fare of R1,22. A

monthly ticket will be R5,83, an increase of 53 cents on the old fare of R5,30.

Other fares — with the old in brackets — are:

- Dube to Johannesburg — weekly R1,07, (97 cents)
- Dube to Johannesburg — monthly R4,60, (R4,22)
- Germiston to Katlehong — R4,19, (R3,81) monthly: 96 cents (88 cents) weekly: 20 cents (17 cents) single trip; and 24 cents, (21 cents) return trip.

Passengers travelling on mainline from Johannesburg to Cape Town will

• To Page 2

Stock for commuters

Train fares

6/3/80

25a



Train commuters . . . due for a shock in April.

Major boost for Richards Bay

Political Staff

269 RD 6/3/80
THE ASSEMBLY — South Africa's coal export drive through Richards Bay is to be given a major boost costing nearly R300-million, Mr Heunis announced yesterday.

Extensive improvements on the line from Broodsnyersplaas to Richards Bay — the main coal artery which was especially built for the harbour — will cost R255-million.

"The additional coal berth to be provided at the harbour, together with the harbour rail facilities, will cost a further R32-million," said Mr Heunis.

The annual flow of coal through Richards Bay was expected to reach 31-million tons by January 1983, and 44-million by the end of 1985.

The combined foreign exchange earnings of the Richards Bay and Sishen-Saldanha Bay projects by the end of 1979 was R1 650-million.

Mr Heunis said that in 1976/77, the first year of operation of the coal scheme, the tonnage conveyed by rail amounted to under 6.8-million tons.

In the first 10 months of last year over 18-million tons were recorded — a yearly equivalent of about 21.7-million tons.

Mr Heunis said that maintaining a favourable balance of payments on the current account was a high priority. A major factor in the present favourable situation had been the success in exporting raw materials, minerals and manufactured goods.

Nothing underhand in deals with neighbours

RDM 6/3/80

269

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THE ASSEMBLY. — The predominant principle in the South African Railways' dealings with neighbouring countries was that they should be based on commercial practice and conducted in a spirit of absolute equality, Mr Chris Heunis said yesterday.

Introducing the Railways and Harbours Appropriation Bill, he said this applied whether the dealings related to South Africa's export of expertise or hardware, the through carriage of passengers and goods or the interchange of rolling stock and related equipment.

The SAR contributed towards ensuring stability in the sub-continent.

"Although criticism is sometimes levelled at us in this regard, I am sure that all members of this House will agree that sound trade relationships, based on a pragmatic realisation of mutual interdependence but without loss of individuality, constitute the key to prosperity and thus continued peace and security.

"A real benefit we can bring to our neighbours in the sphere of transportation is our unique knowledge and understanding of the problems peculiar to Southern Africa.

"In this we have a proven advantage over those countries in other parts of the world —

and here I refer in particular to the communist countries and their satellites — that have exported their expertise and capital under the pretext of philanthropy but in reality to further the creed of socialism, and eventual enslavement.

"The predominant principle is that our dealings with neighbouring countries, whether they relate to our export of our expertise or hardware, the through carriage of passengers and goods or the interchange of rolling stock, must be based on commercial practice and conducted in a spirit of absolute equality.

"The South African Railways' policy in this context has contributed in no small measure to the success of the Government's policy of decentralisation of industries, and thus to the development of our black states, three of which have already achieved full independence.

"The rail and/or road transport services in these countries are operated, in terms of formal agreements, by the South African Railways until such time as they wish to do so themselves.

"In fact, a considerable number of citizens of Transkei have already been trained by the SAR and have taken over most of the internal railway tasks.

"In the field of air transport,

South African Airways has established links with Botswana, Lesotho, Malawi, Mozambique, Swaziland, Zimbabwe/Rhodesia, Zambia and Transkei.

"However, important as our external relations may be in times such as these, when no effort is spared by our detractors to isolate our country from the rest of the world, it can never take precedence over internal peace and stability.

"Bearing in mind the unique composition of South Africa's population, it is the responsibility of each individual, group, organisation and Government Department to ensure that harmonious relations between the population groups are maintained at all times."

In its dealings with the public the Railways had to handle a massive number of people in confined places such as station platforms and trains, which could lead to explosive situations.

"In this connection it may be mentioned that some 650-million passengers are conveyed on the suburban services annually. The prevailing harmonious relations and relatively incident-free working bear testimony to the commendable manner in which the staff have acquitted themselves of their task, often under trying circumstances," the Minister said. — Sapa

More ~~53~~ electricity as 269 SAR saves fuel RDM 6/3/80

THE ASSEMBLY. — South African Railways is speeding up its electrification programme, says Mr Heunis.

"In the light of the rising costs of liquid fuels and the uncertainty of availability, electric power has now become more cost competitive and a more secure alternative."

He said: "The Railways' direct contribution to the country's efforts towards reducing reliance on imported fuels is reflected in the fact that on completion of this programme, some 85% of its gross ton kilometres will be derived from coal-based energy — electrification 80% and steam 5%.

"The cost and strategic benefits to the rest of the country are incalculable."

His department, in collaboration with the CSIR, was conducting extensive tests with alternative internal combustion fuel mixtures.

"Various mixtures involving diesel with naphtha, ethanol or methanol, and petrol with ethanol or methanol, have been tested and the results so far have been highly promising."

The airline was also effecting fuel economies — resorting to steeper climbs to attain an economic operating height more quickly, flying at the most economic speed and altitude for the aircraft type, reducing ground idling time and consolidating and rationalising frequencies.

The policy on fleet composition had paid handsome dividends.

"In all other branches of the service — particularly in the road transport and harbour services and in the workshops — fuel economy measures are being applied or tested."

Because of the important impact of the national transport system on the economy in general, the determination of policy demanded the closest co-operation between the administration and the private sector.

The Minister said that because 94% of the annual 690-million rail passengers were commuters, he was paying special attention to commuter problems. — Sapa.

Plans to build R20,6m rail link for Soweto commuters

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RDM 6/3/80

Political Staff

THE ASSEMBLY. — In the wake of criticism by the Cillie Commission of the train services in Soweto, the Railways yesterday announced steps to alleviate congestion and to construct a R20 600 000 circular commuter service from Soweto to Johannesburg.

In his budget speech, the Minister of Transport, Mr Chris Heunis, also said "it is foreseen that the expected economic upswing will result in overcrowding — there are, in fact, signs that this has already started".

In his report on the 1976 riots, Mr Justice P M Cillie said the commission was convinced the complaints against the

Railways were exaggerated and that there was a degree of agitation against the Railways.

Nevertheless, the commission added, "the complaints still exist and they undoubtedly contributed to the state of mind out of which the disturbances could develop"

Among the complaints investigated by the commission were allegations that there were not enough trains between Soweto and Johannesburg and that they were so full that passengers travelled on the roofs of carriages, hung out of windows and doors and clutched onto the sides of carriages

There were also complaints that trains were late, there were insufficient sales points for tickets and that there was

not sufficient police protection on the trains.

In an on-the-spot investigation, the commission found that although a train was filled to the brim, there were no passengers on the roof or hanging out of the train. It also said 93% of the trains were on time

Mr Heunis did not refer specifically to the Cillie report.

However, he said although steps such as the lengthening of trains and platforms had been taken in recent years to relieve congestion on Soweto trains, the economic upswing could result in overcrowding.

"In last year's budget an amount of R3 200 000 was voted for the acquisition of the necessary land and it is now pro-

posed to proceed with the actual construction," he said.

"In effect the project will provide a circular commuter service from Soweto to Johannesburg, via the Rand mineral line, Kaserne and George Goch and back via Langlaagte and New Canada

"This, together with the increase in capacity that has become available due to lengthening of trains on the Soweto service, should significantly reduce congestion and enable the department to cope with further increases in commuter traffic to and from Soweto

"The mixed service from the West Rand, which is heavily patronised, will also be improved with the introduction of this line," Mr Heunis said.

The Party

Political Staff

HOUSE OF ASSEMBLY

CAPE TOWN. — Rail fares up, air fares up, freight fares up. That was the bad news for South African commuters announced in Parliament yesterday by the new Minister of Transport, Mr Chris Heunis.

But the good news for South Africa's 270 000 railwaymen is pay increases — 17% for blacks and 12,7% for whites.

All this would cost R361-million, said the Minister.

His announcement drew immediate criticism from Opposition spokesmen who accused him of "punishing commuters" and giving a shove to inflation.

It also drew angry reaction from the public, consumer specialists and trade union leaders who claimed it would have two drastic repercussions.

The increases would load the already overburdened needy — black and white — and would, in turn, lead to further increases in all commodities carried by the Railways.

The Progressive Federal Party's Mr Rupert Lorimer said the Railway Budget placed "unnecessary additional burdens" on the South African community, while the New Republic Party's Mr George Bartlett, who said they were the biggest tariff increases in South Africa's history, called Mr Heunis the "Minister of Inflation".

In his budget speech, Mr Heunis had good news for the 153 839 blacks and 114 556 whites working for the Railways when he announced a R285-million increase in salaries, pensions and bonuses.

Black salaries will increase by 17,5%, coloured and Indian salaries by 15% and white salaries will go up by 12,7% on April 1.

Mr Heunis said the increases for black employees were higher, percentage-wise, than for whites because this was "in line with the Government's policy of narrowing the wage gap between whites and non-whites".

The holiday bonus paid to Railways employees had been abolished and a service

bonus, which will be one-twelfth of an annual salary, will apply from April 1 and it will be pensionable.

In addition to the pension increases announced in July, Mr Heunis said Railways pensions would increase by 10%.

While there was good news for SAR employees, the budget was bad news for consumers.

Virtually everything, other than container rates between Cape Town (down 20%), East London and Port Elizabeth (which remain the same), is to cost more.

In detail, up go

- Train fares — first and second class 15%, third class 10%.
 - Aircraft — domestic fares 20%, air-freight 20%.
 - Mail and parcels 20%
 - High-rated goods — 13,7% average.
 - Low-rated traffic — 12,8%.
 - Basic food stuff — 12,2% average
 - Livestock — all up 10%.
 - Fuel transport — petrol 3,8%, diesel 4,1%
 - Containers — between Durban and Johannesburg — 3,1% (this applies to import and local traffic), export and empty containers up between 10 and 12,5%.
 - Catering — meals and edibles increased on average by 17% but, in total, catering services are up by 5,1%.
 - Road transport — third and first class fares up by 12,7% average, goods and parcels 15%, mail 20%, livestock, milk and transport services — up 13,5%.
 - Harbours (averages) — port dues 18%, tug charges 18,7%, wharf and floating crane charges 22,5%, light dues 7,1%.
- Average increase in revenue from all harbour charges is about 4,3%.



Lucky "Boy" Legodi and Kgomoitso Maphoso, of Mamelodi, who won a trip abroad in a dancing competition last year, yesterday flew from Jan Smuts Airport, Johannesburg, on their way to Europe. The dancing duo will visit Brussels, Amsterdam and London before flying back to South Africa towards the end of this month.

Breakfast Quip

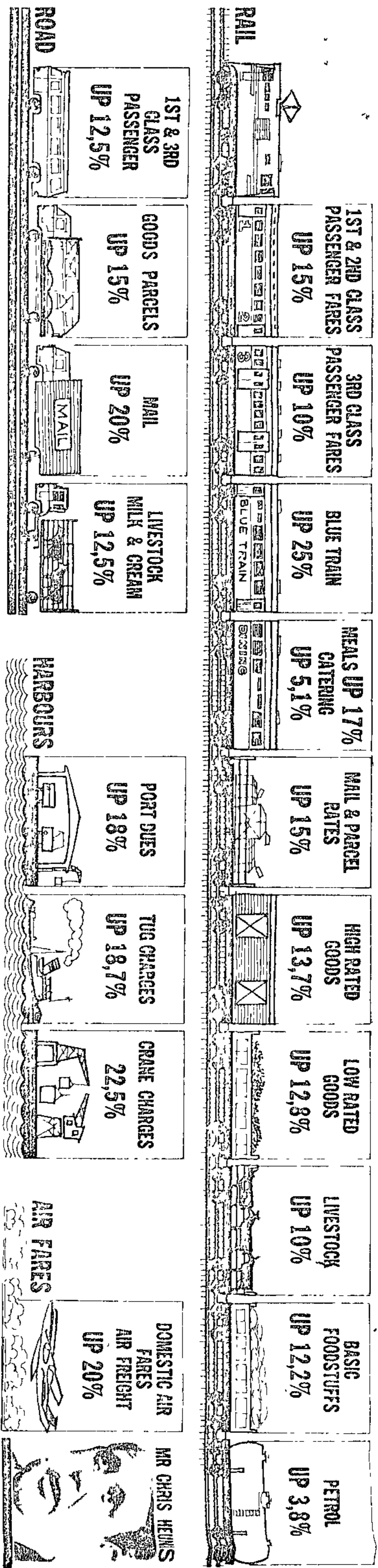
'The Vats are becoming second rate as predictors of election results'

New rail link with the city

IN the wake of criticism by the Cillie Commission of the train services in Soweto, the Railways yesterday announced steps to alleviate congestion and to construct a R50 600 000 circular commuter service from Soweto to Johannesburg.

In his report on the 1976 riots, Mr Justice P M Cillie said that among complaints investigated by the commission were allegations that there were not enough trains and that passengers had to travel on the roofs of carriages.

See Page 5



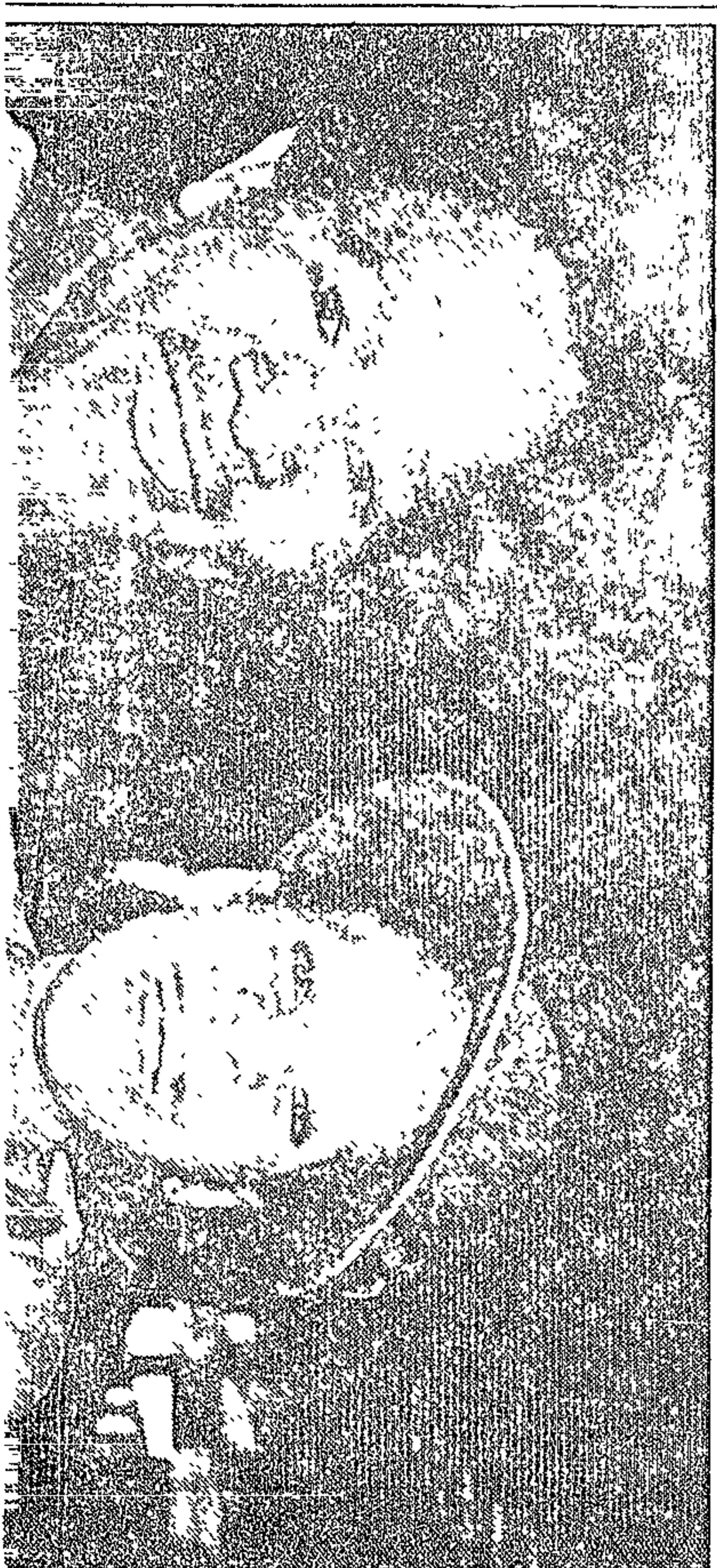
The graphic illustrates the increases contained in the Railways Budget which was tabled in Parliament yesterday.

UP GO THE RAIL FARES — and

269
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KPM
6/3/80

THE SHORTCUT TO EUROPE



Increase of 10,4% in revenue expected for this financial year

THE ASSEMBLY. — The Railways expected about R4 028-million in revenue for 1980/81, Mr Chris Heunis said yesterday.

Mr Heunis said this was an increase of R381-million or 10,4% compared with the revised estimate for 1979/80.

"Expenditure on the other hand, including appropriations, is estimated at R4 385 400 000 in 1980/81, some R601 600 000 or 15,9% more than the revised estimate for 1979/80, which will leave a shortfall of R357 450 000.

The rise in the working expenditure resulted mainly from

an expected increase of R306-million in labour costs.

Apart from a small rise in the labour account as a result of the expected increase in traffic and maintenance work, additional provision to the extent of R285-million was made for the proposed general salary and wage increases with effect from April 1, 1980, the payment of the service bonus as well as higher contributions to the superannuation fund and increased annuities for pensioners.

"In addition, the fuel account is expected to rise by R85-million and other consumable stores by R109-million.

(269) RDM 6/3/80
"Depreciation contributions will be increased by R85-million while interest on capital is estimated to be about R37-million more than in 1979/80."

On the other hand, the appropriation account was decreased by R25-million.

"In view of the emphasis on the acceleration of growth and the limitation of factors that could put further pressure on the rate of inflation, it was decided to decrease the administration's contribution from revenue to the gross capital program from 12,5% in 1979/80 to 9,4% in 1980/81," Mr Heunis said — Sapa.

Inflationary effects of rail Budget feared

Pretoria Bureau (2/23)

THE higher railway tariffs will rip through the economy pushing up the prices of virtually all goods and services.

Its inflationary effects were emphasised by organised commerce and industry and leading economists.

Welcomed, however, was the substantial Government subsidy paid to the railways to keep tariffs and fares down to a minimum, especially third class urban fares.

The president of the Association of Chambers of Commerce, Mr B. H. Goodwin, said the Transport Budget emphasised again the need for income tax cuts in the national Budget on March 26 to reinforce stable economic growth.

The higher transport tariffs must be partially offset through lower taxes, he said.

The association acknowledged the effort by the Minister of Transport to hold down tariff rises to a minimum.

But, Mr Goodwin said it must be realised there would be an unavoidable ripple effect right through the economy.

Certain sectors would be unable to absorb the increases.

The association believed that if the impact of the economy of future tariff rises was to be minimised it would be neces-

ary to

1. Continue the policy of economic growth to make optimum use of transport capacity.

2. Extend the welcome new policy of state subsidies for the running of uneconomic but essential passenger services where the loss cannot be recovered in any other way.

The deputy head of the Economic Research Council at the University of Stellenbosch, Dr A. de Vries, said it must be inflationary.

This was particularly so when the increases for railwaymen of more than 20% were taken into account.

This could set off a chain wage demand reaction in the private sector.

A major danger was the possibility of demand pull inflation developing on top of the cost-push variety now apparent in the economy.

He welcomed the effort to keep third class urban fares down to 10% but the state had agreed to a subsidy of R12-million and the balance of its huge surplus was being used where badly needed. Keeping urban fares to a minimum.

This was money well spent, Mr De Vries said.

Volkskas, chief economist, Mr A. S. Engelbrecht, said the increases were inevitable, but

it was tragic they should come at a time when the inflation rate had begun to slow down.

He estimated the current inflation rate of 14% could be boosted to 15% once the increase had worked its way through the economy.

The increases would have a direct impact on steel prices and a host of other commodities and exports. There might be a multiplier effect throughout the economy, he said.

Unfortunately, too, the tariff rises would dampen down the growth rate. This effect, however, could be countered by the higher earnings for railway workers and those still to be announced for the rest of the public sector.

The president of the South African Federated Chamber of Industries, Mr C. Berman, said the tariff increases had not followed the policy of clearing the railways for a high and increased traffic.

This was particularly anomalous against the Government's welcome acceptance of the fact that a high degree of economic growth must be carried by the consumer.

In certain regions and sectors, Mr Berman said, the increases would not be easily absorbed and would not have a healthy impact on economic recovery.

Fare rises fire people's anger

Staff Reporter

THE general feeling among people interviewed in a Johannesburg street survey yesterday was anger rather than shock at the increases in tram and air fares announced in the Railway Budget

Mr Archie Kumalo, of Kwezi, Soweto, said that besides the increase in his railway ticket to work, the increase in coal and dairy products would severely affect his family of eight this winter

"We're already starving, how much worse can it get," he said

A young mother from Triomf, Mrs Melanie de Preez, said her family went by air for their annual holiday and that in spite of the increase she felt it would probably still be more worthwhile to fly

"But the effect the increases will have on basic foodstuffs is horrific — when I think of all the milk I use to feed my two small children," she said

Mr Colin Bannatyne, of Joubert Park, said he was shattered at the increases, especially the effect it would have on the prices of food

An executive, Mr Brian Isaacs, of Victory Park, said he used domestic flights at least once a week and international flights at least nine times a year

He said there was no alternative and commerce, trade and industry would have to absorb

the increase or pass it on to the consumer

"It's the fastest way to get there, which in the end means greater productivity

"Although I shall certainly feel the increase, I can understand why it's necessary and it is probably such a large increase because it should have been done earlier," he said

Mr Piarnod Karsen, who supports 11 people at his home in Ferreirasdorp, said he already walked to work to save money

"It's ridiculous that costs go up like this and wages never go up accordingly — a person's income just can't buy what it used to," he said

Mr D Snow, of Yeoville, said he could no longer be shocked by increases

He said as a single man he would not be hit as badly as families would, especially those of lower incomes

"People get desperate, but they're not shockable any more," he said

Mrs O B Hlongwane said she did not know how her family of five were going to manage with the increase in her tram fare from Daveyton to Baragwanath and food price rises

"Things just keep going up and we just carry on getting paid peanuts. But what can I do? I've got no alternative but to use the tram," she said

Mr Norman Bernstein, of Houghton, said it was part of a world inflationary tendency and something to which there was no alternative

66 Whenever I'm invited to a dinner party,
I try to arrive punctually

Unions hammer Lorimer rail increases didn't enjoy it

Staff Reporter

BLACKS would suffer most from the railway increases, trade union spokesman said yesterday.

The general secretary of the National Union of Clothing Workers, Mrs. J. J. Nindley, said she did not know where blacks and other low income groups would get money to pay the increased rate.

"Blacks will suffer most because of the acute unemployment problem," she said.

The general secretary of the Steel, Engineering and Allied Workers' Union, Mrs. Jane Hlongwane, said the increases sounded ridiculous. It would erode the meagre wages paid to the low income groups.

She said the standard of living for blacks would be lowered.

Malnutrition would become rife among blacks while robberies and muggings would rocket. Some blacks would not even be able to buy food, she said.

A member of the Democratic Union Committee, Mr. Percy Molnare, said the increases would automatically be followed by an increase in the price of daily necessities.

"We could be assured that there will be an increase in subsidies for basic necessities of an increase on earnings to cope with inflated prices," Mr. Molnare said.

A Soweto councillor, Mr. Frank Botha, said it was disappointing that cars and taxis were increased, especially since the railway had already failed to protect commuters from being robbed or pick-pocketed by the inside trains and at railway stations.

Another Soweto councillor, Mrs. Violet Petjauleni, said black pensioners would be hard hit by the expected increase on food and coal following the increase on fares and tariffs.

Employed blacks would be affected because their employers would not pay them more to cope with increased fares, Mrs. Petjauleni said.

HOUSE OF ASSEMBLY — Rail staff increases would reflect economic growth and stimulate a revolutionary spirit, Mr. P. P. Lortner (P.P.P. Orange Free State) said yesterday.

The Minister of Chief Opposition spoke in opposition to the railway budget which is to be tabled in the House of Assembly next week.

The Minister was congratulated for producing his first Budget. He said Mr. Lortner, "I am a bit left if I did not enjoy it at all."

Despite increased traffic, increased profitability, operating at near optimum capacity and receiving a loan from the Treasury to subsidise passenger services, the Minister still had to raise tariffs.

The 10% increase in third class fares would be hard on blacks, he said. This South Africa could ill afford.

But he welcomed the pay increase for railwaymen to enable them to try to keep up standards of living in the face of inflation which, though the Government had not admitted it, was occurring.

THE RAILWAY BUDGET

THE ASSEMBLY. Black and White railway workers would receive an increase of 12.7% and over with effect from April 1, the Minister of Transport Affairs, Mr Chris Heunis, announced yesterday.

Mr Heunis also announced that railway pension annuities would be increased by 10%. Delivering his Railway budget speech he announced several new benefit measures, and said that pay increases would amount to an extra R275-million a year. "The time to pay the paper is due," Mr Heunis said after re-

flecting on the administration's efforts in the difficult years to make a major contribution towards overcoming the country's economic problems. "It is true that much of the credit for the administration's contribution is due to its staff who have loyally supported the administration and management."

He trusted the new pay increase package would contain some welcome surprises. They included:

- Abolishing the holiday bonus in favour of a service bonus of one-twelfth of annual pay due annually at the end of April,

It's a pay and perks

starting next month. The additional annual cost would be R87-million.

- A general increase averaging 12.7% for whites and slightly higher for those earning less than R5 338 a year.
- A higher percentage increase for blacks in order to meet the Government's policy of narrowing the wage gap, with the

overall cost of the wage increases totalling an additional R188-million a year.

- A long service certificate with the granting of additional leave in respect of actual continuous long service completed.
- A 10% increase in annuities to all pensioners with effect from April 1. In addition, the basis for calculating pension contributions

had been changed on January 1 to increase staff contributions from 6 to 6.75% and reduce the administration's contribution from 320 to 295%. This would result in an estimated additional cost of R5.7-million a year.

Previously announced increases in the annuities of certain groups of railway pensioners would cost an estimated R6.5-million extra for the current book year and R8.7-million for a full financial year.

The general increase in salaries and wages would result in a direct increase in sick fund income on account of higher contributions by members which would necessitate a review of the administration's contribution ratio. A scheme was being introduced whereby black staff

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boost for all

earning R120 a month basic or more would be required to contribute a nominal R1,50 towards medical treatment.

Negotiations with the various authorities involved in the provision of land and houses for blacks had reached an advanced stage and it was hoped the first such properties would be acquired during the coming financial year.

"A house ownership scheme with 10% assistance for all non-white staff was also introduced during the year. This scheme has the advantage that black staff who are citizens of neighbouring states can also be assisted to acquire home in their own states."

Mr Heunis said he was pleasantly surprised at the high standard of efficiency apparent

at all levels of the railways.

He was presently considering proposals to rationalise the managerial structure by a more effective grouping of managerial functions and by delegating a greater autonomy to the main functions to ensure even better coordination at top management level.

Various schemes had systematically been introduced to achieve greater efficiency and productivity.

"Continued efforts are being made to increase productivity by refining the selection of personnel at service entry."

The department also served as a valuable training institution for the training of apprentices for a large variety of needs and the apprentice quota had been more than doubled to meet expanded requirements.

The administration's staff in December last year totalled 112 904 whites and 150 562 blacks, coloureds and Asians.

"Provision is also made for a further increase of the staff establishment to 288 395, comprising 114 556 whites and 153 839 non-whites," Mr Heunis said. — Sapa.

g2

5% growth in rail goods traffic forecast

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RDM 6/3/80

THE ASSEMBLY. — Rail goods traffic is expected to grow by about 5%, reaching 182-million tons in 1980/81, Mr Heunis said.

This would mean that about 600 000 tons would be offered for conveyance by rail each working day.

“Improved work opportunities should contribute to a growth of 5% in commuter traffic and to an average of between 6% and 7% in main-line passenger journeys.”

Air traffic was expected to show a growth of between 7,5% and 10%.

Mr Heunis said forecasts of harbour activities were based on rises in import cargo volumes of 10%, and in exports of 5%.

“As regards pipelines, the commissioning of Sasol 2 during the course of 1980/81 will bring about a change in the distribution pattern, with traffic volumes rising more sharply than revenue.” — Sapa.

Sharp rise in fares for air, rail travellers

(269) RDM 6/3/80

HOUSE OF ASSEMBLY. — Passenger fares for rail and air travel will be increased from April 1, the Minister of Transport Affairs, Mr Chris Heunis, announced yesterday.

First and second class train fares will go up by 15% and third class fares by 10%. Domestic air fares will rise by an average of 20%.

"I have no choice but to increase rates, fares and miscellaneous charges with effect from April 1, 1980," the Minister said when introducing a Railway Budget of R5 985 450 000 for the coming financial year.

Expenditure for the year was estimated at R4 385,4-million and income at R4 028-million — leaving a shortfall of R357,45-million.

The proposed tariff increases were expected to yield R361-million and would have the effect of converting the expected shortfall into a surplus of about R3,55-million.

The rise in the Railways' expenditure is attributable mainly to salary and wage increases for the country's 263 000 railway workers, also with effect from April 1.

Among other tariff increases announced are:

- Road transportation fares for first and third class passengers to increase by an average of 12,7%;

- Blue Train fares to rise by 25%;



MR CHRIS HEUNIS
... I have no choice

- Mail and parcel rates to rise by 15%;

- High rated goods tariff to rise by an average of 13,7%;

- Low rated goods tariff to rise by an average of 12,8 %;

- Livestock rates to rise by 10%.

- Rail tariff on iron and manganese ores carried at special rates from Sishen for export through Port Elizabeth to rise by 20%;

- Transportation of petrol will

cost 3,8% more. Diesel rates will rise by 4,1%.

Meals and edible items will increase in price by an average of 17%, but in total, catering services will go up by 5,1%.

Port dues rise by 18%, tug charges by 18,7%, wharf and floating crane charges by 22,5% and light dues by 7,1%.

In accordance with his Department's policy that rates should move closer to costs, Mr Heunis said he was introducing a differentiated tariff increase which would, as far as possible, accord with the Government's broad economic strategy or, where this could not be done, he had endeavoured to keep the negative influence of this increase to a minimum.

The SAR could benefit the country's neighbours with its unique knowledge and understanding of the problems peculiar to Southern Africa in the transport sphere, the Minister said.

Through its relations with neighbouring states, the SAR was contributing to ensuring stability in the sub-continent.

"The predominant principle is that our dealings with neighbouring countries, whether they relate to our export of our expertise or hardware, the through carriage of passengers and goods or the interchange of rolling stock, must be based on commercial practice and conducted in a spirit of absolute equality," he said. — Sapa.

180 km/h supertrain to speed up SAR

STAR
6/3/80
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By John Murray

Trains running at speeds of up to 150 km/h will cut travel times between Pretoria and Johannesburg by more than half as part of a R2 000-million passenger and goods service to be implemented within the next decade.

Mainline trains will run at speeds of up to 180 km/h cutting travel times between the Reef and coastal areas by as much as half.

The futuristic plans to take South African rail travel into the 21st century were announced today by the general manager of the Railways, Dr J G H Loubser.

A high-level multi-disciplinary team has been briefed by the rail chief to "scrap everything and start from scratch" to rebuild the country's rail services.

An initial 900 "new generation" mainline coaches — some of which have already been delivered — are 89 cm longer than present coaches, with streamlined seating to take the added passenger capacity.

Experimental trains are to be tested at speeds of 150 km an hour and 180 km an hour. When these speeds are attained, all coaches will have to be air conditioned.

First class coaches will carry almost 20 percent more passengers, second class just under 10 percent more and third class just over 10 percent.

Delivery of 415 first and second class coaches is to begin at the end of this year.

Of 300 new third class coaches ordered, 68 have already been delivered.

No delivery date has been set for the remaining 200 lounge, third and parcel coaches.

Link-up

Future suburban trains will comprise two, three or four coach link-ups with traction equipment assembled along undercarriages rather than concentrated in the front motor-coach as is the case now.

Coaches will have three doors instead of two, they will be just over 22 m long against 18,5 m now.

Suburban railway stations have been lengthened to provide more passenger capacity.

Number of coaches a train is to reduced from 14 to 12.

More doors means less stationary time.

Goods wagons are to be much wider with deeper containers and lighter braking systems.

On the Richards Bay coal line, capacity is to increase from 22 to 44-million tons in the next three years.

The high speeds are being reached with the help of the Sheffel bogie and the intention is to eventually use driving motors on all axles.

The Sheffel bogie was designed by one of the SAR's engineers and has now been patented world-

Railway budget stokes up the inflation train

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Fair Deal Reporter

The inflation train is moving again, stoked by the Railways budget. Maize, meat and dairy products will be going up.

This month farmers and the Government will be thrashing out proposed price increases for maize, grain sorghum, the meat floor price, milk and dairy products.

Mr J Willemse, economist for the South African Agricultural Union, said farmers had been hit with big cost increases in the past year. Farming requisites, for example, had increased by 20 percent.

"Farmers in the strategic border and rural areas have low incomes and need incentive. The Railways budget increases will hit them particularly hard," he said.

Farmers have also been hit by a 31 percent price increase in fertiliser.

The maize price is expected to jump 27 percent. The Meat Board has already said a 20 percent maize price rise would push the cost of red meat up by 40 percent.

Grain sorghum, used for sorghum beer, mageu and

porridge, will probably have the least consumer effect. A big crop is expected this year, which should have a good impact on prices even though huge export losses are expected.

Mr Willemse said milk and dairy farmers had been badly hit by rising costs and fairly significant price rises to the consumer could be expected.

The Railways budget has met with varied reaction. Union leaders welcomed the 12,7 percent pay increase for whites and the attempt to narrow the wage gap, while black rail commuters condemned the increases in fares.

"SATISFACTION"

The president of the Association of Chambers of Commerce, Mr S O Goodwin, said the association acknowledged the Minister's efforts in keeping tariff increases to a minimum, but it had to be accepted there would be an inevitable ripple effect on the economy.

The president of the Afrikaanse Handelsinstituut, Dr Martin van den Berg, said the rail and air tariff increases were regrettable but unavoidable.

The president of the SA Federated Chamber of Industries, Mr L Borman, said the composition of

the announced tariff increases had not followed the policy of closing the gap between high and low rated traffic tariffs.

Mr Johann Benade, general secretary of the Running and Operating Staff Association, welcomed the increases and praised the Minister on a "dynamic approach."

He said it was accepted the increases were "as much as could be afforded at the present time."

Mr Jimmy Zurich, spokesman for 22 000 members of the Artisan Staff Association said the budget was "well balanced."

Mr Piet Roodt, general secretary of the Footplate Staff Association, said: "We are satisfied with the increase. What we lost in the lean years is probably behind us."

The train fare increases came as a shock to many black commuters, who said that they would now use buses.

"We only use trains for economic reasons and because they are convenient. But they are unsafe, especially at night over the weekends when people are paid," said Mrs Carol Kgatla of Diepkloof.

'Subsidise black fares'

Two prominent black leaders today called on the Government to subsidise train fares in the wake of yesterday's increases.

They are Bishop Desmond Tutu, general secretary of the South African Council of Churches, and Dr Nthato Motlana, chairman of the Soweto Committee of Ten.

Dr Motlana said: "We have a situation where the poor live far away from suburbia, whereas in countries like America, the poor live around the industrial areas."

A shocked Bishop Tutu said blacks lived in places like Soweto because of apartheid. "Unless the Government subsidises the increases, it will aggravate a serious and explosive situation, especially with the high rate of unemployment."

What those train, air fare rises really mean

Specific fare increases announced in the Railways Budget yesterday are:

Blue Train (Johannesburg to Cape Town, single):		
Service	Old fare	New fare
Super luxury	R158	R205
Luxury	R139	R176
Semi-luxury	R120	R151
Standard	R101	R125
Mainline (From Johannesburg, single):		
Cape Town —		
1st class	R63,25	R72,75
2nd class	R42,15	R48,50
Durban —		
1st class	R32,65	R37,55
2nd class	R21,75	R25,00
East London —		
1st class	R45,40	R52,20
2nd class	R30,25	R34,80
Port Elizabeth —		
1st class	R48,55	R55,85
2nd class	R32,35	R37,20
Louis Trichardt —		
3rd only	R 7,35	R 8,10
Pietersburg — 3rd only		
	R 5,15	R 5,80
Ficksburg — 3rd only		
	R 5,95	R 6,60
Domestic Flights (From Johannesburg, economy class, single):		
Cape Town	R75,00	R90,00
Durban	R42,00	R50,00
Port Elizabeth	R63,00	R76,00
Windhoek	R70,00	R84,00

Deficit ^{RDM}
will be ⁽²⁶⁹⁾
R136,9m ^{6/3/80}

THE ASSEMBLY. — The Railways will end its current year with a R136,9-million deficit.

This was R64,4-million below the budgeted shortfall of R201,3-million and would be made good from the rates equalisation fund, said Mr Heuns.

A committee appointed last year to look into the passenger services, which ran at a loss, had made recommendations for State compensation.

It had been agreed that the State would compensate the SAR by means of interest exemption on the investment in passenger services to an amount of R55-million. A further R50-million on loan capital would be treated as a State contribution towards losses on passenger services. — Sapa.



MR JOHN RICH . . . inflation boost.



MR MAX PHILLIPS . . . benefit EL.



MR JACK SNELL . . . spiral effect.

Inflation fears over rail budget

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EAST LONDON — The tariff increases announced by the Minister of Transport in his budget speech would have been better if they were applied over a long period, instead of in a lump sum

This is the opinion of the chairman of the Border Chamber of Industries, Mr John Rich, who was commenting yesterday on Mr Heunis' budget speech

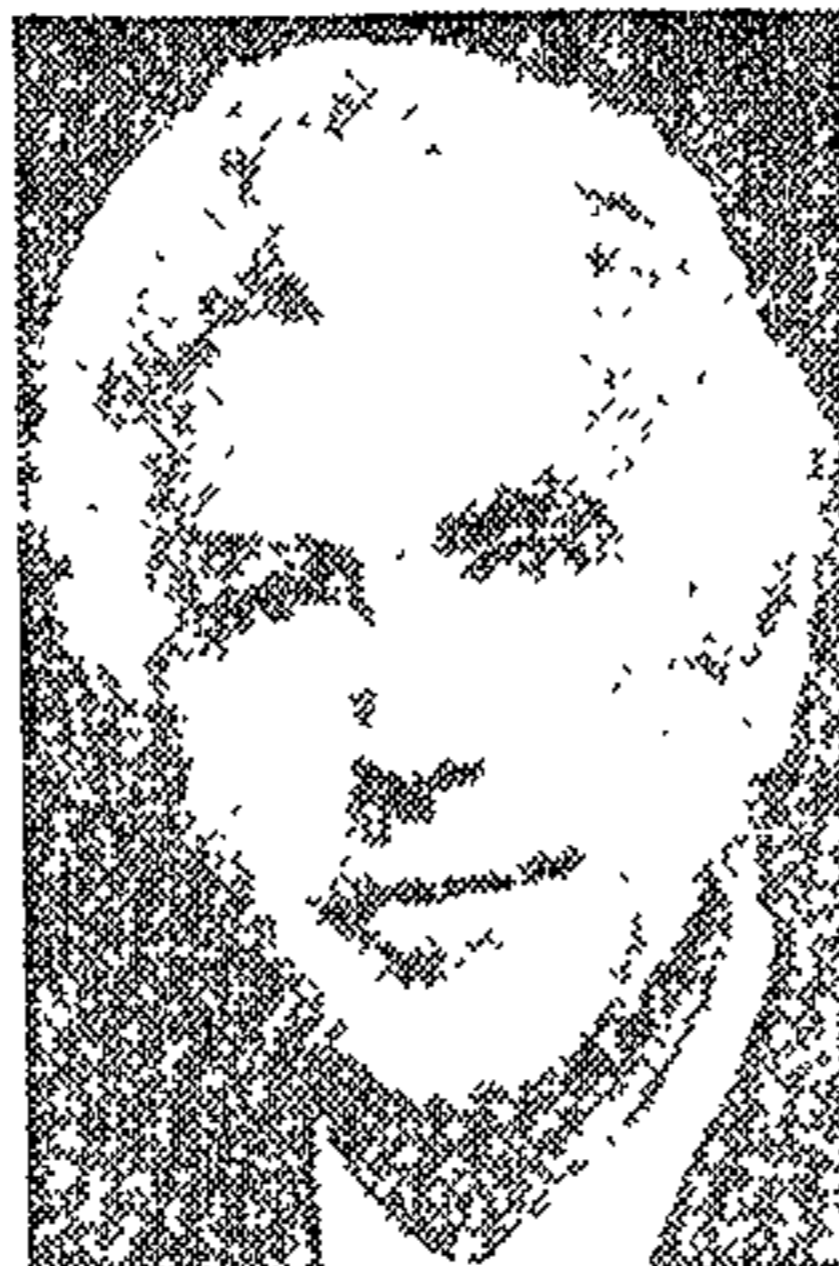
The increases average 9.9 per cent on all services and include a 13.7 per cent increase in high-rated goods tariffs. Low-rated goods tariffs have gone up 12.8 per cent

"It is a pity the increases could not be in small increments instead of one lump sum," Mr Rich said yesterday

"Increases are only to be expected, but it must be understood that for everything to go up all at once, by so much, will have a larger effect than normal on the rate of inflation"

He said it was good to see the government had granted wage increases for workers, and "encouraging" to see they were narrowing the wage gap between race groups

"I hope that what the Minister of Transport takes away, will be given back by the Minister of Finance in the General Budget on March 26," Mr Rich said



MR LEO BORMAN . . . need to co-ordinate.

The national president of the Federated Chamber of Industries, Mr Leo Borman, said there was a need for co-ordination between rail tariffs and the government's regional development plans

The composition of the announced tariff increases has not followed the policy of closing the gap between high and low-rated traffic tariffs," he said in a press statement yesterday

Tariff increases would not be absorbed easily in certain areas, Mr Borman said, which could result in uneven economic development

The immediate past president of the Border Chamber of Industries, Mr Max Phillips, said he felt

the tariff increases would hit East London harder than most other areas due to the long distances involved in rail transport to and from the city

"However, I feel the changes in the Cape Town and Durban tariffs are going to be to the benefit of East London rather than to the disadvantage," he said

This was because some of the disadvantage Cape Town had suffered had been removed as far as haulage rates were concerned, and East London's rates had been levelled with Durban's

"If anything, these changes will be to the advantage of East London," said Mr Phillips, who also holds the transport portfolio in the Chamber

The chairman of the Border Chamber of Commerce, Mr Jack Snell, said tariff increases should be kept at a minimum as they had a spiral affect on the prices of most commodities

He said he had hoped there would be concessions for goods entering East London by rail as well as the existing concessions for goods leaving East London

He said he hoped the Minister of Transport could be persuaded to look at this aspect when he visits East London next month. — DDR

RAILWAYS BUDGET

Good and bad news

Transport Minister Heunis's first Railways budget will establish him as a firm favourite among SAR & H's 264 000 employees

Remuneration largesse, annualised at R285m, will be coming their way from next month after they have been biting the bullet since 1978

But the wage hikes, plus other cost increases, will throw the administration's

foodstuffs will go up "only" 12,2%. Live-stock rates rise 10%.

Bad news for iron ore and manganese exporters from Sishen through Port Elizabeth is that rates will rise 20%.

But, because of "the widespread effect that an increase in the transport component of the cost of fuel has on all sectors of the economy," petrol has been reclassified so that rates will rise only 3,8% and diesel rates 4,1%. This means that the transport cost of these fuels from Durban to Johannesburg will rise by 0,133c/ℓ and 0,082c/ℓ respectively.

Heunis's final budget arithmetic for 1980-81, based on goods traffic growth of 5%, passenger train traffic up 5%, 10% increase in imports and a 5% growth in SAR&H handled exports and an 8% rise in air traffic, shows that revenue, after rates adjustments, will go to R4 389m and expenditure, including R1 600m capex, will be R4 385m — 16% up on last year.

P & L account out of kilter to the extent of R357m in 1980-81, so Heunis has imposed across-the-board differentiated rates increases that will yield an additional R361m in the year

Just what effect the budget will have on government's economic strategy for the next financial year is not clear. The pay handout should raise consumer spending, which is good. The rates rise, though carefully thought out, will give a twist to the inflationary screw, which is bad.

Rail passengers, who rallied to last year's budget call to make increased use of coal-based transport in order to reduce the impact of the oil bill, will probably look askance at the 15% rise in first and second-class fares and the 10% boost to third-class fares.

In the year under review, the total number of passenger journeys on main line and suburban services increased 10,4% to 510,4m — with first-class main-line journeys advancing 32,3%. Despite the fares rise, Heunis expects passenger trains to remain fully utilised (Travellers on the Blue Train will on average now pay 25% more.)

For passenger train users, it could have been worse — a lot worse — but for a concession allowed by Finance Minister Owen Horwood who, on the recommendation of Dr Daantjie Franzsen and Dr Simon Brand, now acknowledges that the Consolidated Revenue Fund should compensate SAR for essential socio-economic services provided at a loss.

In the year ahead, government has agreed to exempt SAR from interest on Treasury loans sunk into passenger services. This year, the exemption, which amounts to a subsidy, will cost R171m.

Airways finances were spoiled by Opec. While revenue to December 1979 was R406m against an original estimate of R376m, expenditure amounted to R442m, R80m over estimate. The result was a loss

of R36m against an estimated profit of R14m.

To correct the situation, Heunis now demands 20% higher fares on domestic routes, while airfreight rates will rise a similar amount.

In addition to exchange rate problems, foreign traders will have to face increased costs. Harbour charges will go up 4,3%.

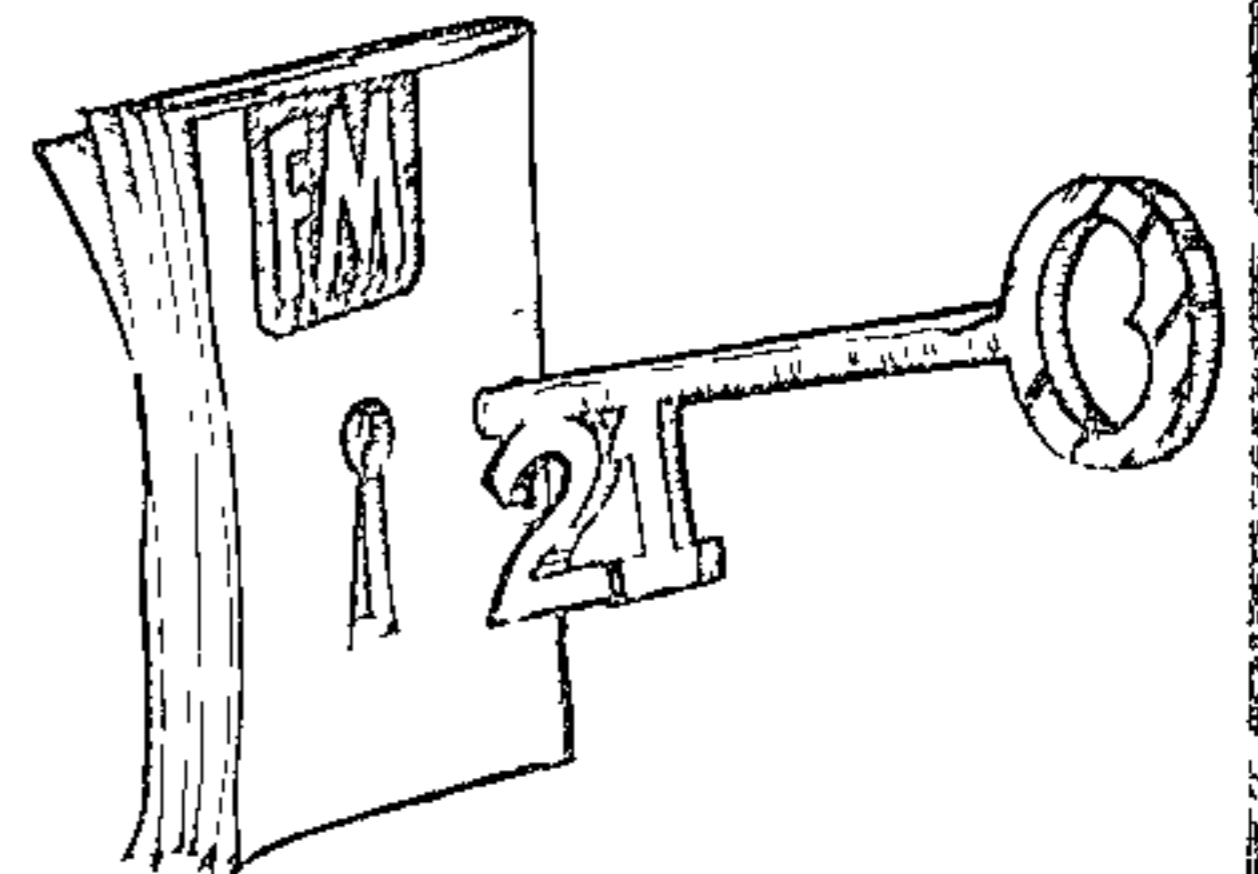
Coal and anthracite-exporters will have to face 16,7% increased rates for products not shipped under contract. And there is the prospect that all export commodities, including ores and minerals, which do not cover at least 70% of the cost of railing to the ports, will have their rates adjusted.

The principle whereby ores and minerals were classified according to f o r value presented SAR with too many problems regarding the setting of values at the time of despatch. So ores and minerals will no longer be rated for tariff purposes according to value, but those with light weight relative to volume and those with heavier weight in relation to space will be reclassified to yield higher revenue.

To encourage greater use of container facilities, currently operating at 88% of installed capacity, rates between Durban and City Deep are raised only 3%, rates between East London, Port Elizabeth and City Deep remain unchanged while the rate between Cape Town and City Deep container depot is lowered 20%. Overall, Heunis will sacrifice 1,4% of revenue on container traffic carried by unit trains.

Rates for high-rated goods traffic will rise 13,7% on average, while low-rated goods tariffs will rise 12,8% — a weighted average for the two classes of 13,2%. The tariff classes governing the conveyance of

BIRTHDAY



Twenty-one years ago, on March 6 1959, a bold publishing innovation appeared on the SA scene. *The Southern Africa Financial Mail*, a fortnightly selling at 2s, was envisaged as SA's first specialist business, economic and investment magazine.

Today, 21 years and four editors later, the *FM* stands virtually unchallenged as the country's pre-eminent business weekly. It's a success story by any standard — and it is told in the Special Report with this issue.

Rail rises: gloomy but unavoidable

THE RIPPLE effect of Mr Heunis' first Railways Budget will certainly be felt in every corner of the economy and by every person living in South Africa. When the higher cost of transport is added to all goods and services, as they inevitably will be, the consumer price index will be jerked up a few more uncomfortable points.

But having said this we have no real choice other than to bear with the Minister. He was confronted with uncontrollable cost increases and his alternatives were either to price his services on a realistic basis or to ask the Minister of Finance to subsidise the SAR and thus remove it from the realism of the market place. If Senator Horwood had had to come to the rescue this would have meant that either the taxpayer would have had to foot the bill and lose any hope of tax remissions in the forthcoming Budget, or Government expenditure would have had to be cut in some other essential area.

The Railways Budget is truth in pricing. Workers' wages had to be raised because their living standards had to be maintained; in addition, on a more practical ba-

sis, if wages were not adjusted the SAR would have suffered a brain and hands drain to a burgeoning, more competitive private sector. Indeed, a criticism is that black wages have not been lifted high enough to narrow the still-too-wide black-white gap.

There is only one way the Minister and his General Manager can compensate the public for the higher tariffs which they will have to meet and that is by improving the efficiency of their services. Although much has been done in this direction much still remains to be done. For instance, side by side with the most sophisticated computerised systems for the control of railway wagons is a main-line passenger booking service which belongs more to the Stephenson- era than to the 20th — nearly the 21st — century. It is costly, cumbersome and markedly inefficient.

And there are many other paradoxes in a service which aims to shuttle passengers from point to point at 180 km/h in the foreseeable future. If South Africa has to pay more for its transport system because basic costs are ever-rising, the least one expects is that it is cost efficient.

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RDM
7/3/80

**'Subsidise
those
new fares'**

(269) RDM
7/3/80

THE SENATE. — Senator A Bozas (NRP) yesterday called on the Government to subsidise the increases in train fares for blacks announced in the Railway Budget this week.

Speaking to a motion of censure in the Government, Sen Bozas said blacks were required to live far from their places of employment. Employers could not be expected to bear the brunt through wage increases, he said.

The taxpayer, who voted for the social system, should share part of the subsidy to ensure that blacks' take-home pay was the same after the train fare increases had come into effect.

The Government was moving much too slow to bring about constitutional reform.

The Prime Minister owed it to South Africa to rid his Cabinet of Ministers such as Dr Andries Treurnicht, who appeared to hold back progress.

— Sapa.

20 000 more on supertrains

STAR 7/3/80

The Railways will gain an extra 20 000 passengers on the Soweto/Johannesburg line alone, when their "new generation" trains arrive during the Eighties.

On their goods traffic they estimate an extra R200-million a year will be earned on their wider and deeper wagon containers.

But as the sweltering housewife, cramped into her seat on the peak hour East Rand train put it "They put the fares up one day and then announce a supertrain the next. Guess who's paying the R2 000-million it's going to cost?"

Railways general manager Dr J G H Loubser put it the other way when he addressed the Federal Consultative Council of the SAR & H Staff Association in Johannesburg last night.

"The Government is subsidising us with R241-million but we have saved R200-million over our previous deficit by greater productivity."

The supertrain the lady talked about and the productivity Dr Loubser mentioned could both describe the R2 000-million "new generation" plans taking South Africa into 21st century rail travel.

But as top railways engineers explained this

week, desperation is the name of the game played to evade the bogey behind it all — liquid fuel shortage.

Assistant general manager (Operations) Mr H A Loots said "The philosophy behind the new generation trains is quite simply the necessity to move more passengers on each train as demands on public transport increase."

Priorities have been to increase the income for each passenger-kilometre on the mainline and suburban systems and "to reduce the cost for each ton-kilometre" on the goods traffic.

To do this emphasis has been put on lighter, longer and faster mainline coaches while at the same time increasing comfort.

First class coaches are to carry almost 20 percent more passengers as a result, second class just under 10 percent and third class just over 10 percent.

An estimated 20 000 passengers will be carried daily on high density lines such as those from Soweto to Johannesburg, involving an increase in fare takings at present rate of almost R6-million every year.

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Mr Herbert Scheffel with a model of his own invention, the Scheffel bogie, with which the South African Railways are to take their trains into the 21st century. Mr Scheffel, a German immigrant, has moved into the forefront of world railway engineering through his invention. He lives in Pretoria.

Immigrant key to bullet trains

As the era of the "bullet" train fast approaches in South Africa with speeds of 180 km/h foreseen by the 1990s and 200 km/h attained under tests, the name coupled with this achievement in railway history books will be Herbert Scheffel.

Since the mid-1970s his invention, the Scheffel bogie, has been hailed as the common denominator of high speed rail transport progress throughout the world.

And Herbert Scheffel, now assistant chief mechanical engineer (design and development) of the South African Railways and Harbours, is the link between past and future South African rail travel.

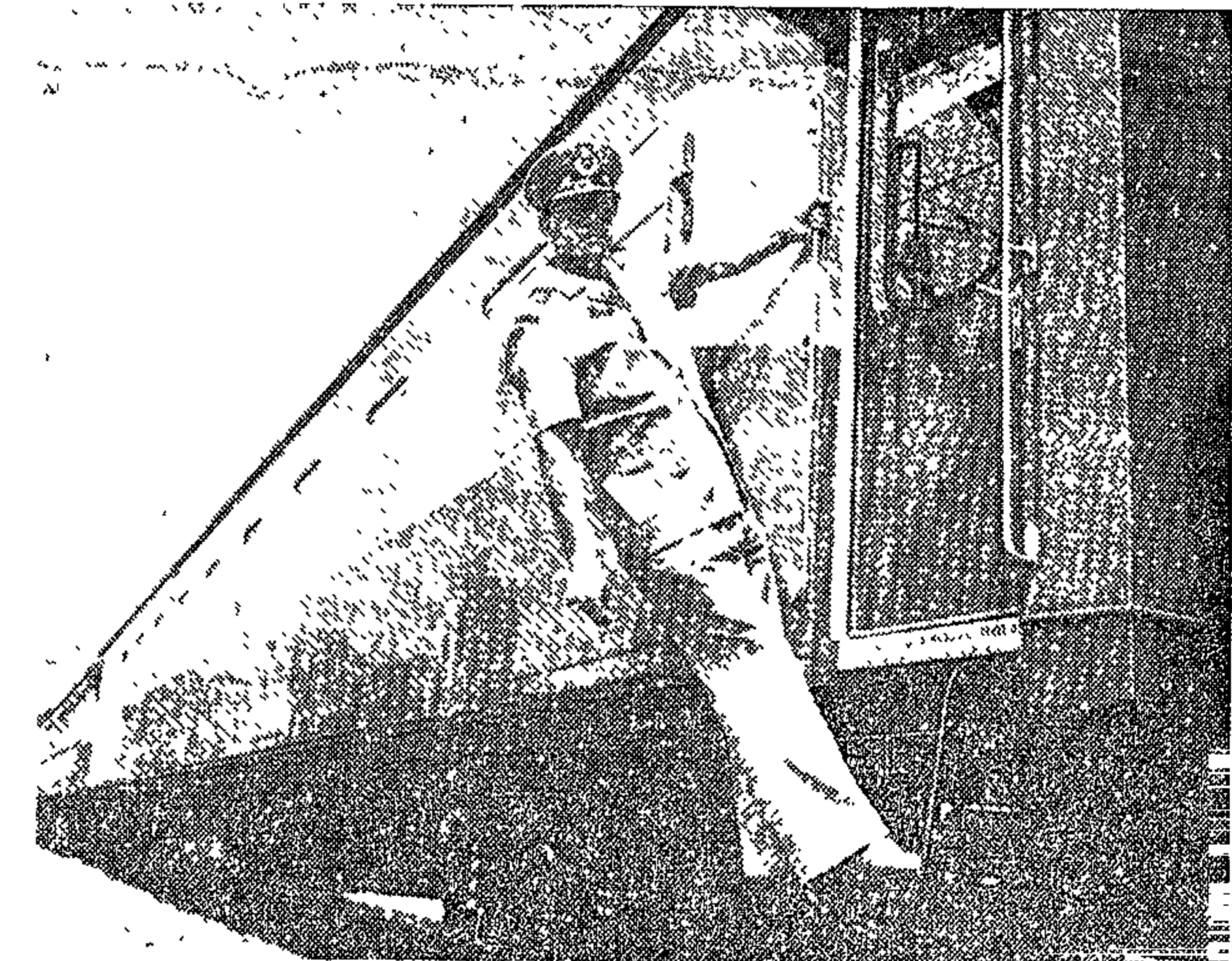
Speaking from his Pretoria home yesterday he said: "The bogie has been fully developed for high speed goods wagons and the next stage in development is for the mainline passenger coaches."

AXLE TRACTION

He was talking about the "new generation," R2 000 - million "scrap everything and start from scratch" plans announced yesterday by SAR and H General Manager, Mr J G H Loubser.

Part of the plans involve developing mainline passenger travel speeds to 180 km/h by the 1990s and suburban train speeds to 150 km/h. Prototypes for revolutionised "new generation" trains have been tendered which will eventually use motorised axle traction instead of the present front motor coach.

Mr Scheffel said: "The development of these motorised axles has not even



Mr Gert van Niekerk at the Braamfontein marshalling yard with one of the new third-class coaches already delivered for service. Seventy-six are now in use and an ultimate 900 first, second and third-class coaches have been ordered or are to be tendered for.

started."

Asked if the future design could incorporate principles used in his Scheffel bogie he said this was possible "later."

The implications of these principles for travel in this country are vast. Commuters will be able to get from Pretoria to Johannesburg in less than half the time it takes now. Cape Town would be only eight hours away and Durban only about three hours' travel.

Assistant General Manager (Operating), Mr H A Loots, explained that the bogie also reduces wear and tear on the actual

"The saving on money, energy and steel is considerable, because the bogie extends average wheel life as well as reducing the risk of derailment."

He said the old wheel systems were mounted on rigid axles. The Scheffel bogie provides self-centring and self-stabilising automatic adjustment during travel, making it safer on bends and at high speeds.

All goods wagons taken into South African service since 1977 have been fitted with the Scheffel bogie.

Mr Scheffel is a German

in South Africa for 26 years. His invention brought him from backstage obscurity into the forefront of world railway engineering.

Several countries have shown an interest in the bogie since its introduction, principally the US where licences for its manufacture have been taken out, and West Germany.

Transporting of coal on the Richards Bay line and iron ore on the Sishen-Saldanha line is expected to double in capacity within the immediate future, thanks mainly to the

STAR 7/3/80

Paying for fast trains

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Rail tariff increases announced this week by the Minister of Transport, Mr Heunis, have nothing to do with the multimillion-rand plans to launch South African Railways into the 21st century.

Dr J G H Loubser, general manager of the Railways, was commenting on a report in The Star yesterday about plans for trains that will cut rail journey times by about half.

Dr Loubser said part of the R2 000-million was

included in the present budget and the balance would be requested when needed.

"The present tariff increases have nothing to do with this capital requirement," he said.

The information on which yesterday's Star article was based came from various top officials in the SAR and was attributed to Dr Loubser.

The multidisciplinary team referred to in the article as being briefed by the rail chief to rebuild the country's rail services has in fact been meeting over a period to study suburban services.

SPOORWEE DRUK INFLASIE HOËR

RAPPORT 9/3/80

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Deur ALPHONS DU TOIT

VANJAAR se Spoorwegbegroting gaan beslis inflasionistiese uitwerkings tot gevolg hê. Sommige van dié uitwerkings kan egter tot 'n minimum beperk word, indien die Minister van Finansies gepaste belastingverlagings in sy Begroting voorstel.

Dit is die gevolgtrekking van die Randse Afrikaanse Universiteit wat, in opdrag van ASSOCOM, 'n voorlopige ontleding van die Minister van Vervoer, mnr. Chris Heunis, se begroting gemaak het.

Indien sen. Horwood nie die belastingverlagings in sy Begroting insluit nie, sal die las van stygende pryse deur verbruikers gedra moet word.

En in dié geval sal dit die laer besoldigde deel van die bevolking wees wat die swaarste getref gaan word. RAU sê ook in sy ontleding dat die produktiwiteit in die dienste van die SAS op 'n bevredigende vlak gehandhaaf moet word, om te verseker dat soortgelyke tariefverhogings nie weer binnekort benodig word nie.

Volgens RAU sal die algehele uitwerking op die ekonomie nie te dramaties wees nie, al is die Spoorwegbegroting grotendeels inflasionisties van aard.

As die verbruikersprysindeks met die groothandelprysindeks en die algemene spoorwegtariefindeks vergelyk word, is dit duidelik dat laasgenoemde minder gestyg het in die afgelope tien jaar. Dit is egter ook waar dat die jongste tariefverhoging versnelde verhogings in sekere ander sektore tot gevolg mag hê.

Die RAU-ontleding sê dat die volle uitwerking van mnr. Heunis se begroting eers bekend sal wees nadat die Minister van

Finansies, sen. Owen Horwood, sy Begrotingsrede op 26 Maart gelewer het. Dit is te hope dat ná 26 Maart die implikasies van die spoorwegbegroting meer gunstig en minder skrikwekkend sal vertoon ná 26 Maart.

Een van die ernstigste gevolge van die Heunis-begroting, sê RAU, is die verhoging in binnelandse lugtariewe. Voor hierdie verhoging was dit egter goedkoper om te vlieg as om per motor te ry.

Maar die jongste verhogings in binnelandse vliegkaartjies (20 persent) het die situasie drasties verander. Dit sal nou duurder wees om te vlieg as om jou motor te gebruik — mits 'n minimum van twee mense die reis per motor onderneem.

En dit, kan die toekomstige reispatroon veral oor korter afstande soos b y v o o r b e e l d , Johannesburg-Durban en

J o h a n n e s b u r g - Bloemfontein ernstig beïnvloed.

Dit kan verwag word dat al hoe meer mense hul motors oor dié afstande sal gebruik, veral as in ag geneem word dat in spits-tye die lugdiens reeds vol is.

Daar is 'n teenstrydigheid te bespeur as daar in ag geneem word dat die SAL 'n aantal nuwe Boeing 737-stralers bestel het, spesifiek vir gebruik op binnelandse roetes.

Die verhoogde tariewe ten opsigte van die vervoer van petrol en diesel het kommer in die ontleding gewek.

„Wie gaan hiervoor betaal?” vra RAU. Sommige kostestygings word reeds deur die Minister van Finansies gedra. As dit nie weer gebeur nie, is 'n verdere styging in die prys van petrol en diesel blykbaar onafwendbaar.

Die verhoogde tariewe

ten opsigte van die vervoer van lewende hawe gaan beslis vleispryse opjaag en hierdie las sal ook op die skouers van die verbruikers val.

Volgens RAU is die gemiddelde styging in spoortariewe 13 persent. Dis sal noodgedwonge tot prysstygings lei, veral in gevalle waar laer winsgrense reeds van toepassing is. Vervoer, sê RAU, is die grootste enkel kostefaktor in die finale prys van goedere ná arbeidskoste — wat ook deur vervoerkoste beïnvloed word.

Die ontleding sê dat tariefaanpassings onvermydelik was, veral aangesien die laaste verhoging in 1978 plaasgevind het.

Volgens RAU sal die Heunis-begroting 'n stygende uitwerking van 0,9 persent op die bruto binnelandse produk hê en die inflasiekoers sal dus met minder as een persent styg.

COLOUR BARRIER CONFUSION AT STATION

By NORMAN WEST

FOR FIRST CLASS train commuters, apartheid is "dead" on the Cape Town railway station — provided you're white or a fair-skinned coloured.

But if the ticket kiosk clerk's instant racial assessment is that you're too dark-skinned, you are turned away and told to take a 10-minute detour upstairs, across the station deck, across a cat-park and down to the non-whites' side.

In all probability, you would, by now, have missed your train and could be drenched if it's raining, for the walk is uncovered.

Complaints

That's the official policy, a Railways spokesman confirmed this week.

The Sunday Times received complaints from commuters who said that although there were no race restriction signs in the station concourse, blacks were still turned away from the Adderley Street-entrance kiosk, even though they were travelling first class.

If, however, you are already in possession of a first class ticket, no matter your colour, you won't be turned away at the ticket barrier.

Mr W J Seymour, assistant chief superintendent (commercial) of the SAR & H in the Western Cape, confirmed this after Mr Aubrey Arendse, a detailer draftsman with a Cape Town engineering consulting firm, had complained and called the whole state of affairs "weird".

Mr Seymour said: "The Adderley Street entrance to the station concourse is really for whites only, and so is the kiosk."

If a coloured person presents himself at the kiosk, he may be served or he may not be. Ticket issuing clerks are acting under strict instructions, and it could happen that he may direct a coloured commuter to his own side of the station, which has equal facilities for buying tickets, said Mr Seymour.

He confirmed that once a first class ticket holder presented his ticket at the barrier — no

matter his colour (or how he acquired it) — he was allowed to pass the barrier examiner, whose function is to let through all those with first class tickets without question.

A fair-skinned coloured woman, chief cashier at one of the branches of a national clothing store, told me this week of the many times she had seen people of darker hues being humiliated at the Adderley Street-entrance kiosk.

Because this entrance is more convenient, and since there are no apartheid signs, many people working in central Cape Town and on the city's Foreshore prefer to buy tickets there.

I often have to buy tickets for my darker-skinned colleagues. However, if the ticket-seller notices them, he refuses to sell me more than one ticket.

She said she also once saw her fair-skinned son, a teacher, being refused a ticket for his fiancée, a third-year student teacher, because the ticket-seller, thinking my son was white, said he could not buy a ticket for a coloured.

Mr Aubrey Arendse said both he and his wife were fair-skinned, although she was taller than him.

Disgusted

However, the other day I bought a ticket at the unmarked whites-only kiosk without a problem.

While waiting for my wife, I sat on a bench and watched in disgust as several darker coloureds were refused tickets. They were ordered to take the 10-minute walk to the non-white side.

I saw others, again, asking friendly whites to buy them tickets. With these they proceeded without hindrance through the barriers manned by white examiners.

WEST

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STUDIES
13100 REFERRED TO SPECIFICALLY
EXAMINATION REPORTS I FACILITY (PIS)

9/3/80
Sundays
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STATION
16-23211
13100

1	1025214	DAVID HARRY	1025214	14
2	077201P	ANDREWS	077201P	16
3	101148U	BASKIN	101148U	18
4	101875J	BRUSSE	101875J	20
5	11469		11469	22
6	11541		11541	24
7	111440		111440	26
8	10099		10099	28
9	09409		09409	30
10	11361		11361	32
11	10145		10145	34
12	10238		10238	36
13	09785		09785	38
14	10115		10115	40
15	09483		09483	42
16	11133		11133	44
17	10351		10351	46
18	10271		10271	48
19	10225		10225	50
20	03390		03390	52
21	10114		10114	54
22	11210		11210	56
23	11460		11460	58
24	13310		13310	60

269 9/3/80 Sund Time

Intriguing report gives pointers on Railway budget

THE "Minister of Inflation", Chris Heunis, otherwise known as the Minister of Transport, this week delivered what can only be described as a dull, predictable and — according to most economists — inflationary budget for the Railways.

All things considered, he could probably not have held down tariff hikes much more than he did. But it was uninspired stuff nevertheless.

Most of the details have already been widely publicised, but there remain a few intriguing points, not least as set out in a special preliminary analysis by the Rand Afrikaanse University (RAU), produced at the request of the Associated Chambers of Commerce, and released today.

The RAU report is typically cautious and carefully phrased to avoid rubbing raw nerves.

By STEPHEN ORPEN

But it contains a few figures which are helpful in quantifying and illustrating the inflationary impact of the budget.

For instance, one table compares the cost for two people of travelling by car over 1200 kms (to Durban and back), with extra en route expenses of R10, at a cost of 16,01c a km, against the cost of equivalent travel on a SA Airways domestic air route, before and after the budget increase in domestic airfares by 20% from April 1.

The motoring cost totals R202 compared with R168 for the air flight before the budget and R200 after the fare increase.

The report is relatively bland, in parts, about the inflationary impact of the budget. It argues, for instance, that the budget will increase the

Gross Domestic Product by 0,9% so that overall, the national inflation rate will be nudged up by less than 1%.

But: "With such a high rate of inflation (13%, which is the same as the average increase for goods conveyed by rail) as already exists, it is certainly not going to be beneficial to anyone concerned," says the report.

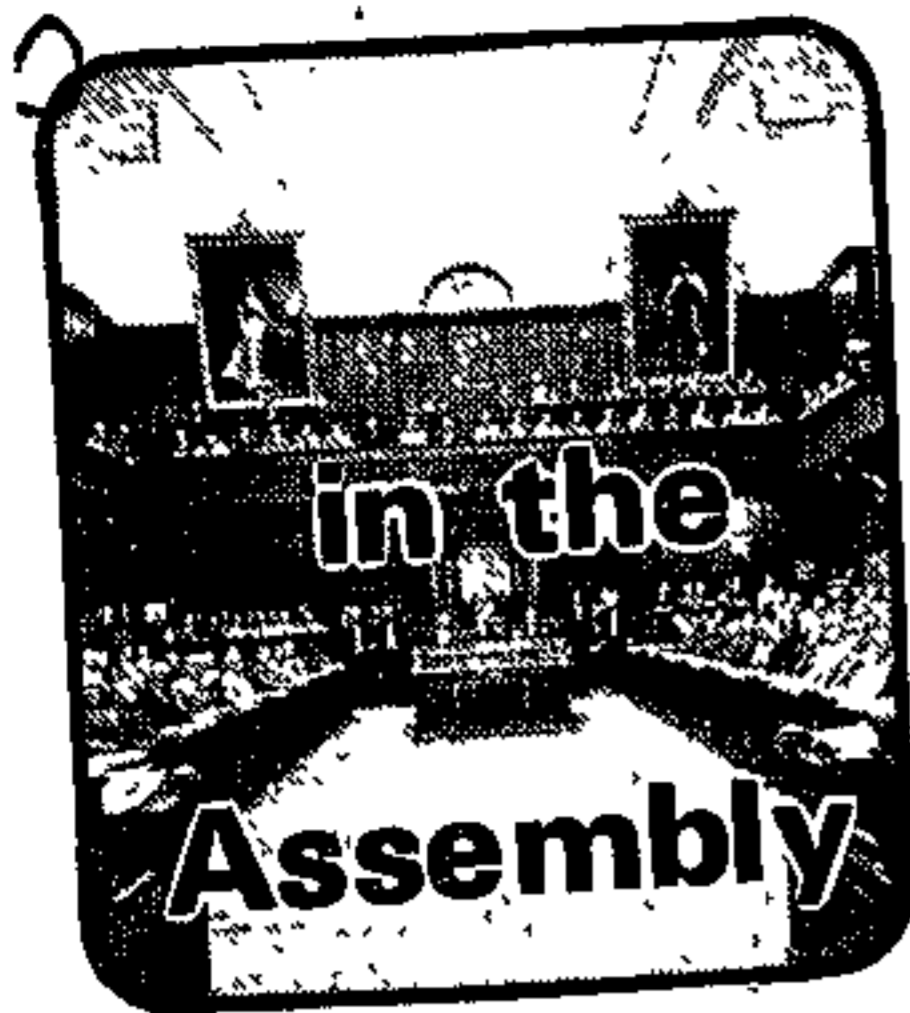
"The budget will certainly have inflationary results, but the overall economic consequences will not be dramatic.

"This can be seen by comparing the Consumer Price Index (CPI) and the General Railway Tariff Index, with 1970 as the base year.

"Wholesale prices rose from 100 to 294,6 in 1979 and consumer prices from 100 to 243,4. The Railway tariffs climbed only from 100 to 231,8 in 1980."

STUD NO	SUPNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL	PAGE	
1025214	DAVID HARRY	HARRY DAVID	603702	RUBIN LAW & JURISPRUDENCE IUP	(57)	4	
077201P	ANDREWS	DAVID BRIAN	107301	ENGLISH III	(56)	4	
101148U	BASKIN	MELANIE ANN	114101	RELIGIOUS STUDIES I	(54)	5	
101875J	BRUSSE	PETER GRAHAM	004301	PSYCHOLOGY III	(52)	4	
11469				Y IIA (HALF COURSE)UP	(51)	4	
11541				LANGUAGES XHOSA II UP	(50)	4	
111440				Y IIA M204	(55)	4	
10099				Y ICS IB	(41)	5	
09409				Y IY III	(57)	4	
11361				AW II	(63)	4	
10145				Y IY I	(50)	4	
10238				INTENSIVE	(60)	4	
09785				Y A (HALF CRSE)	(63)	5	
10115				S III	ABS	5	
09483				I III	ABS	5	
11133				SCIENCE III	UP	(53)	4
10351				PRECIPIT OF MUSIC IABS		5	
10271				ROMAN-LIT & PHIL	3	(58)	5
10225				EN WEDERLANDS IIIF		5	
03390				I I (HALF CRSE)	F	(51)	4
10114				S I A (HALF CRSE)	F	(24)	4
11210				Y IIA M204	UP	(55)	4
11460					UP	(50)	4
13310						(67)	4

UICRT



Call for revised tariff structure

HOUSE OF ASSEMBLY. — A commission of inquiry should be appointed to look into, among other things, the differential tariff policy of the Railways, Mr Andre Van der Walt (NP Bellville) said.

Speaking during the second reading debate of the Railway budget, he said that while the economy had undergone wide-ranging structural changes over the years, the principles of tariff determinations had remained the same.

"There have been vast changes in the country's economic structure, its circumstances and its aims, yet the Railways tariff policy has remained the same — based on principles of years ago.

"Tariff decisions and determinations are not made in accordance with the free-market concept.

"The question we should now ask is whether this tariff policy has not become counter-productive to the attainment of our economic aims.

"If one of the country's economic objectives is growth, the Railways have to adapt to this objective and be a medium through which it can be obtained."

Mr Van der Walt said that high-tariff goods often had to be used to subsidize low-tariff goods, and this was wrong. Each should be run on its own.

He called for the rationalization of the differential-tariff policy and asked for the appointment of a commission to look into the question.

The commission, he said, could also look into the possible rationalization of the National Transport Commission and certain laws under which the Railways had to operate, some of which were old and had to be changed. — Sapa

SAR accused of 'skinning' the consumer

CAPL TINKS 11/3/80

HOUSE OF ASSEMBLY. — The Railways were "skinning" the consumer, Mr George Bartlett, the New Republic Party's chief spokesman on transport affairs, said yesterday, opposing the second reading of the Railway budget.

He moved an amendment calling on the House not to pass the second reading because the budget was not synchronized with the needs of the country's economy, because the tariff increases were inflationary and because the "excessively avaricious profit demands" of the SAR were retarding economic growth.

"One would have thought this budget would have been synchronized with the economic aims of defeating inflation and



Mr Bartlett

promoting growth, but this is not the case

"The tariff increases are among the highest ever budgeted and it is just a matter of time before another round of price hikes starts in the economy as a result of this budget."

Mr Bartlett welcomed the salary and pension increases for railway staff as necessary for their return to a reasonable standard of living, but added that even those were inflationary in the short term.

The Railways system of inflation accounting simply

meant paying today for tomorrow's inflation.

"Surely this creates inflation today. Governments are the cause of inflation. This Parliament will add one percent to the inflation rate in this country if we approve this budget."

The Minister of Transport Affairs, Mr Chris Heunis — "the Minister of Inflation", should have accepted that the Railways capital reserve was out of proportion.

"He is skinning the consumer of money he should have been spending on consumer goods."

The Railways, which were supposed to be a non-profit organization, had last year shown a loss of R136m, but had at the same time put R176m into its revenue reserve account.

Hundreds of thousands of rands had been bled from the consumer and had gone into the pockets of the Railways reserve funds.

By the end of last year the funds had stood at R2 082m.

The SAR should have examined ways of reducing costs without increasing tariffs.

"I believe this could have been done and I'm prepared to say South Africa's high rate of inflation is basically due to high government spending."

Containing inflation meant leaving as much money as possible in the pockets of the people who earned it.

"If wages and profits do not increase in real terms there is no real increase in consumption and there can be no real growth."

"The government is bleeding off so much that it is retarding growth, at a time when the country is awash with money."

— Sapa

SAR 'lost a chance'

HOUSE OF ASSEMBLY. — A unique opportunity to encourage the recent trend to a greater use of public transport had been lost by the increased rail and air tariffs announced in the Railway budget, Mr Tiaan van der Merwe (PFP Green Point) said.

The increased petrol prices of the past few years had led to a greater use of public transport, particularly air transport. However, the recent rail and air fare increases could well reverse this trend.

"The minister probably has a number of reasons why he thinks the increase in air fares is necessary, but I suggest that he and the administration take close look at those aspects of SAA's service that can be

"Just one such element is the provision of meals and drinks on board. Not only must the food cost a substantial amount, but if the service can be eliminated the staff can be cut by half which may well mean an even bigger saving." — Sapa

BUSINESS

113100 DD (269) (103)

Bufftim relisted

JOHANNESBURG — The listing of the shares of Buffalo Timber and Hardware Company suspended at the request of the company on February 13, were reinstated by the JSE yesterday.

In a joint announcement by Industrial Investment Company and Buffalo it was stated minority shareholders will receive 155c in cash for every Buffalo ordinary share and 120c in cash for every 5.5 per cent cumulative preference share of R2 in Buffalo.

Ordinary shareholders registered on April 11, 1980 will be entitled to the interim dividend of 2c a share payable on April 18, 1980 — SAPA.

Sugar prices

LONDON — The London daily sugar price (in sterling) per tonne CIF UK Basis Raw 230,00 white 260,00 — SAPA-RNS

Transkei Air's record month

EAST LONDON — February marked Transkei Airways' most successful month since its inception three years ago

The Transkei national carrier carried a total of 950 passengers between Umtata and the Witwatersrand, reflecting a 48 per cent increase over February, 1979 and the 8 000 kg of freight represents a mammoth 492 per cent jump over the same period

The airline earned more than R85 000 in revenue — an 86 per cent increase over the previous February.

Managing director Maurice Pike attributes the staggering statistics to public awareness of the new and much bigger jet-prop aircraft which is easi-

ly able to cope with passenger and freight demands on its daily run between Jan Smuts Airport and K. D. Matanzima Airport

"There are many encouraging signs that travel and freight agents are realising the tremendous benefits of a direct service, rather than the old round-about routes using either East London or Durban as transfer points," he said

"At this rate we expect to carry 100 000 kg of freight this year."

The 40-seat Hawker Siddeley 748 aircraft is due for a retro-fit late this year, which will result in a further boost to the airline's performance. — DDR

Metal exchange

LONDON — Closing prices (in sterling) on the London Metal Exchange

Copper bars: Easier 8775 tonnes Cash 1074,00 1078, Three months 1093,5 1094,5 Settlement 1076

Cathodes: Easier 325 tonnes Cash 1036 1038, Three months 1086 1087, Settlement 1038

Tin (Standard): Steady at lower levels 1030 tonnes, Cash 8130 8140, Three months 8170 8180 Settlement 8140

Tin (High Grade): Idle nil Cash 8130 8140, Three months 8170 8180, Settlement 8140

Lead: Easier 8875 tonnes Cash 515 520, three months 453 454, Settlement 520

Zinc: Easy 3200 tonnes Cash 331 333, three months 343 344, Settlement 333

Silver: Easier 59 tonnes Cash 1350 1360, three months 1395 1405, Settlement 1360

Aluminium: Weak 9325 tonnes Cash 820 831, three months 848 849, Settlement 831

Nickel: Easier 786 tonnes Cash 3085 3090, three months 3185 3190, Settlement 3090 — SAPA-RNS

Gold prices

LONDON — Closing gold prices (in United States dollars per troy ounce) yesterday were London 586 50, Paris 605 71, Frankfurt 600 53, Zurich 593 50, Hong Kong 608 69 — SAPA AP

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Inflation Under fire

269
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**Railways
blasted
for
'skinning
consumer'
over reserve funds**

CAPE TOWN — The Railways budget ran into a two-pronged attack in Parliament yesterday, with Transport Minister Chris Heunis being dubbed the 'Minister of Inflation'.

The opening shot came from Mr George Bartlett, the New Republic Party's chief spokesman on transport affairs, who accused the Railways of skinning the consumer.

He opposed the budget because it was not synchronised with the needs of the country's economy, because the tariff increases were inflationary, and because the 'excessively avaricious profit demands' of the SAR were retarding economic growth.

'One would have thought this budget would have been synchronised with the economic aims of defeating inflation and promoting growth, but this is not the case.

The tariff increases are among the highest ever, and it is just a matter of time before another round of price hikes starts in the economy as a result of this budget.

He welcomed the salary and pension increases for Railways staff as necessary for their return to a reasonable standard of living, but added that even those were inflationary in the short term.

The Railways' system of inflation accounting simply meant paying today for tomorrow's inflation.

'Surely this creates infla-

tion today. Governments are the cause of inflation. This Parliament will add 1 percent to the inflation rate in this country if we approve this budget.

Mr Heunis, the Minister of Inflation, should have accepted that the Railways' capital reserve was out of proportion.

The second attack came from Mr Rupert Lorimer (PFP, Orange Grove) who said the Government appeared to have given up the fight against inflation.

Tariff increases would aggravate the inflationary spiral and inhibit economic growth, adversely affecting the living standards of all South Africans.

He said a study by the Rand Afrikaans University, for the Association of Chambers of Commerce, predicted that the rail tariff increases would add 0.9 percent to the cost of the country's gross domestic policy. — (Sapa)

Public spurs new shift in Jomet plans

266
269
RDM
11/3/80

By GRAHAM BROWN
City Editor

MORE emphasis on public transport and on preserving the Reef's open spaces is being included in the 20-year Jomet plan for the inner Witwatersrand.

The change in emphasis follows last year's public involvement blitz, in which residents and professional groups were asked to state their preferences on several land use and transport alternatives.

Mr Joe Exter of the Johannesburg Metropolitan Transport Advisory Board (MTAB), said yesterday that two new transport strategies had been adopted.

Both advocate a mix of the corridor and nodal land use strategies discussed at length last year, with emphasis either on buses and trains — including a rapid rail system — or on buses only.

These two strategies are now being studied in detail to work out exactly where development will take place.

Last year the Jomet planners recommended a corridor strategy in which work places and higher residential densities — flats, townhouses and duplexes — would be concentrated along broad strips of land well-served by public transport.

The shift in emphasis towards the nodal strategy — groups of business areas surrounded by high-density housing — is a victory for Randburg's town centre, which is now recognised as a future growth point.

It also means the development of the Liefde and Vrede area, south-west of Mulbarton, as a new centre of shops, offices and high-density housing.

The strong feeling for preservation of open spaces that emerged during last year's public Jomet meetings has also spurred the preparation by the Jomet planners of a list of environmental features that should be treated with special care.

The report will be released soon.

According to the leader of the Jomet planning team, Mr Tony Marsh, it stresses the need to preserve Johannesburg's streams and ridges, and other features such as Roodepoort's kloofs, Germiston Lake, the Klip River area and the koppies south of Johannesburg.

The Johannesburg Metropolitan Action Group (Jomag) chairman, Mr Geoff Simpson, said Mr Exter's statement was "a fulfilment of Jomet's promise that it would listen to what

the public had to say".

But Jomag's secretary, Mr Conrad Berge, warned that Jomag, which represents 25 residents' associations, was still waiting for a reply to several questions put to the City Engineer, Mr Eric Hall.

Jomag wanted assurances that:

- High density housing would stem from detailed planning, not just from rezonings which could suddenly, for example, allow a block of flats to spring up alongside long-established houses;

- Developments would stress the importance of family life, a "good street quality" and proper parking facilities — to avoid, for example, unsightly parking areas in front of flat blocks;

- Thorough justifications would be made for any new major roads, instead of the usual "simple obedience" to provincial road planners;

- An annual budget would be produced each year showing clearly how much was being spent on roads and how much on public transport — preventing a creeping bias towards the privately-owned car; and that

- City councillors would be brought back into Jomet planning to act as effective links between residents and officials.

Heunis: ²⁶⁹ why it's ^{RDM} a good ^{13/3/80} budget

THE ASSEMBLY. — The Railway Budget would not have an adverse effect on economic growth, the Minister of Transport Affairs, Mr Chris Heunis, said yesterday.

Replying to the debate on the Second Reading of the Railway Budget — criticised by Opposition speakers as inflationary — Mr Heunis said he believed it reflected the Government's confidence in the economy.

"Notwithstanding the criticism, I submit that the relatively small tariff increases will not have a severe retarding effect on the predicted growth rate for this year.

"And the concessions to railway workers will in fact stimulate growth by making more money available for consumer spending."

Adequate transport services were a prerequisite for economic growth, he said.

The major part of the Railway Budget would flow directly or indirectly into the South African economy.

"This will not only stimulate the economy, but should lead to increased fixed investment in industry and, in turn, to the creation of more job opportunities."

The Railways would itself create some 5 000 more jobs this year.

Mr Heunis said railway costs had increased dramatically since the last increase in tariffs, in 1978. By absorbing those costs the Railways had made a major contribution to curbing inflation. — Sapa.

UJCT

① BRADFORD, H J

ECONOMIC HIST. HONS 180%

DEAN

REGISTRAR (ACADEMIC)

* TOTAL NUMBER OF STUDENTS 2

STUD NO	SURNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL	17000
101795X	PREATER	SHEILA JOSEPHINE HOWARD	105703	LATIN HONOURS	2+	(70)
1207760	HUMIN	VIVIANNE	109701	HEHE / HONOURS	3	4
						1207760

EXAMINATION RESULTS IN FACULTY ARTS

AS AT 29 02 80

PAGE 1

17000

58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

Snag when you buy a ticket

Political Staff

HOUSE OF ASSEMBLY — Mr Colin Eglin (PEP Sea Point) yesterday called on the Minister of Transport Affairs, Mr Chris Heunis, to state publicly whether there was apartheid on the main Cape Town railway station in Adderley Street.

Speaking at the committee stage of the Railways budget, Mr Eglin said the apartheid boards had come down, but with a degree of hypocrisy.

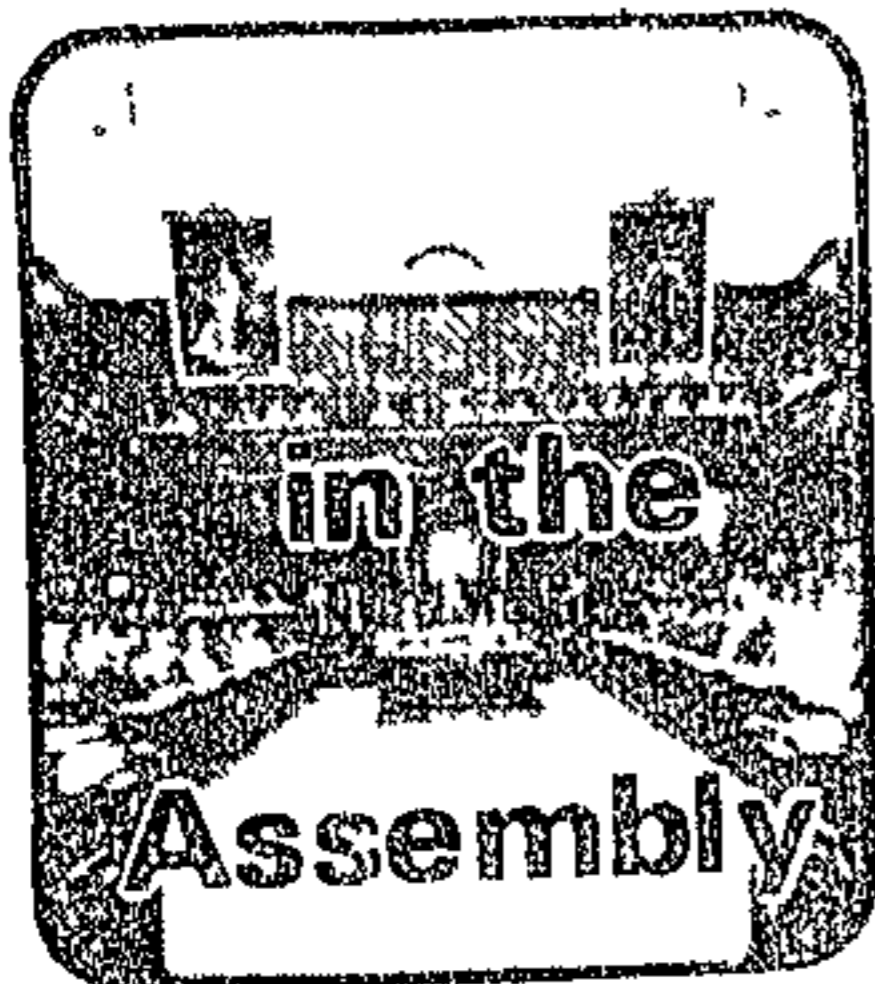
Although anyone with a first class ticket could use the Adderley Street side of the station to

board the train, problems arose when one actually tried to purchase one's ticket.

"If you are a white you have no problem, if you are a light-skinned coloured you have no problem but if you are a dark-skinned coloured you run the risk of being told to buy your ticket on the other side of the station."

Mr Eglin also called on Mr Heunis to announce when the Mitchells Plain railway line would be opened to the public and what the fares would be. It was costing Mitchells Plain residents R2 a day to get to work by bus at present.

The South African Railways and Harbours Appropriation Bill came under committee-stage discussion in the House of Assembly yesterday.



Blues on the train

HOUSE OF ASSEMBLY — Consideration should be given to the installation of press-button service bells in compartments of main-line passenger trains, the same as on the Blue Train, Mr Frank le Roux (NP Hercules) said.

Mr Le Roux said he had received complaints of passengers being inconvenienced by train service staff who opened compartment doors immediately after one quick knock on the door.

"Can't press button service bells be installed on main-line passenger trains the same as on the Blue Train, for use when service is required?"

The Minister of Transport Affairs, Mr Chris Heunis should study this suggestion — Sapa



SAR building middle class

HOUSE OF ASSEMBLY — The salary increases announced by the Minister of Transport Affairs, Mr Chris Heunis for railway employees were part of a success story, Mr A T van der Walt (NP Bellville) said.

Speaking in committee on the Railways and Harbours Appropriation Bill, he said the increases would also serve the important purpose of building a solid middle class among coloured and black people.

This was of paramount importance to South Africa and the Railways had to be congratulated for the role they were playing in achieving it. Sapa



Page pleads for La Mercy

HOUSE OF ASSEMBLY. — Funds must be obtained for airports and airport facilities as the South African Airways could be only as good as the airports provided for it, Mr Brian Page (NRP Umhlanga) said here yesterday.

He was speaking during the committee stage discussion of the South African Railways and Harbours Appropriation Bill during which members raised questions concerning their constituencies with the Minister of Transport Affairs.

Mr Page said that situation at Louis Botha Airport, Durban was becoming chaotic and his latest information was that the La Mercy international airport would be finished only by 1995 if this completion depended on the availability of funds. They had to be set aside for it.

Mr Dean van der Merwe (NP Rissik) said the minister should look at the overcrowding and crime rate at stations such as Lottus in his constituency.

Mr Al Widman (PEP Hillbrow) asked the minister to undertake regular surveys of the number of passengers commuting to Soweto and to provide them with more police protection on trains.

Opposition spokesmen had no right to call Mr Heunis the Minister of Inflation and the last of the big spenders, simply because he had had to put up the oil price last year when he was Minister of Economic Affairs, said Mr Adrian Vlok of Verwoerdburg (NP). That increase was not of the



Clockwise: Mr Page, Mr Widman, Mr Vlok, Mr Van Rensburg

minister's doing. It was unavoidable and the oil price was now responsible for the largest slice of increased costs on the Railways.

Mr H J M Spoor van Rensburg (NP Rosettenville) urged the minister to return the Drakenberg Express, the former Blue Train to its traditional run through the Karoo to Cape Town as the new Blue Train was constantly full.

The minister should also tell Parliament what had happened to the White Train and whether

it could not be returned to service.

Mr Andrew P'apei (NRP Durban Central) pleaded for the preservation of Durban's historic station as part of the SOS (Save our Station campaign), and said he realized the limitations of the SAR on the question.

He acknowledged that it was not actually the Administration's concern as they were due to pass on the land to Durban City Council as vacant land and had, generously, offered to pay over an estimated R25 000. It would have cost to demolish the building should the council accept the building.

However, he felt the Railways could perhaps consider increasing the amount as it would have spent considerably more in upkeep had there been no demolition prospects.

Mr P J Badenhorst (NP Oudtshoorn) asked the minister not to simply close rail trajectories to the platteland.

In modern times the accent had to be on speed and efficiency and better and shorter rail links had to be investigated, especially in the Southern Cape.

"Give us a service that will get our products to the market as fast as possible," he said — Sapa



Danger on way to beach

Political Staff

HOUSE OF ASSEMBLY — Mr John Wiley (SAP Simonstown) appealed to Mr Heunis to insist that Cape Town City Council provide off-street parking between Muizenberg and Clovelly railway stations.

Speaking in the committee stage of the Railways budget, Mr Wiley said the Main Road between Muizenberg and Simonstown passed several

popular beaches, carried heavy traffic and caused appalling congestion.

Accidents occurred, lives had been lost and cars parked on the main road were damaged frequently.

Negotiations had taken place between the Railways and the City Council for the acquisition of a piece of surplus railway land between Muizenberg and Clovelly stations. If the Rail-

ways had decided to make the land available, the minister should see to it that the council used it for off-street parking.

He also called on the Railways to eliminate dangerous level crossings between Steenberg and Muizenberg and to provide access by bridge across the railway line between the Main Road and Kalk Bay harbour.

STU13-9

15016 B.A./LL.3.

STUD NO	SURNAME	FIRST NAMES	G
153982X	SIRACHAN	ANDREW KENNETH	10
1565290	VISSEK	VIVIEN ELIZABETH	11
153547Z	MAINE	VINCENT CHARLES	10
156838B	ZACHERL	SAMUEL RUTH	10
157915X	ZACKON	JEFFREY	10

* TOTAL NUMBER OF STUDENTS 30

DEAN

Whites only: 30 kicked out

269 Post 14/3/80

ABOUT 30 black train commuters who overflowed into a white compartment of a North Coast train at the Durban Central station this week were ejected from the coach by a policeman and the ticket examiner.

The incident took place after passengers packed the 5.40 pm North Coast train following the cancellation of the 5.02 pm and the 5.23 pm trains.

The three trains and another 19 were delayed following a "signal failure" between Greyville and Durban which lasted between 4.50 pm and 5.40 pm.

One of the commuters, Mr Kandasamy "Pat" Nardoo of Verulam, said that because of the cancellation of the two North Coast trains all the passengers packed the 5.40 pm train like sardines. He said all the coaches were congested and there was no place to move.

"About 30 of us moved to the white coach in which there were about 15 white passengers. The ticket examiner arrived immediately and said: "All you Indians move to the third class. This coach is for whites only."

"We told him that if he found place for us in the black compartments then we would be pre-

pared to move. But he instead called in the police.

"The policeman refused to listen to our plight and ordered us to move out. While some of us jumped off the train he began moving," said Mr Nardoo.

Reacting, Mr G S Cotes of the system operating department said yesterday that 22 trains were delayed on Wednesday because of a "signal failure".

He said problems were being experienced because of breakdowns, power failures and the construction of the new Durban Station.

He said he could not comment about the ejection of the black commuters from the white coach because that does not fall under my department."

RAILWAYS BUDGET

269 FM 14/3/80

The bad news behind it

The distressing aspect of the Railways budget is that the tariff increases were almost entirely because of salary and wage rises. There is no good news in that. It's all bad.

On average, the white staff received nearly 13% more and no doubt the blacks got a relatively higher increase. And this was after a 10% wage rise last April. Nor were these rises tied directly to any increased productivity deal.

Wage rises are consuming R285m against a shortfall between revenue and expenditure of R357m.

Moreover, not only is expenditure some 16% above last year's revised estimates, but 23% higher than last year's original estimate — both should be seen against an inflation rate of 13%.

This underlines the point made by the FM on February 29 that total public sector expenditure is sometimes higher than that indicated in the Treasury's Budget, which are transfers only from the State Revenue Fund, of which Railways spending forms only a small part.

There is all the more reason therefore, for Finance Minister Owen Horwood later this month to hold his expenditure from the State Revenue Fund to what it was a year ago.

Nor does Railways Minister Chris Heunis appear to be taking much notice of the Prime Minister's efforts to reduce government involvement in the economy and contract the public service.

There was no indication in his budget that Railways had plans to hand back to private enterprise some of its trading undertakings, especially in the area of road transportation.

So far as staff are concerned, Heunis plans to increase it by 2% by creating about 5 000 additional jobs. Higher wages could be justified if they went hand in

hand with staff reductions, but to increase wages and staff is unlikely to lead to rising employee productivity.

If Heunis's first Railways budget is an indication of what Horwood has in store, then government's financial discipline is



Heunis . . . fuelling inflation

something of the past and prices are going to rise fast this year.

It certainly makes next week's Post Office budget all the more important as an indicator of government financial policy.

Finally, it looks as if Heunis has reversed the trend of recent years during which it became clear that the Railways was becoming a more efficient and less political public undertaking.

DEBENTURES

Last week's table listing debenture issues this year (*Current Affairs*) incorrectly gave the amount raised for General Errection as R4m. The issue was for R5m. In addition, Tiger Oats' R10m issue placed by UAL in January was not listed. The loan carried an all-in rate of 10,92% with an average life of 15,5 years. UAL and the Board of Executors have recently completed a R6m debenture issue for Foschini at an all-in rate of 11,07%, with an average life of 15 years and three months.

31 33 35 37 39 41 43 45 47 49 51 53 55

18/3/80

Commerce urges

State spending

Own Correspondent

LARGE, but selective, increases in government spending in this month's Budget are urged by the Johannesburg Chamber of Commerce.

Mr W S Yeoward, the JCC president, said at the half-yearly general meeting "A significant vote must go into areas such as urban renewal, education, and housing. There will be the funds for this, so there is no excuse for non-delivery

"The realization of some expectations is necessary for ongoing stability in South Africa. The black population are watching events closely, so also are our friends overseas

Mr Yeoward suggested that the Budget might also include bigger transport subsidies for blacks.

"An Assoccom delegation saw the Minister of Transport in December and recorded the business community's concern about the phenomena of bus boycotts and social unrest which accompanied recent increases in black bus fares in certain areas.

"The delegation told the minister that in Assoccom's view existing levies on commerce and industry must be phased out, that increases in fares

ought to be gradual and that in the short-term fare subsidies should be met from the consolidated revenue fund — that is, by all taxpayers.

"We understand that this proposed approach has found some favour in official circles"

Mr Yeoward said that the JCC welcomed the government's new commitment to the free market, but believed there were areas where this was not being fulfilled.

"A classic example is the new import control policy announced in December last year.

Importers are now faced with less flexibility and more restrictions. In fact, the new system amounts to a form of commodity control which is totally unacceptable.

"Similarly some of the exchange control procedures recently introduced not only place an additional administrative burden on business, but are seen as a tightening up of controls contrary to the De Kock Commission recommendations

generation. In most cases coal together with uranium will provide the energy for the future growth of world electricity supplies.

This increased demand for coal has resulted in an improvement in coal prices although a large percentage of the increased delivered price has been absorbed in dramatically increased shipping rates which in many cases have doubled over 1978 rates. Although the price improvement is welcomed it is clear that further real advances in pricing will be necessary to enable new mines to be brought into production world wide to meet the increasing

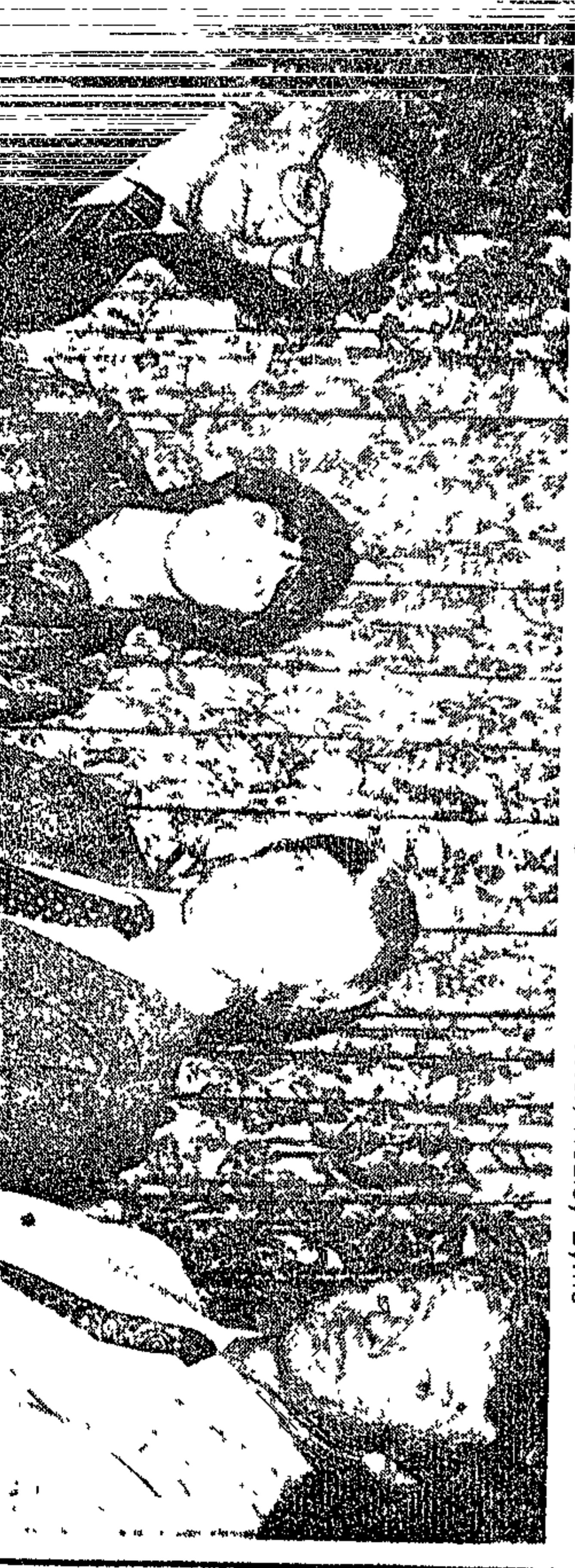


Top level retail advertising seminars in City

A series of top level retail advertising seminars are being held in Cape Town by the Cape Times. The seminars are being led by two international advertising experts, Mr E Lawrence Goodman, vice-president, department store sales of the United States' Newspaper Advertising Bureau, and Mr Stephen J van Osten, vice-president, retail sales programmes of the Newspaper Advertising Bureau

The seminars are designed to assist retailers and deal with store positioning, budgeting, planning, creative advertising and copy and layout. Attending the first of the seminars at the Newlands Hotel yesterday were (above) Mr Goodman, Mr Ian Adamson, general manager of Stuttafords, Mr Derek Vosloo, account director Hedley Byrne, and Mr John Barry, regional general manager for Pick 'n Pay. In front is Mrs Michelle Harris, advertising manager of the Market Cars group

Below Mr Van Osten, Mrs Janet Henning, advertising manager, Kenilworth Centre, Mr Neil Gardner, manager of the Kenilworth Centre, and Mr Peter Mockridge, account director, Hedley Byrne



STUI3-9 EXAMINATION RESULTS IN FACULTY ARTS
 13010 BACHELOR OF ARTS YEAR : 1

PAGE 5

AS AT 29 02 80

SYMBOL

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DESCRIPTION

COURSE

FIRST NAMES

SURNAME

STUD NO

159454V

MCCARTHY

MELISSA JANE

159454V

1

MATHEMATICS IA

911102

ANNETTE ELISABETH INGRID

MERL

MERCURIO

GIANCARLO

1557470

MICHAELS

KAREN

158469Z

MITCHELL

JANE

MORRIS

157815W

118101

CULTURAL HISTORY OF W.E. I

CATHERINE MARIA

150180P

MORT

MELISSA RUTH PRINCE

150783V

MULLER

SUSAN FLORENCE

ESTELLE

157521U

MURRAY

MUGAMAT TOYER

JENNIFER ANNE

137983G

107101

ENGLISH I (PRE-1980)

NAKIDIEN

NASH

155924H

MELHAM

JENNIFER ANN

HANSJURG

SHIRLEY ANNE

RICHARD

154187V

PARERSON

IAN JAMES STEWART

DESIRE SHIRLEY

156134L

905104

CHEMISTRY IM

FREDI CHRISTIAN

154154L

POIGIETEN

FELICITY ANGELA

135406G

PRITCHARD

ROBERT STEPHEN

115102

FRENCH INTENSIVE

115103

ITALIAN INTENSIVE

Plea for handicapped

HOUSE OF ASSEMBLY — A plea for subsidizing air tickets for handicapped children was made by Mr J J Niemann of Kimberley South

Mr Niemann (NP) said during the committee stage of the Railway budget that transporting the children would be cheaper to the state if they received free air tickets

They travelled all over the country by train at great discomfort to themselves and invariably needed someone to look after them on the journeys to and from the institutions or schools they attended

Long train journey for handicapped children exposed them to the danger of complications setting in en route. This danger was largely eliminated by the short duration of a flight

Children in wheelchairs travelled free regularly over long distances on the railways and the state would probably save by having them travel free on the airways. This would generally reduce the cost burden on the state and decrease the hardship they suffered when travelling — Sapa

269
18/3/80

U.S.T.

(54)

F UP

(54)

FRENCH INTENSIVE

ITALIAN INTENSIVE

HISTORY I

CHEMISTRY IM

AFRIKAANS EN NEDERLANDS I

PSYCHOLOGY I

RELIGIOUS STUDIES I

POLITICAL SCIENCE I

MATHEMATICS I - M102

PSYCHOLOGY I

FRENCH INTENSIVE

ENGLISH I (PRE-1980)

HISTORY I

AFRIKAANS EN NEDERLANDS I

PSYCHOLOGY I

CHEMISTRY IM

FRENCH INTENSIVE

ITALIAN INTENSIVE

6 000 notices removed

HOUSE OF ASSEMBLY. — Separate development was not an aim in itself but its object was to eliminate friction between races, the Minister of Transport Affairs, Mr Chris Heunis, said.

Replying to the third reading debate on the Railways and Harbours Appropriation Bill, he said improvements created by the administration had made it possible to remove 6 000 noticeboards in recent years.

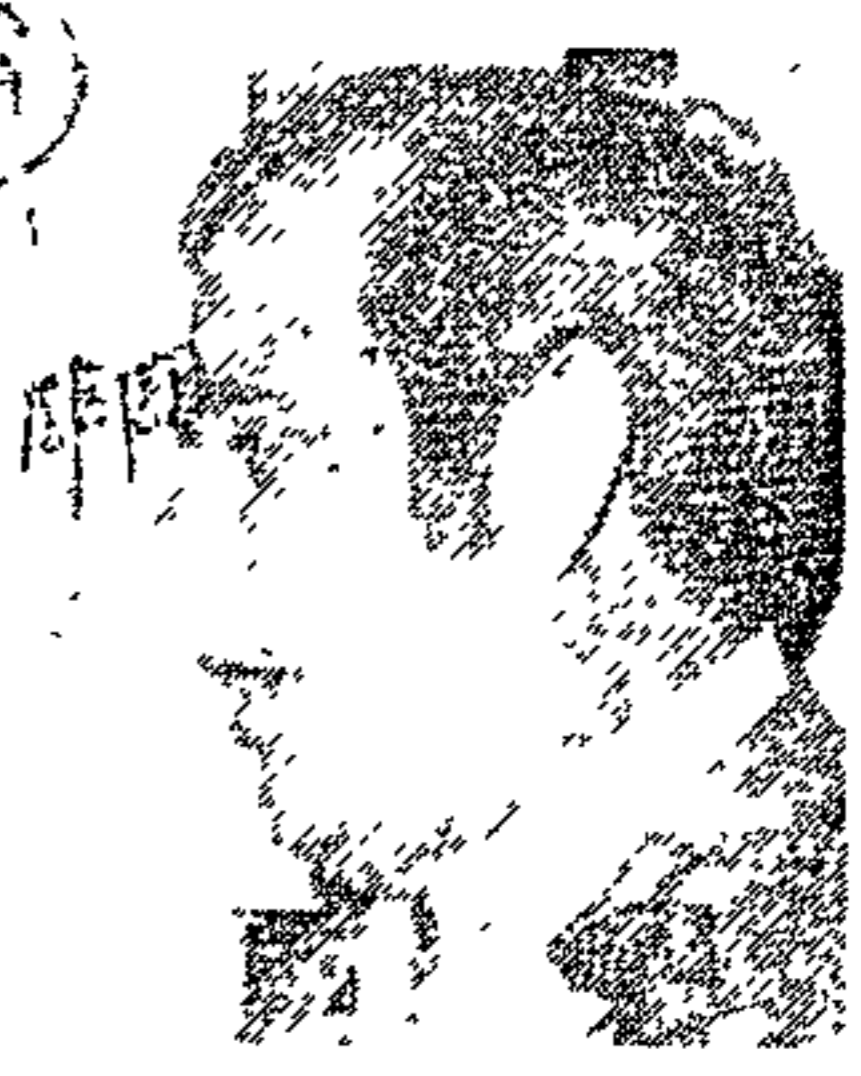
The Railways transported millions daily in a situation of potential racial friction unsurpassed anywhere in the world, yet there were no incidents.

"The Railways are not responsible for conveyance only, but also to obviate friction at all times," Mr Heunis said. It would not remove any public notice where such removal might lead to a situation which could cause friction.

"It is the duty of every individual, group, the (SAR) administration and every state department to maintain and expand the good relations desired by the government."

The Railways had made great contributions towards this end.

The bill was read a third time. — Sapa



Mr Heunis

STU13-9		AS AT 29 02 60	
EXAMINATION RESULTS IN FACULTY ARTS			
YEAR : 2			
STUD NO	SURNAME	FIRST NAMES	COURSE
15026	B.A./LL.B.		
133011C	SCHWEITZER	ANTONY GIDEON	604201
1349653	SMITH	ROBERT TRAVERS	105104
1351958	SMUTS	PETER W.F.SIFP	605202
100311J	SNYMAN	GRAHAM THEODORE	605202
132288K	SOMMERBERG	GRAHAM JOHN	604201
136545T	STRAUSS	JENIFER SUSANNE	105104
133262A	TEE	RICHARD JOHN	105104
139550U	THOMAS	HELEN CAREN	105105
101563V	WILLERS	JOHAN MARITZ	105104

* TOTAL NUMBER OF STUDENTS 28

REGISTRAR

DEAN

1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31 33 35 37 39 41 43 45 47 49 51 53 55

18/1/80 11 5/19

Lorimer wants SAR committed to desegregation

HOUSE OF ASSEMBLY. — Apartheid cost the Railways a tremendous amount of money annually, the Official Opposition's chief spokesman on transport affairs, Mr Rupert Lorimer, said.

Speaking in the debate on the third reading of the Railway budget he said he knew the question was regarded as sensitive and he was not asking for apartheid to be abolished overnight. But the Railways should start taking steps immediately towards greater integration of its services.

It might be 10 to 20 years, but if the government makes a statement of intent now that it is committed to desegregation, it will make a great difference to race relations in this country.

"It is necessary that black commuters should know that some time in future they are going to get equal treatment and that if they can pay first-class fares, they can travel in first-class comfort."

Many young white people would be only too happy to pay the lower third-class fares.

Mr Lorimer said one difficulty was that there was no clear policy on apartheid by the Railways. In the Transvaal black commuters were sometimes allowed to travel in white first-class coaches if their own first-class coaches were full, but this was not the case in the Cape.

The lack of clarity on policy sometimes led to incidents that caused bitterness.

"There must be tremendous bitterness and resentment from black commuters at the treatment meted out to them. Generally speaking blacks are treated very much as inferiors."

A decision by the government to phase out apartheid in the SAR would minimize friction.

"There is no doubt it is costing a tremendous amount to



Mr Lorimer

provide separate services," Mr Lorimer said, calling for the Railways to become self-financing to a greater extent.

The Railways this year were getting R240 million from the state for subsidizing uneconomic passenger services. However, it provided several other services at a loss and should be compensated for those as well.

— Sapa

No ticket to ride for blacks at white offices

Political Correspondent

THE Minister of Transport, Mr Chris Heunis, has declined to allow blacks to buy tickets from "white" ticket offices at Cape Town station because it might cause friction among passengers.

He is also unwilling to provide a separate ticket office for blacks in the main "white" concourse, which blacks may use to board trains provided they already have a first or second-class ticket.

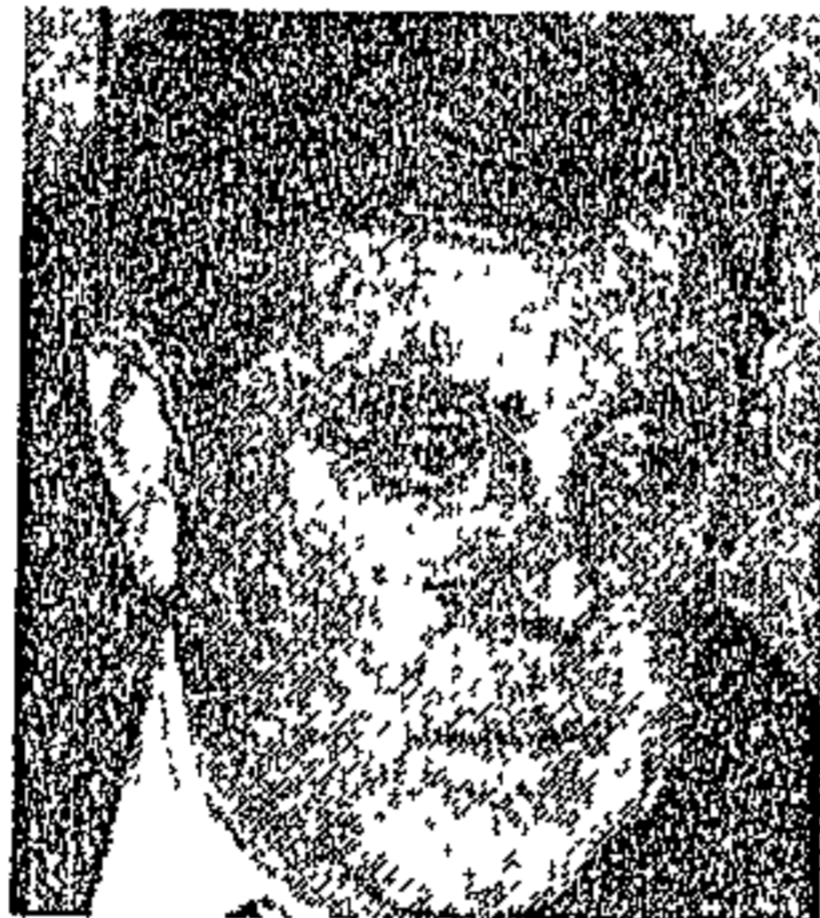
This emerges from a reply he sent to Mr Colin Eglin (PFP

lowed to use the white complex since the 1976 riots, when they had started to do so in defiance of notice boards, he said.

Separate notices had been removed at the Strand Street, Adderley Street and sea side entrances, but retained at toilets, waiting rooms and the restaurant which remained for whites only.

Friction

Mr Heunis said all these facilities, plus ticket offices, were provided in the non-white concourse. If tickets were sold



Mr Chris Heunis



Mr Colin Eglin

Sea Point) following a plea Mr Eglin made during debate on the Railways budget for the scrapping of all apartheid at the station.

Mr Eglin said it was hypocritical to allow blacks to use the concourse, and light-skinned coloured people to buy tickets there, but to tell darker coloured people to buy tickets at the non-white concourse at the other end of the station.

Mr Heunis did not reply during the debate, but sent Mr Eglin an answer yesterday in which he stated that the station had been designed in two separate but completely equal complexes "to ensure the smooth flow of passengers".

Non-white first and second-class passengers had been al-

to first and second-class non-white passengers in the white concourse it could cause friction because of the large number of passengers who would have to be served. Existing ticket facilities in the non-white complex would also have to be duplicated in the white complex.

Mr Eglin said in a statement that ticket-buyers rubbed shoulders at nearby shops, banks and the post offices.

"Why should there be friction at the station concourse when there is no friction elsewhere?" he asked.

"Mr Heunis must allow his Railways to catch up with the 1980s. Old-time apartheid and discrimination has no place in a modern and effective transport system."

STUD NO	SURNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL
1623214	SIEBA	JOSELYN NEILA	116113 116117	PRACT SU I AFRIKAANS LOMERFARS PRACT ACT I AFRIKAANS LOMERFARS	
TOTAL NUMBER OF STUDENTS 1					

EXAMINATION RESULTS IN FACULTY ARTS
13100 PERFORMERS DIPLOMA IN SPEECH & DRAMA YEAR : N/A

AS AT 29 02 80

PAGE 1

13100

UOST

NEARLY 10 years of planning, speculation and controversy came to a head yesterday when the Minister of Sport and Recreation, Mr Punt Janson, announced that it had been decided in principle to go ahead as soon as possible with construction of an enclosed harbour for small craft in Granger Bay

The new harbour, which would involve construction of two large breakwaters — an outer wall on the western, or Mouille Point, side of Granger Bay and an inner wall reaching out from the base of the existing Table Bay harbour breakwater — would be capable of berthing between 500 and 600 boats of all kinds.

Extensive model tests had been carried out by the CSIR at the University of Stellenbosch

An alternative proposal, projected recently by Mr Gawie Fagan, a leading architect, conservationist and ocean yachtsman, for a small-boat harbour as part of a general facility for the public at the Victoria Basin in the old part of Table Bay docks, had been rejected by the SAR and H

Mr Janson said the decision in principle to go ahead with the Granger Bay scheme had been taken to end mounting speculation on

Small boat harbour for Granger Bay

By ROGER WILLIAMS

where a new small-boat facility would be established. There were several variations to the basic Granger Bay plan contained in a feasibility report commissioned by his department in 1975 and the size of the new harbour would depend on the cost of such a project, which would now have to be gone into by the City Council

where a new small-boat facility would be established

There were several variations to the basic Granger Bay plan contained in a feasibility report commissioned by his department in 1975 and the size of the new harbour would depend on the cost of such a project, which would now have to be gone into by the City Council

In this report, made available for the first time yesterday, it is stated that on ruling prices in 1978 — the year in which the report was compiled — the estimated cost of the new har-

bour was R15 million, of which R9.7 million would be needed for the breakwaters and berthing facilities. The report says the sale of the adjoining land planned for residential, business and hotel development in the first phase of the Granger Bay scheme could yield R6.4 million, less the cost of providing services

Mr Janson said a final decision on the size and configuration of the harbour would also take into account the safety aspect of small-

craft using the harbour, relative to ships leaving and entering Table Bay docks

Apart from the Granger Bay scheme, it had been decided that further potential small-boat facilities should be investigated in other parts of the Peninsula, such as at Hout Bay and at Simonstown.

Mr Janson said the Granger Bay harbour would replace the existing yacht harbour at the Woodstock end of Table Bay docks, which was needed by the SAR and H, and the temporary harbour of the Oceana Power Boat Club near the

SA Merchant Navy Academy, General Botha in Granger Bay.

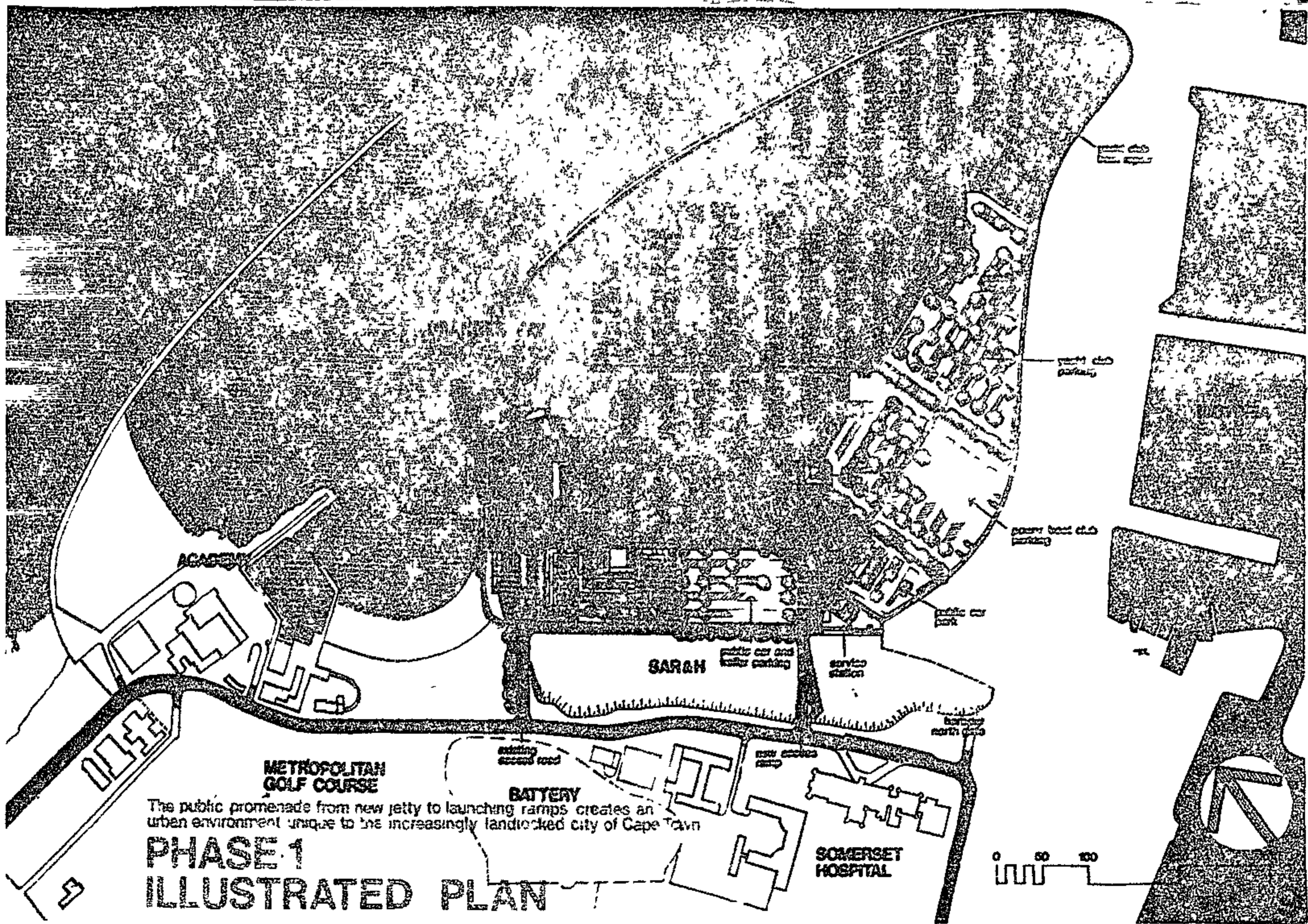
He said he knew the General Botha authorities were "not entirely happy" about a small-craft harbour near Granger Bay, because of their own expansion plans and for other reasons

"I have a lot of sympathy for them", he added. "but I think they are reasonably satisfied that this scheme will be in the best interests of everyone concerned"

The department's feasibility report makes provision not only for high- and low-rise housing and a hotel, partly on a substantial spit of land to be developed about where the Oceana Power Boat Club premises are now, it also provides for a large public parking area, a service station, launching ramps and boat-repair facilities, restaurants, shops and cafes and a piazza area.

The report was compiled by a project-planning committee on which various bodies including Viskar, the Cape Metropolitan Planning Committee and the town planning departments of Cape Town City Council were represented.

It says every care has been taken to ensure that the planning is based on the most modern concepts of marina design.



269 20/3/80

27 companies wanted all races on buses

Political Staff

HOUSE OF ASSEMBLY. — A total of 27 bus companies, including the South African Railways in Bloemfontein, have applied for permission to convey members of all race groups in unsegregated buses during the last three years

But six of the applications were rejected by local road transportation boards. Three of the unsuccessful bus companies were from Johannesburg; two in Cape Town and one in Port Elizabeth.

These details were given yesterday by the Minister of Transport, Mr Chris Heunis, when he replied to a question which had been tabled by Mr Rupert Lorimer (PFP Orange Grove).

The 27 applications for desegregated buses were made between 31 March 1977 and 31 March 1980.

The successful applicants included the Railways in Bloemfontein, Impala Tours, Putco, Durban Transport, the Municipality of Grahamstown, the City Council of East London and City Tramways.

UJET

EXAMINATION RESULTS IN FACULTY ARTS

AS AT 29 02 80

PAGE 1

STU13-9

14149 B.A./B-80

YEAR : 4

14149

SURNAME

FIRST NAMES

COURSE

DESCRIPTION

SYMBOL

102531 SURKUN

ROSEMARY KATHERINE

102101

AFRINAAS

UP (50)

102531X

* TOTAL NUMBER OF STUDENTS 1

DEAN

REG

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

UJET

Mixed reaction to harbour plan

Chief Reporter

THE OFFICIAL go-ahead given to a scheme to build a new small-boat harbour in Granger Bay was welcomed yesterday by yacht club officials and power-boat interests, but many small-boat owners who had favoured the "Fagan plan" expressed misgivings about it.

Their misgivings were mainly about the cost and time factors, and about public access to the facilities.

The Minister of Sport and Recreation Mr Punt Janson, when he announced on Tuesday that the Granger Bay harbour plan would be started as soon as possible, was not able to say how the new harbour was to be financed. This would have to be gone into by Cape Town City Council.

The Fagan plan so far as it featured a small-boat marina in Victoria Basin, had been rejected by the SAR and H but this did not rule out its conservation aspects, he said.

Mr Gawie Fagan, whose plan to re-establish the lost link between the City and its dockland and to create a public amenity in the oldest part of the harbour, captured public imagination and drew support from boat owners, said yesterday:

Boost

"Firstly I am very happy that the minister has confirmed that attention will now be given to restoration of the historic harbour precincts for if the buildings are preserved, future revitalization of the area is at least not precluded."

"In addition the yacht-building industry, amateur builders and possibly even dry boat storage, all of which are excluded by high costs from the new scheme, can be accommodated in the old harbour area, the industry can hope for the necessary boost and the old harbour area can be usefully integrated with the proposed Granger Bay development."

The Minister of Transport had promised to look into the possibility of opening the old harbour to the public at weekends, this would benefit the tourist trade, whereas the new luxury facilities in Granger Bay could hardly be regarded as a tourist attraction.

Minimal benefit

Nor could the Granger Bay scheme provide a waterfront for Capetownians. Close study indicated that most of the frontage was reserved for yacht clubs and private accommodation.

"The public at large will therefore derive minimal benefit from this development towards which it will have to contribute."

Conversely if...

REGISTRAR (

DEAN

* TOTAL NUMBER OF STUDENTS

EXAMINATION RESULTS IN FACULTY ARTS

YEAR : 2

AS AT 29 02 80

PAGE 2

15026

STH13-9

15026 H.A./LL.B.

SURNAME

FIRST NAMES

COURSE

DESCRIPTION

SYMBOL

STUD NO

CITY SECTION

ROMAN DUTCH LAW I

2- (61)

1

133011C

11

604201

F (41)

3

134965B

125105R

20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55

20/3/80

CT

61
63
65

Academy fears students will be distracted

By LEON BEKKER

DOUBTS about the proposed Granger Bay development have been expressed by Mr Bob McClelland, chairman of the Merchant Navy Academy General Botha and deputy chairman of the Green and Sea Point Ratepayers' Association

Mr McClelland said in an interview that the ratepayers' association was not in favour of the proposed development, announced on Tuesday by the Minister of Sport and National Education, Mr Punt Janson.

Mr Janson's statement that the authorities at the academy were "not entirely happy" about the plan was "the understatement of the century", Mr McClelland said.

The academy authorities are worried about three aspects of the proposals

- The planned yacht clubs, hotels and restaurants, which would be a "distraction" to students studying at the academy.
- The "unholy disturbance" which would be created by yachtsmen arriving after or leaving on international races and the adverse effect this would have on the studies of the students.
- The effects on the sea and the seafloor of the breakwaters which are to be built.

Mr McClelland said he was aware that the CSIR had studied these aspects on a model, but he doubted whether a model could accurately approximate the actual conditions

The mole built at the Oceana Powerboat Club had caused silting up within a year or two rather than in the previous four or five year span

As deputy chairman of the ratepayers' association, Mr McClelland said he wondered who was going to foot the bill for the development

The figure of R15 m quoted by Mr Janson was likely to be closer to R40 m by the time the project was completed and he noted that Mr Janson had said that the city council was to "look into" the cost.

"Does that mean that the city council is going to have to pay for it? That is absolutely out of the question," Mr McClelland said.

UJCT

60
62
64
66

23
21
19
17
15
13
11

STUD NO	SURNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL
1000601	HOGG	HENRY CAMERON		DRAMA III	ARS 1000601
* TOTAL NUMBER OF STUDENTS 1					

REGISTRAR (ACADEMIC)

AS AT 29 02 80

PAGE 1

13130

EXAMINATION RESULTS IN FACULTY ARTS

STU13-9 PERFORMERS DIPLOMA IN SPEECH & DRAMA YEAR : 3

60
62
64
66

Friction claims are 'absurd'

By NEVILLE FRANSMAN

THE assertion by the Minister of Transport, Mr Chris Heunis, that racial friction would result if black people were allowed to buy tickets in the white concourse of Cape Town station was dismissed as absurd by three former City councillors.

Mr Heunis, in reply to a plea from Mr Colin Eglon of the Progressive Federal Party for the scrapping of all apartheid measures at Cape Town station, said the station had been designed in two separate but equal complexes to ensure the smooth flow of passengers.

Yesterday the three former councillors — all men who could never return to seats in the City council because of the removal of the coloured municipal franchise — criticized the Minister of Transport.

Mr E F "Ned" Doman, a retired school principal, said "It is silly. It is just not true there will be friction. As a councillor I dealt with whites, and there was never racial friction. Also, facilities are not equal as stated by the minister. Blacks, for instance, have to go a long way to get to the City centre if they do not have first class tickets."

Mr Dawood Khan, a prominent member of the Western Cape Traders Association, said "I wish to invite the minister on a visit to white-owned supermarkets where at least 50 percent of the shoppers are blacks rubbing shoulders with whites without any racial friction."

"If the government is really sincere in wanting to implement its apartheid policy, it should rush a bill through Parliament to stop blacks from supporting white supermarkets."

The third former councillor, Mr Jack Heeger, a trade unionist, said "That friction would be caused is utter nonsense. I can't see friction occurring at the station if there is none at the post office, banks and elsewhere."

Commuters spoken to yesterday were puzzled by the apparent double standards being applied by the government. They argued that ticket-box apartheid had been lifted at suburban stations with no ensuing racial clashes and could not understand the government's attitude on Cape Town station.

Statements on the issue by Railways officials in recent months have added to the confusion.

The SAR assistant systems manager for the Western Cape, Mr Bertie Heckroodt, was asked in December last year to comment on an incident when one black man was served at a white ticket office and another turned away.

STUD NO	SURNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL
152163V	VAN NIEKERK	HURIEL DIANNE	107101	ENGLISH I (PRE-1980)	3NX
159757Z	VAN WAGENINGEN	ANNEMARIE	107101	ENGLISH I (PRE-1980)	3
155815P	VISSER	ANNELIZE	107101	ENGLISH I (PRE-1980)	2
153767N	WACHER	GUY STEVEN	115102	FRENCH INTENSIVE	UP
160789L	WESSELS	CHARLENE	115102	FRENCH INTENSIVE	UP
158400Z	WILTAKFD				3NX

EXAMINATION RESULTS IN FACULTY ARTS
YEAR : 1

AS AT 29 02 80

PAGE 7

13010

3NX	(58)	1	158400Z
3NX	(58)	1	152163V
3	(58)	1	159757Z
2	(62)	1	155815P
UP	(58)	1	153767N
UP	(58)	1	160789L
3NX	(58)	1	158400Z
3NX	(52)	1	152281P
IP	(52)	1	151399L
3NX	(56)	1	154400K
3NX	(59)	1	154400K
3NX	(58)	1	159697J
3NX	(55)	1	155858L
3NX	(50)	1	155858L

RAK (ACADEMIC)

UJET

SAR order R3-m trucks 20/3/80 269

AN order by the South African Railways for 171 Mitsubishi trucks, worth about R3m, is the latest indication of the market penetration of this new truck range which has only been available locally since early 1979.

The SAR will use the vehicles on track maintenance work throughout the Republic. Using the long-wheel base FM215L chassis, 156 of the vehicles are specially designed and a crew compartment and separate compartments for tools and equipment. The other 15 vehicles will have a flat deck.

The FM215L has a permissible GVM of 13 030 kg and is powered by a direct injection 6-cylinder Mitsubishi diesel.

Driver comfort is regarded as exceptional, with power-

steering among the refinements.

Three Mitsubishi models are currently available in South Africa and they slot well into the 10 000 to 15 000 kg area. They include drop-siders, tipper, vans and flatbeds.

The acceptance of the Mitsubishi trucks has been so good, that the distributors, Sigma Power Corporation, have already brought in from Japan Mitsubishi FV truck-tractor prototype units for proving trails under South African conditions, prior to introducing this heavy duty range to the market.

Said Jim Knight, director of Sigma Power's truck and bus division: "We are now ready to move up-market. The FV has a gross vehicle mass of 26 tons and a gross combination mass

of 42 tons. It has a six-cylinder, in-line turbo-charged engine rated at 193 kW and comes with a Fuller gearbox."

He made the point that the new FV unit fits into the Mitsubishi concept of low-tare mass, greater payload, combined with "very noticeable fuel economy".

In addition to the arrival of the truck-tractor unit, Sigma Power is also moving into the lucrative bus market. A front entry unit for small town operation with an interior configuration of between 45-56 seats is now on the road and the corporation recently tendered for the Johannesburg Municipality's trolley-bus order.

Both Mitsubishi and Mack are assembled at the big modern International Harvester plant in Maritzburg.

EXAMINATION RESULTS IN FACULTY ARTS

STU13-9

YEAR : 4

14149 H.A.A./P.95

FIRST NAMES COURSE DESCRIPT

STUD NO

SURNAME

ROSEMARY KATHERINE 102101 AFRIKAANS

* TOTAL NUMBER OF STUDENTS 1

DEAN

St

27 bus owners apply to go mixed

Political Staff

THE ASSEMBLY. — A total of 27 bus companies, including the SAR in Bloemfontein, have applied for permission to convey members of all race groups in mixed buses over the last three years.

But six applications were rejected by the local Road Transportation Boards.

Three of the unsuccessful bus companies were in Johannesburg, two in Cape Town and one in Port Elizabeth.

These details were given in the Assembly yesterday by the Minister of Transport, Mr Chris Heunis, in reply to a question tabled by Mr Rupert Lorimer (PFP Orange Grove).

The 27 applications for desegregated buses were made between March 31, 1977, and March 31, 1980.

The successful applicants included the SAR in Bloemfontein, Impala Tours, Putco, Durban Transport, Grahamstown Municipality, the East London City Council and City Tramways (Cape Town).

The unsuccessful applicants were W K van der Merwe of Johannesburg, R la Rinquet of Johannesburg, Business and Pleasure Travel of Johannesburg, K M Pretorius of Cape Town, Air Cape and D Hutton and A G Griffiths, trading as "Kowie Special".

EXAMINATION R

STU13-9 RACHELOR OF ARTS

STUD NO SURNAME

1620049 BUANE

158955C CARO

162195Z CHAIT

153965D CLARKE

157789K COHEN

156503M COLLIER

1539990 COLLINS

153621C COUCHER

138572X COURTENAY

153796V DAVIS

140457W DELARUAULT

162384E DOMAN

1559310 DU PLESSIS

158919N DUNCAN

156415R ERASMUS

162310Z EVANS

161480X FAFAK

153863I FARUHHAR

152866J FARNELL

157359T FINLAY

159744K FIORAVANTI

20	162195Z	UP	(50)	1	162195Z	SOCIAL ANTHROPOLOGY I (PRE-1980)	UP	(50)	1	20
22	153965D	2-	(62)	1	153965D	ARCHAEOLOGY I	F	(23)	1	22
24	157789K	F	(54)	1	157789K	HISTORY I	F	(54)	1	24
26	156503M	UP	(59)	1	156503M	MATHEMATICS I M102	UP	(59)	1	26
28	1539990	F	(56)	1	1539990	ANIMAL BIOLOGY (HALF COURSEUP)	F	(56)	1	28
30	153621E	3NX	(56)	1	153621E	DRAMA I	3NX	(56)	1	30
32	138572X	3NX	(56)	1	138572X	PSYCHOLOGY I	3NX	(56)	1	32
34	153796V	ABS	(49)	7	153796V	ENGLISH I (PRE-1980)	ABS	(49)	7	34
36	140457W	F	(49)	7	140457W	ENGLISH I (PRE-1980)	F	(49)	7	36
38	162384E	F	(49)	7	162384E	ENGLISH I (PRE-1980)	F	(49)	7	38
40	1559310	F	(49)	7	1559310	ENGLISH I (PRE-1980)	F	(49)	7	40
42	158919N	F	(49)	7	158919N	ENGLISH I (PRE-1980)	F	(49)	7	42
44	156415R	F	(48)	1	156415R	ENGLISH I (PRE-1980)	F	(48)	1	44
46	162310Z	3	(57)	1	162310Z	ENGLISH I (PRE-1980)	3	(57)	1	46
48	161480X	3NX	(57)	1	161480X	ENGLISH I (PRE-1980)	3NX	(57)	1	48
50	153863I	UP	(57)	1	153863I	ENGLISH I (PRE-1980)	UP	(57)	1	50
52	152866J	UP	(55)	1	152866J	ENGLISH I (PRE-1980)	UP	(55)	1	52
54	157359T	UP	(54)	1	157359T	ENGLISH I (PRE-1980)	UP	(54)	1	54
56	159744K	UP	(58)	1	159744K	ENGLISH I (PRE-1980)	UP	(58)	1	56

UPCT

The Cape Times

THURSDAY, MARCH 20, 1980

268
281

Concourse confusion

THE MINISTER of transport affairs, Mr Heunis, has still failed to offer a convincing explanation for his department's refusal to allow people of all races to buy first-class tickets in Cape Town's so-called white station concourse. Happily there is now no apartheid sign which prohibits entry to the concourse. Nor are there any apartheid signs above the first-class ticket counters. Yet black would-be first-class ticket purchasers are turned away because their presence in a queue, says Mr Heunis, might cause friction. The official practice of apartheid without apartheid signs is, if anything, even worse than with them. It seeks to give the impression of non-discrimination, but hypocritically enforces it.

Mr Heunis's boast, therefore, that 6 000 apartheid signs have been removed from railway and airways property counts for less than it might have had the absence of a sign meant the removal of discrimination. He talks about the need to avoid friction. But what could cause more friction than misleading people into the belief that they can buy tickets as equals, and then turning them away after they have queued for them? If the use of the white concourse by first-class ticket-holders of all races does not cause friction, why should the purchase of first-class tickets there by all races cause friction? It doesn't cause friction on suburban stations where ticket queues are divided, not into white and black, but into first- and third-class. Why is Cape Town station different?

EXAMINATION RESULTS IN FACULTY ARTS

STU13-9 14340 BACHELOR OF ARTS/HIGH-DIP.LIBRARIAN. YEAR : 4

STUD NO SURNAME FIRST NAMES COURSE

1138601 HANLEY JENNIFER ANNE 104207 111706

* TOTAL NUMBER OF STUDENTS 1

DEAN

* Cannot graduate H Dip Lib as she has fa

PAGE 1

AS AT 29 02 80

12

The Granger Bay harbour

BOAT-OWNERS will be generally delighted that at last a firm decision has been taken to provide a long-standing need in Cape Town — a safe and adequate harbour for small craft of all types. The announcement by the minister of sport and recreation, Mr Punt Janson, that such a harbour will be built at Granger Bay was not unexpected, as a good deal of time and money has been spent on feasibility studies for such a project.

But there are disquieting features about this plan, which we hope will receive a lot more attention and about which we hope clarifying statements will soon be made. The first of these is the effect the projected harbour will have on the South African Merchant Navy Academy, General Botha, at Granger Bay. This is one of South Africa's finest instructional institutions, well situated for its task of preparing young officers for the enormous responsibilities they will be called on to shoulder in maintaining this country's life-lines, along the sea-routes of the world. If the interests of pleasure-boating are to be put before the pressing national need to train officers for the merchant service, and if the Granger Bay plan proves to be in any way harmful to the General Botha, whose chairman

has expressed serious misgivings which must be noted, then the scheme announced by Mr Janson is a regrettable and a retrograde one.

Then there is the question of how the small-boat harbour project, a scheme that could run to R40 million or more, is to be financed. There has been no clarity on this aspect. Nor has there been clarity on the extent to which the general public, who with the boating fraternity will probably have to foot the bill, will have access to this amenity. Public access, and the re-establishment of the lost link between Cape Town and its waterfront, were key features of the scheme projected by Mr Gawie Fagan, and while the small-boat harbour aspect of his plan has been rejected outright by the SAR and H, we trust that the conservation aspects of it will now be given full attention, as a possible adjunct to the Granger Bay scheme.

After all these years of planning and speculation, let there be no further delay in providing Cape Town with an urgently needed small-boat facility. But let us first make absolutely sure that other vital interests will not be harmed in the process, and that the public of Cape Town generally and not just the weekend boating enthusiasts will benefit from this amenity.

Missing: One mountain of coal ^{RDM 24/3/80.} (269)

Political Staff

CAPE TOWN. — South African Railways has lost 80 000 tons of coal.

That's a pile the size of the mine dump on which the Top Star Drive-in, south of Johannesburg, is situated.

The coal is worth more than R750 000 — and it

would take 20 000 railway trucks to move it, according to Mr Wilfred Stoloff, chairman of the Southern Transvaal Coal Merchants Association.

The mystery of the missing coal was disclosed in Parliament yesterday when the report of the Auditor-General, Mr W G Schickerling, on the South African

Railways administration was tabled.

The coal was invoiced as having left the colliery stations but was not recorded as being received at consuming depots.

"The (SAR) general manager advised me a computer control system was being introduced with effect from April 1978 with a view to

proper reconciliation and control," Mr Schickerling reported.

"Investigation during the year revealed that this goal had not yet been achieved. In respect of the financial year 88 085 metric tons of coal to the value of R750 036 paid for, were not recorded as received at consuming depots."

EL harbour profits drop

Daily Dispatch 21/3/80

CAPE TOWN — The profits on the operations of East London harbour dropped by almost R900 000 during the 1978/9 financial year.

This was revealed by the Auditor-General, Mr W. G. Schickerling, in his report on the South African Railways administration which was tabled in Parliament yesterday.

During the 1977/8 financial year the profits on the harbour were R2 023 million but in the following year they dropped to R1 139 million.

The revenue generated by the harbour during the 1978/9 year was R6 970 million while expenditure amounted to R8 831 million.

revealed that the graving dock at East London harbour continued to run at a loss.

During the 1977/8 year the loss was R445 466 but in the following year it rose to R452 148.

The report revealed that the grain elevators in Cape Town, Durban and East London showed a working profit of R2,2 million compared to R939 048 in the previous year.

The profits on the other harbours in South Africa were R61,2 million in Durban, R8,6 million in Cape Town and R9,4 million in Port Elizabeth.

Losses at Richards Bay were R16,8 million, and at Saldanha Bay they were R3,7 million.

Mr Schickerling also

STUD NO	SURNAME	FIRST NAMES	COURSE	DESC
13010	BACHELOR OF ARTS	YEAR : 1		
160942X	FOLLETT	MARGARET JANE	143202	SUGI44
157568V	FRIEDLANDER	RAE DEVORA	107101	ENGLIS
150296Q	GARISCH	SOXYA IRENE	115102	FRENCH
155290E	GARNETT	DIANJE SYBELLE	905101 911101	CHEMIS MATH
154026V	GEFFEN	BENITA	109102	HENREN
154362K	GIANNAKAKIS	ASPASTA	115101	FRENCH
153981W	GILL	CHRISTEL KANOLA	117101	POLITI
155173R	GILL	JUOITH MARY	107101	ENGLIS
159186D	GOSS	JOANNE ATHERSTONE	115101	FRENCH
158211U	GREEN	JANET FAY	004101	PSYCHO
153855J	GRUSSE	KIRSTIN CHARLOTTE GERDA	106102	ECONOM
162285X	HALLIER	SUZANNE COLLINGS	106103	ECONOM
161602V	HANCOCK	EDHINA ANNE	107101	ENGLISH
162100F	HARRIS	GWYNETH JULIA MARY	114101 115120	RELIGI
155641A	HART	TIMOTHY JAMES GRAHAM	004101 107101	PSYCHO ENGLIS
115954M	MARVEY	MARGARET JOUANE	911101	MATHEMATICS I M102
159604H	HEESE	SUSAN MARGARET	102101 114101	AFRIKAANS RELIGIOUS STUDIES I
161491J	HENECK	TREVOR RONALD	117101	POLITICAL SCIENCE I
152126E	HEWSON	RONALD ALAN	115101	FRENCH I
155720L	HOPPEN	UTE	115101	FRENCH I
152822A	HUDSON	SALLY	110120	DATA I
155148P	JERVIS	JOSEPHINE ALEXANDRA	004101 107101 115101	PSYCHOLOGY I ENGLISH I (PRE-1980) FRENCH I

UJET

STUD NO	MARKS	GRADE
115954M	1	115954M
159604H	1	159604H
161491J	1	161491J
152126E	7	152126E
155720L	1	155720L
152822A	7	152822A
155148P	1	155148P

Table Bay harbour shows a profit

Political Correspondent
HOUSE OF ASSEMBLY. —
 Table Bay harbour made a profit of R8,6 million during 1978-79, an increase of more than R2 million over the previous year.

By contrast, the graving docks both showed a net loss,

with the loss on Sturrock dock increasing nearly five times to R596 549. The loss on Robinson dock decreased from R121 000 in 1977-78 to R82 000 last year.

Table Bay harbour was one of four to show a profit last year. The others were Durban (R61,9 million), Port Elizabeth

(R9,4 million) and East London (R1,1 million). The largest loss was Richards Bay harbour (R16,7 million).

Table Bay had a revenue of R32,2 million and expenditure of R23,6 million. Its profit in 1977-78 was R6,3 million.

EXAMINATION RESULTS IN FACULTY ARTS

YEAR : 2

AS AT 29 02 80

PAGE 2

15026

NAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL	REGISTRATION NUMBER
R	ANTONY GIDEON	604201	ROMAN DUTCH LAW I	2- (61)	133011C
	ROBERT TRAVERS	105104	LATIN I	F (41)	134965B
	PETER WFSIFR	603202	ROMAN LAW & JURISPRUDENCE IUP	(54)	135195B
	GRAHAM THEODURE	603202	ROMAN LAW & JURISPRUDENCE IUP	(51)	100311J
G	GRAHAM JOHN	604201	ROMAN DUTCH LAW I	UP (65)	132288R
	JENNIFER SUSANNE	105104	LATIN I	UP (62)	138545T
	RICHARD JOHN	105104	LATIN I	F (47)	133262A
	HELEN CAREN	105105	LATIN ELEMENTARY	ABS	139650U
	JOHAN MARITZ	105104	LATIN I	F (40)	101563V
* TOTAL NUMBER OF STUDENTS		28			

REGISTRAR (ACADEMIC)

UCT

86 84 82 80 78 76 74 72 70 68 66 64 62 60 58 56 54 52 50 48 46 44 42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2

Elsie's River

commuters

soon

to get

shelters

22/3/80 (269) CT
CT

Staff Reporter

HAPPIER times are on the way for the weather-beaten bus commuters of the Elsie's River terminus. But they might have to wait another month or two, it seems.

Reconstruction of the terminus's decrepit and much-criticized facilities - or lack of them - have been recommended as a "fairly high-priority project". I was told yesterday by an official of the new Metropolitan Transport Advisory Board (MTAB).

The MTAB is a regional advisory body established in the wake of the Driessen Commission report, and is intended to coordinate all types of public transport, from national and local government organizations to private concerns.

I approached the Cape Town MTAB - which covers Cape Town, the so-called "core city", as well as 11 other municipalities and three divisional councils to greater or lesser degrees - after complaints from readers using the Elsie's River terminus which is located in the Goodwood municipal area.

Sheets missing

The complainants say that for a long time the protection the shelters offered has been more apparent than real since numbers of the corrugated-iron sheets on the roofs are missing or broken.

In addition, there is no toilet at the terminus even though it is used by large numbers of commuters at peak hours.

The MTAB official's reassurance comes as the latest development in a years long dispute between the Goodwood Municipality, the Cape Divisional Council and Tollgate Holdings Ltd, operators of Cape Tramways Passenger Transport, about which organization is responsible for the maintenance or renovation of the shelter at the terminus.

The terminus has been a "grey area" for some time, since Goodwood Municipality controls the neighbouring industrial area, while the resi-

dential area to the south of the terminus is controlled by the Divisional Council.

Financing

Tollgate Holdings's attitude is that nowhere in the world are passenger interchange facilities financed out of bus-fare revenues since this would have to be passed on to the passengers.

"For years we have maintained", a Tollgate spokesman said this week, "(that) in keeping with world-wide practice the provision of interchange facilities is the responsibility of the relevant local authorities".

He pointed out the Elsie's River terminus was not the only one that needed attention. The Killarney interchange in the Milnerton area, for example, had no shelters at all, yet this is a major interchange point for feeder services from Atlantis, Mamre, and Malmesbury as well as the City, the Milnerton area and the northern suburbs.

Now, however, an end to the problems at Elsie's River terminus are in sight, although not at Killarney.

The MTAB official explained that as the local board's "core city", Cape Town had drawn up a detailed transport plan including priority projects for various problems and one of these was the Elsie's River terminus on which it was recommended that "a substantial" sum of money be spent.

The plan had been submitted to the Provincial Executive Committee, but had been returned to the City Council for reconsideration of certain aspects. Once these had been resolved to the executive committee's satisfaction the plan would be passed on to the National Transport Commission for implementation.

This might take another two months, he said, because of the many bodies which had to deal with the matter.

As far as the Killarney interchange was concerned, he said, "the planning of its final location is still undecided".

Lost coal is an error in books, says SAR

Staff Reporter

THE 80 000 tons of coal "lost" by the South African Railways is being regarded as a book-keeping error.

The mystery of the missing coal was disclosed on Wednesday when the report of the Auditor-General, Mr W. G. Schickerling, on the South African Railways administration was tabled in Parliament.

A public relations officer for the Railways said yesterday the coal — enough to make a pile the size of a mine dump — could not just disappear, but had been labelled as lost because they did not have a record of where it had been sent.

Coal was often rerouted when there was a greater need for it in another area and forms were sometimes not corrected. He said this might explain how the error had occurred.

"Although 80 000 tons is a small percentage of what is railed each year, it cannot physically disappear," he said.

The spokesman said he was not able to give any more information as the matter was being investigated by a parliamentary select committee.

STUD NO		SURNAME		FIRST NAMES		COURSE	DESCRIPTION	SYMBOL	AS AT	PAGE
7	STU13-9								29 02 80	5
9	13010	BACHELOR OF ARTS								13010
11	STUD NO	SURNAME		FIRST NAMES		COURSE	DESCRIPTION	SYMBOL		
13	159454V	MCCARTHY		MELISSA JANE		911102	MATHEMATICS IA	3 (50)		159454V
15	152965K	MEHL		ANNETTE ELISABETH INGRID		108102 905102 915103	GERMAN INTENSIVE CHEMISTRY IB ANIMAL BIOLOGY (HALF COURSE)	ABS (27) ABS (39)		152965K
18	157093D	MFCURPIO		GIANCAKLO		110101	HISTORY I	ABS		157093D
21	155747D	MICHAELS		KAREN		003101 004101 107101	SOCIOLOGY I PSYCHOLOGY I ENGLISH I (PRE-1980)	ABS (50) ABS (50) 3NX		155747D
25	158469Z	MITCHELL		JANE		118101	CULTURAL HISTORY OF W.E. I	UP (50)		158469Z
27	157815W	MOKRIS		CATHERINE MARIA		004101 107101 115103	PSYCHOLOGY I ENGLISH I (PRE-1980) ITALIAN INTENSIVE	UP (59) 3NX (48)		157815W
31	150180P	MORT		MELISSA RUTH PRINCE		114101	RELIGIOUS STUDIES I	UP (62)		150180P
33	150783V	MULLER		SUSAN FLORENCE		110101	HISTORY I	UP (50)		150783V
35	157521U	MURRAY		ESTELLE		116120	DRAMA I	ABS (50)		157521U
37	137983G	NAKIDIEN		MOGAMAT TOYER		107101	ENGLISH I (PRE-1980)	3NX		137983G
39	157560L	WASH		JENNIFER ANNE		004101 115102	PSYCHOLOGY I FRENCH INTENSIVE	2- (61) (47)		157560L
41	155924H	NEWMAN		JENNIFER ANN		111101	MATHEMATICS I M102	UP (55)		155924H
43	151913V	NORMANN		HANSJURG		117101	POLITICAL SCIENCE I	UP (52)		157913V
45	155878H	O'CONNOR		SHIPLEY ANNE		114101	RELIGIOUS STUDIES I	UP (57)		155878H
47	162116N	PAM		JONATHAN RICHARD		004101	PSYCHOLOGY I	3 (52)		162116N
49	154187V	PATERSON		IAN JAMES STEPHEN		111101 110101	ENGLISH I (PRE-1980) HISTORY I	3NX (40) 3NX (40)		154187V
51	154286C	PETERSEN		DESIRE SHIRLEY		102103 116120	AFRIKAANS EN NEDERLANDS I DRAMA I	UP (50) UP (50)		154286C
53	156134L	PHEIFFER		FREDI CHRISTIAN		905104	CHEMISTRY IM	F (49)		156134L
55	150154L	POFFELIER		CELESTITY ANGELA		107101 110101	FRENCH I (PRE-1980) HISTORY I	3NX (50) UP (50)		150154L
57	133406G	PRITCHARD		ROBERT STEPHEN		115102	FRENCH INTENSIVE ITALIAN INTENSIVE	F (40) UP (54)		133406G

UUCT

EAST LONDON — The Minister of Transport, Mr Chris Heunis, in the guise of Santa without his stocking, arrived here yesterday to open the Border regional Assocom congress.

Commerce, industrial and municipal leaders had anticipated he might make some significant announcement that would stimulate industrial development on the Border.

There were few eggs in Mr Heunis' basket — and most of those were stale anyway! Like the fact the Government has given the go-ahead to the Western Ave link road with the freeway to King William's Town.

Outlining the Government's attitude towards the region, he said the Government had shown confidence in the region through major investment.

All that was required from private enterprise "is the drive and initiative to turn it into a 'fighting port' again.

"This positive spirit is displayed by the workers at the East London harbour. Although it cannot compare with the bigger ports in respect of tonnage handled, it has the highest productivity in terms of tonnage landed and shipped per net crane hour.

"May this become symbolic for the entire Border region," he said.

In his address, the Minister outlined a number of environmental

jects in the transport field for the East London area.

These include replacing the old crane used for the maintenance of the main breakwater at the harbour.

Other projects in the harbour were a new installation for the production of gas at a cost of R2,7 million, which would save 270 000 litres of diesel a year, and an improved power flow to the harbour at an estimated cost of R1 million.

During the 1983-4 year

spent on electrifying the line from East London to Springfontein in the Free State in the wake of the energy crisis, but what he didn't say is that only R3,2 million of that will be spent this year.

The terminus terrain at the harbour is to be extended as part of the scheme to handle trucks equipped with air brakes. The terminus will be used to transport export mealies to East London.

During the 1983-4 finan-

Heunis call for new fighting port

social welfare of the people, and providing sufficient protection against external economic and political influences.

"Within this framework East London and the Border can be seen as a balanced growth pole enjoying a high priority, particularly in relation to the unemployment problem."

The Government had constructed the East London-Berlin double carriageway at a cost of R2 million per kilometre for

Daily Dispatch Business Editor DAVID DENISON filed these reports from the Assocom congress in East London yesterday.

the mechanical repair facilities would shift to the east bank because it would be more practical for these facilities to be in the vicinity of the dry dock.

"This also fits into the long-term planning of the harbour where the evacuated area will be needed for No 2 West Quay and the development of the area behind the quay for containerisation," Mr Heunis said.

He also mentioned the R92.9 million that is to be

9km, indicative of the construction difficulties which had been encountered.

The plans for the road network in the East London area were continuing in consultation with East London's planning engineers.

For example, Western Ave would shortly be extended as an additional entrance point to the city and developments had made it necessary for a possible future national by-pass from the Wilsonia

DAILY DISPATCH 22/3/80

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37
Left



MR HEUNIS... the smile on the face of the tiger?

area in the direction of the Ciskei and Port Elizabeth.

As far as his Ministry was concerned, East London was definitely not dying.

In the present move towards a cost orientated rate structure, provision could not be made for preferential rates. Yet there were significant rail rebates which materially helped to make the Border area more attractive to stimulate decentralisation.

East London had also been declared a metropolitan transport area.

East London had been granted exemptions as a decentralised industrial area for transport purposes.

All these developments showed the Government had confidence in the area, Mr Heunis said.

EAST LONDON - The Kaffrarian Chamber of Commerce has called on the Government to encourage future independent black states to subscribe to the principles of free enterprise.

Motivating this motion on behalf of the chamber at the Border regional Assoccom congress here, Mr R Stanford said restrictive Government legislation stopped white entrepreneurs participating in the development of the homelands.

Whites were precluded from expanding their businesses in all areas zoned for incorporation in existing or future homelands.

The practice was undesirable and unnecessarily restrictive, particularly when urgent steps were needed to industrialise the area if the Ciskei was to keep pace with growth.

The Van der Walt commis-

sion looking at homeland borders had met behind closed doors in East London on Thursday, yet King William's Town businessmen, who had a vital interest in any movement of boundaries, were excluded from the meeting.

"We're beginning to think we're an expendable race in this part of the world," Mr Stanford said.

"We are not seen as the vital cog we should be, particularly as we can make a contribution to the development of the area."

"The Ciskei National Development Corporation is doing a great job in attracting industry to Ciskei, but it would be much greater if whites were involved."

"There seems to be an at-

Ciskei told: We want to help

anything to us so we're not going to give anything to you."

The MP for East London, North, Mr John Malcomess, said the blame could not be laid entirely at the feet of the South African Government and in any case there was no doubt Chief Lennox Sebe wanted to encourage maximum participation of white businessmen in Ciskei.

"Chief Sebe wants white entrepreneurs, white businessmen and white industrialists," Mr Malcomess said.

He urged the Kaffrarian Chamber to have direct talks with Chief Sebe.

The Queenstown Chamber derided what it called poor publicity on the part of the SAR to publicise the fact con-

cessionary rail fares were available at various off-peak periods during the year.

This was denied by the Eastern Cape System Manager, Mr D.M.J. Butler, who said the Railways had made every effort to educate the public about the concessions.

Seconding the Queenstown motion, Mr George Orsmond of the East London Chamber called on the Government to provide more flights at peak periods, even if these were late at night.

"It was the country's businessmen who utilised SAA throughout the year, but they were penalised when they were unable to obtain seats at peak holiday periods."

He suggested extra flights should cater for South African businessmen during

the peak holiday months of December to February.

Mr Heunis promised to look into the feasibility of providing extra flights once new Boeings came into service next year.

The Elliot chamber called on the SABC to meet the capital and maintenance costs of television relay stations erected by local authorities.

The East London Chamber called on the Government to amend the Shop Hours Ordinance to allow shops the sole discretion of fixing their own opening and closing hours between 6 a.m. and 9 p.m. on any weekday, including Saturdays.

All the motions were carried.

RESULTS IN FACULTY ARTS
YEAR : 1

AS AT

FIRST NAMES	COURSE	DESCRIPTION
JOSEPHINE ALEXANDRA	115103	ITALIAN INTENS
TIMOTHY ARNOT	106103	ECONOMICS IA
MARK FRANCIS	115101	FRENCH I
LINDA ADELE	114101 118101	RELIGIOUS STUDI CULTURAL HISTOR
MARCELLE FAYL	114101	RELIGIOUS STUDI
GERDA-MARIE	004101 107101	PSYCHOLOGY I ENGLISH I (PRE-
CAROLYN MAY	110101	HISTORY I
MONIQUE RUTH	102103	AFRIKAANS FN NE
JANINE MARIETTA CAROLINE	107101 115101	ENGLISH I (PRE- FRENCH I
ELORAH ANLE	103202	SOCIAL ANTHROPOI
AREN JEANETTE	908101	GEOGRAPHY I
IAAN	102103	AFRIKAANS FN NE
IYANI	004101 105104 107101	PSYCHOLOGY I LATIN I ENGLISH I (PRE-
IVIENNE NORAH	102101 908101	AFRIKAANS GEOGRAPHY I
JOEON JOZUA	105103	GREEK & RUMAN LI
NNIFER MARY	106103	ECONOMICS IA
NNIFER ANN	004101 103202	PSYCHOLOGY I SOCIAL ANTHROPOL
RIAN	601101	COMMERCIAL LAW A
CCARDO EDWARD GREGORIO	115103	ITALIAN INTENSIV
HORA RUCHEL	106103	ECONOMICS IA
CILIA AGNES	107101	ENGLISH I (PRE-I
YSSA JANE	911101	MATHEMATICS I-MI

Travel on our trains, blacks ask Minister

ARG 4'S 25/3/80

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360

OVERCROWDING On trains in the Peninsula will be discussed tomorrow by the Athlone and District Management Committee, and the Minister of Transport, Mr Chris Heunis.

They will invite Mr Heunis to travel on the trains and experience the overcrowding, especially at Nyanga and Langa stations.

INSPECTION

Mr Heunis made an inspection of trains on Peninsula lines last September.

His first impression at that time, he said, was that complaints of overcrowding were over-emphasised.

On his journey in September, Mr Heunis visited Langa and Pinelands stations between 6.15 am and 7 am before catching a first-class train from Vasco to Cape Town.

STUD NO	SURNAME	FIRST NAMES	COURSE	DESCRIPTION	SYMBOL	PAGE
13030	BACHELOR OF ARTS	YEAR : 3				13030
STU13-9	EXAMINATION RESULTS IN FACULTY ARTS	AS AT 29 02 80				PAGE 1
1025211	CARRIOT	PETER HARRY KATHY D	603202	ROMAN LAW & JURISPRUDENCE IUP	UP (57)	4
077201P	ANDREWS	DAVID BRIAN	107301	ENGLISH III	3 (56)	4
10114RU	DASKIN	MELANIE ANN	114101	RELIGIOUS STUDIES I	UP (54)	5
101875J	DUSSSE	PETER GRAHAM	004301	PSYCHOLOGY III	3 (52)	4
114694T	COOKE	JOHN GEORGE	408204	GENERAL PAPER IIA (HALF COURSE)UP	(51)	4
115418E	CUPIUO	ODILE ARLENE	101202	AFRICAN LANGUAGES XHOSA II UP	(50)	4
111405T	GUATIS	RICHARD MARK	911201	MATHEMATICS IIA M204	UP (55)	4
100997E	FAHER	LESLEY SHARON	911103	MATHEMATICS IB	F (41)	5
098497C	ELAHN	SUSAN	004301	PSYCHOLOGY III	UP (57)	4
113612K	GATZOUKIS	EUSTRATIOS JOHN	605301	ROMAN LAW II	UP (63)	4
101853K	KLIJA	HELENA JANE T	114201	AFRICAN HISTORY I	UP (50)	4
102391J	KRPAUSF	INGRID GERTLINDE	115103	ITALIAN INTENSIVE	UP (60)	4
097859U	LEVLAN	LAURA JEAN	902201	ASTRONOMY A (HALF CRSE)	2 (63)	5
101158F	OSTERBAAN	WILLEM DINANT	106301	ECONOMICS III	ABS	5
094835G	PORELL	ANALIESE LYNETTE	116317	ORAMA III	UP (53)	4
111331M	PLUTKIN	NAOMIE BETTY	107301	ENGLISH III	ABS	5
103519A	SHUMAN	ANTHONY	117301	POLITICAL SCIENCE III	UP (53)	4
102719H	SMALLHURNE	AMANDA JANE	802131	HISI & APPRECIAT OF MUSIC IABS		5
102257Z	TAYLOR	COLLEEN JANE	105103	GREEK & ROMAN LIT & PHIL	3 (58)	5
033909H	VALLEY-O'KAR	FAROUK ISMAIL	102302	AFRIKAANS EN WEDERLANDS IIIF		5
101164L	VAN DER ELST	JEAN-MAURIE RICHARD	106301	ECONOMICS III	UP (51)	4
			910101	STATISTICS IA (HALF CRSE)	F (24)	
			910108	STATISTICS IC (HALF CRSE)	F (34)	
112105D	VAN WYNGAARDT	ANNE MARIE	911201	MATHEMATICS IIA M204	UP (55)	4
11606W	VENIER	GILDA MARIA	102101	AFRIKAANS	UP (50)	4
133100Z	VILLJOEN	ADELE	107301	ENGLISH III	2 (67)	4

UJCT

Investigating team will study goods delays

Port speeded-up is SAR'S aim

By JACK BRICKHILL

DELAYS in truck turnaround and goods handling at Durban Harbour are to be scrutinised by the Railways investigating team.

Tienie Crous, senior planning engineer at Railways headquarters in Johannesburg, says the reports of delays will be verified and then the team will analyse the problem.

He says this type of difficulty develops as the system grows.

This project is one of several which should lead to improved capacity and efficiency on the country's most vital rail artery between Germiston and Durban.

Work, costing R250-million, on improving the congested link is progressing well and the central marshalling yard at Bapsfontein should further improve the handling and turnaround of traffic on the Witwatersrand.

The first section of this yard, costing R300-million, comes into operation in September, 1982. John Walls, project co-ordinator, says that when the second section comes into operation in about 10 years, the yard should be the biggest in the world.

Better truck control at

the yard will mean less damage to goods, which will also reach their destinations sooner than at present.

Walls says there should be some relief to the congestion on the Durban link in the next year or two, and by 1983 the line should be able to handle everything that is offered.

The Railways Budget this year provides for work costing R45-million between Booth and Cato Ridge R5-Ridge and Ladysmith, R74-million between Ladysmith and Newcastle and R224-million between Newcastle and Volksrust.

This section involves construction of a new line and tunnels. Another R114-million is being spent on the remainder of the line.

Because of delays caused by maintenance, the engineers regard 29 percent use of the line as full occupation. The section from Volksrust to Newcastle, at 67 percent, is not under any great pressure and will not be fully occupied for

six or seven years.

Newcastle to Glencoe will be fully occupied in six years but the Glencoe to Ladysmith stretch is already at 73 percent occupation.

The most congested part of the line is from Pietermaritzburg to Durban with 81 percent usage.

Walls says there will be relief from April 1981 to July 1982 with

the introduction of centralised traffic control and the lengthening of stations at Booth, Mount Vernon, Burlington, Shalcross, Mariannhill, Dassenhoek, Umshongweni, Klipdale, Hammarsdale and Geordedale. The station extensions will allow longer trains to pass each other and the CTC will allow better train control.



Durban harbour . . . speeding up turnaround time

RAPPORT 30/3/80

(269)

SAS spaar R360 m.

met 'nuwe' trokke

STUI3-
14340
STUD n
113864

1
14340
113864

*

Deur ALPHONS DU TOIT
DIE Spoorweë het binne 'n tydperk van sewe jaar sy verdienste met R360 miljoen verhoog, ná 'n besluit om die dravermoe van sy trokvloot groter te maak.

Sedert die 1973-74 boekjaar was dit die beleid van mnr. Hennie Loots, assistent-Hoofbestuurder (bedryf), om die Spoorweë se groeien-de vraag met 'n relatief kleiner trokvloot te vervoer.

Sodoende sou minder druk op die vervoer-infrastruktuur geplaas word. Dit het groot kapitaal-uitgawes vir die verdubbeling en miskien vervierdubbeling van bestaande enkel- en dubbel-spoorlyne in 'n groot mate uitgeskakel.

Na die destydse raming sou goederenverkeer binne die daaropvolgende twintig jaar verdubbel het. In die lig hiervan en met die heilhartige steun van

dr. Kobus Loubser, hoofbestuurder van die SAS, is mnr. Loots se plan in werking gestel.

Onder andere is bestaande trokke omgebou om hul dravermoe te verhoog en die ontwerp vir nuwe trokke is gewysig sodat die maksimum ton-nemaat per liniêre meter treinlengte vervoer kon word.

Dié plan was só suksesvol dat 'n toename verkry is in die netto ton per troklading van 27,9 ton in 1973/4 tot 38,7 per draaistelrok in 1979/80 — 'n toename dus van 38,7 persent.

Die verdienste per trok het daarmee van R5 390 in 1973/4 tot R6 620 in 1979/80 gestyg, 'n Verskil dus van R1 230 per jaar, wat 'n verbetering van 22,8 persent is.

As dié wins per trok in verband gebring word met die huidige trokvloot van 191 000 eenhede en

aangesuiwer word na huidige geldwaardes, beloop dit sowat R360 miljoen. Indien 1973/74 se gemiddelde lading van 27,9 ton dus nog steeds in 1979/80 gehandhaaf sou gevees het, sou die Spoorweë R360 miljoen aan inkomste verloor het.

Die dravermoe van feitlik alle soorte trokke is in dié tydperk "Verhoog. Trokke wat gebruik word vir die vervoer van steenkool, hout, sement, skape en 'n geweldige reeks produkte is onder die loep geneem. Waar moontlik is aanpassings gedoen. In die geval van trokke vir uitvoersteen-kool en ysters is nuwes ontwerp.

Veral boere sal belangstel in die 50 GZ-tipe trokke wat aangepas is vir die vervoer van skape. Oorspronklik met een dek toegerus, is dié trokke herbou en van drie dekke voorsien. Die aanvanklike kapasiteit van 120 skape

elk is verdriedubbel en elke trok van dié soort vervoer nou 360 skape. Spesiale laaiplatforms is gebou om die oplaai van die skape te vergemaklik.

Dit was egter nie net 'n geval van trokke omgebou om die dravermoe te verhoog nie. Die remstelsels moes ook aangepas word, om die langer en swaarder treine doeltreffend te kan beheer. Om dié probleem te oorkom, het die SAS van lugremme gebruik gemaak.

Volgens mnr. Johan Marais, skakelbestuurder van die SAS, is die beste benutting van trokke iets waarna die SAS voortdurend kyk. Die oogmerk van die SAS is steeds om die beste, doeltreffendste en mees ekonomiese benutting van sy trokke, trakkete, lokomotiewe en personeel te bewerkstellig.

Met die bepaling van die bedrag van R360 mill-

joen is die uitwerking van tariefverhogings sedert 1973/74 buite rekening gelaat. Die invloed van veranderinge in die verhouding tussen hoë en 'lae tarief-verkeer is, in soverre statistiese inligting dit moontlik gemaak het, ook nie bygereken nie.

Altsaam 110 trokke wat elk 39 ton kon dra, is ook nou omgebou vir die vervoer van loodkonsentraat na Saldanhabaai. Elke van dié trokke dra nou 54 ton. Die eerste prag loodkonsentraat vir uitvoer-doelendes is verlede maand uit Saldanhabaai verskeep.

Oor 'n tydperk van 186½ kraanure is 11 732 ton met die pragskip La Costa verskeep. Die geldwaarde van dié prag het R13 239 227,10 beloop — meer dus as die totale aanlegkoste van die skuur en kaagieriewe wat nodig was om die lood te hanteer.

U OEST

Tanker disasters mount alarmingly

(269) DD 11/1/80

The loss of the 122 500-ton supertanker, Maria Alejandra, which exploded off West Africa recently, has heightened fears in the shipping industry that the world faces a rapidly accelerating chain of tanker disasters.

The Maria Alejandra sinking, in which at least 36 people died, follows an unprecedented 18-month run of major marine losses that has rekindled concern about the safety of the giants of the sea.

Lloyd's of London, leader in world shipping insurance, listed 1979 as the worst peacetime year for major losses — 156 vessels each worth at least \$925 000, and with a combined value of \$603 million, were considered total write-offs by insurance assessors.

Of these, 27 were tankers and another 17 heavy bulk, or combined

ore and oil carriers. Five were supertankers of more than 200 000 tons — the real giants of the sea.

A score were lost after explosions and more than 400 people have been killed since 1968 — several in ports or at loading terminals.

Mr H. P. Drewry, a leading London shipping consultant, warned in a recent survey that the rate of tanker disasters is speeding up and that by 1985 there may be "one, or even two" every three months.

The report based its calculations on the findings by the United Nations maritime safety group, the International Maritime Consultative Organisation (IMCO), that the age of a ship, not its size, is the key factor in assessing whether it will explode, break in two or get wrecked.

Nearly all supertankers are less than 10 years old. But that's a long time in the tanker business. The French supertanker, Betelgeuse, which exploded in Ireland's Bantry Bay on Jan 7 last year, killing 50 people, was about to be retired. It was 11 years old.

The experts say that on top of this gloomy forecast, there will also be unpredictable disasters among younger ships, like the Maria Alejandra.

Shipping officials say safety controls are getting tougher and that supertankers are now being scrapped much earlier, partly because of a tanker recession.

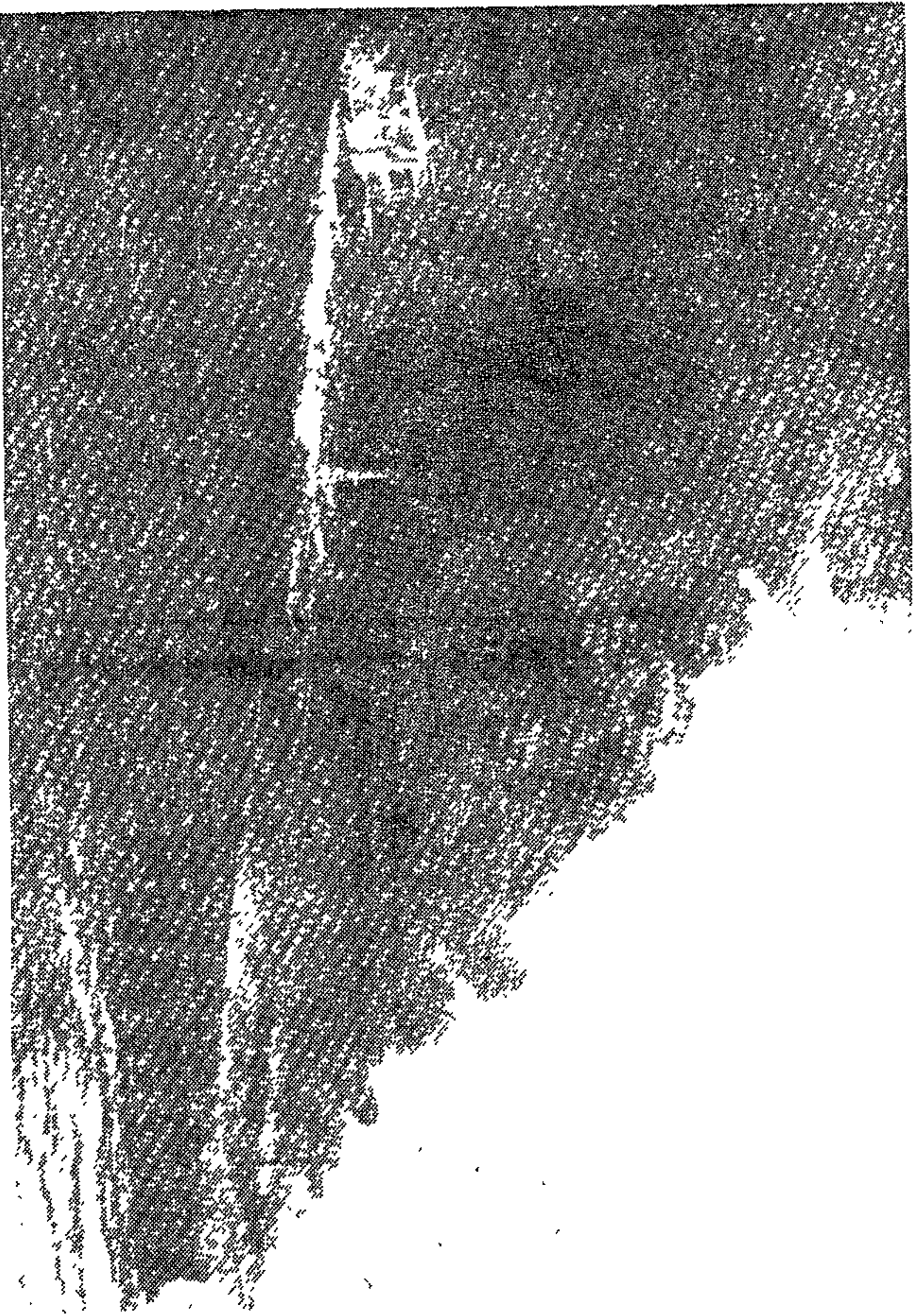
But Mr Drewry claims a string of recent disasters support his forecast. Among them: the 150 000-ton Independenta, the biggest ship in Rumania's merchant fleet,

caught fire after a collision with a Greek freighter off Istanbul last November.

The 292 000-ton Greek-owned Atlantic Empress and the Liberian-registered Aegean Capital, 210 000 tons, collided off Tobago last summer — the biggest known collision at sea.

The 212 000-ton Atlas Titan was another explosion victim off Lisbon last May and an explosion ripped a hole in the 218 000-ton Greek-owned Andros Patria off north-west Spain in December, 1978.

London tanker experts estimate that four-fifths of the 3 500 tankers now operating, do not carry inert gas systems designed to prevent explosions in the ballast and cargo tanks when not fully loaded. One was the Betelgeuse.



The Spanish-owned Maria Alejandra carried the latest in safety equipment, including an inert gas system. So did half a dozen of the tankers lost in the last 18 months.

The system floods oil tanks with oxygen-free gas to prevent the build-up of explosive vapour — the supertankers' weak spot.

IMCO tightened regulations for tanker safety in 1978 and ordered that all crude oil carriers

of 20 000 tons or more should have inert gas systems.

These rules are scheduled to take effect next year — provided the 90 member governments ratify them. Some countries, such as the United States and Britain, and most oil companies, are already enforcing the new rules.

But, the experts warn, it may take years to bring vessels sailing under "flags of convenience",

that are notoriously lax in observing international maritime codes, into line.

IMCO's London-based secretary general, Mr Chandrika Srivastava, said recently: "It's impossible to say that everything has been done, but the known problems have been attacked and resolved."

He added: "Eighty per cent of sea-going accidents result from human error."

There are growing suspicions in the shipping industry that with the tanker business in a slump, with few new cost-cutting super tankers on order, some owners are cutting costs by reducing the size of crews and paring repair to the bone.

Most oil companies are improving training for tanker personnel to eliminate human error as much as possible. But the shipping industry, apparently, fears the worst.

— SAPA-AP.

Disaster log

Date	Ship	Weight (tons)	Where	Cause
1980 Mar	Maria Alejandra	122 500	off Mauritania	Explosion
1979 Jan	Salera	210 000	off W. Africa	Disputed
1979 Dec	Energia, Determination	320 000	off Oman	Explosion
1979 Nov	Independenta	150 000	off Istanbul	Collision
1979 Oct	Berge Vangra	227 900	Atlantic	Vanished
1979 July	Aegean Captain	210 000	off Tobago	Collision
1979 July	Atlantic Empress	292 000	off Tobago	Collision
1978 May	Atlas Titan	212 000	off Lisbon	Explosion
1978 Dec	Andros Patria	218 000	off N.W. Spain	Fire/explosion
1978 Mar	Amoco Cadiz	233 600	off Brittany	Grounded
1978 Feb	Olympic Bravery	271 500	off Brittany	Grounded

of the student as well as his present curriculum should be taken into account.

For this reason an optional subject in this specialized



CAPTAIN Donald Mackinlay, a familiar face around South African ports for the past 26 years, retires this week. His retirement ends a lifelong association with the sea and ships. Captain Mackinlay followed in his father's footsteps and went to sea in 1936 with the Clan Line. During World War II his ship was torpedoed and sunk off Iceland. He was one of five survivors. Captain Mackinlay took up a shore appointment in 1954 as assistant marine.

Bank Line bid for share in trade to US

THE Bank Line is to make a bold bid for a slice of the trade from South Africa to the United States with the introduction of four new ships to the service in competition with existing operators.

The new service, which will operate between South African ports and the American Gulf and Atlantic ports, will start in May.

The new northbound service will operate in direct competition with the five lines comprising the South Africa-United States Conference. Southbound the line will operate within the conference.

Four purpose-built vessels in the 'Freshwater Fish' class will represent the Bank line on the route. All four ships are owned by the line.

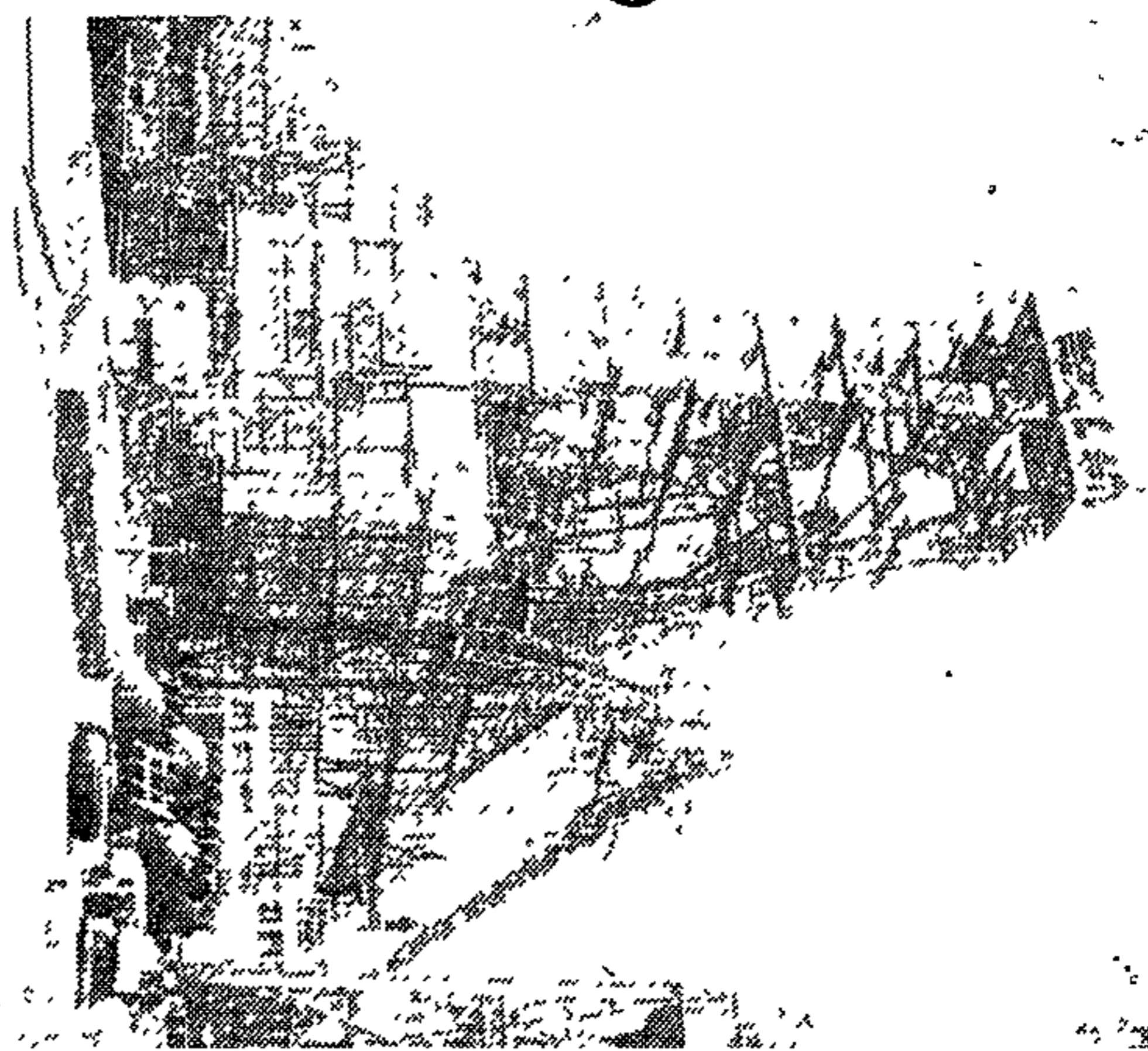
The first of these will be the Roachbank followed by the Tenchbank, Pikebank and the Troutbank.

The vessels will load in Durban, Port Elizabeth and Cape Town before sailing direct for Houston and then New Orleans, Savannah, Charleston, Baltimore, Hampton Roads and New York.

Commenting on the introduction of the new service, a spokesman for the Bank Line said it was felt there was a definite market for the service which could be best exploited by operating outside of the conference on the Northbound route.

'However, we decided to join the conference Southbound because of a conference orientation among American shippers,' he said.

Shipping circles in Durban said the introduction of the new service would definitely tighten up competition on the route. However, it was also pointed out that there were signs that the volume of cargo being shipped between South Africa and the United States was picking up.



BEDECKED with scaffolding Durban's heavy lift crane, Ndlovu, presented an unusual sight at the Bayhead. The crane is receiving a new coat of paint following its annual check in the dry dock. The crane has been out of service for nearly three weeks while work has been in progress. It is expected to be back in action soon.

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superintendent for the Union Castle Line in Cape Town. Since then he has been associated with stevedoring at all the ports along the South African Coast. He retires as the Durban manager of S A Stevedoring Services.

Heavy Lift

These vessels will carry palletised and unitised cargo and have a capacity for 306 containers giving a total cargo lift of 17,000 tons. They also have a heavy lift capacity.

Richards Bay call for SAEC box ships

CELLULAR container vessels of the South African European Conference are to become regular visitors at Richards Bay over the coming year adding an extra port to the vessels' South African schedules.

The first of the container ships, the S A Seederberg, called at Richards Bay last week to discharge heavy machinery for Sasol 2. A second container vessel is expected to call at the port today.

These visits will be followed by regular visits to the port that could extend into next year.

A spokesman for Con-

ference lines emphasised that the visits to the port by the container ships were not an extension of the existing container service operated from Durban, Port Elizabeth and Cape Town.

A number of vessels are being diverted to the port to unload heavy machinery being carried on deck, he said.

The vessels will not be working containers at the port.

Harbour authorities at Richards Bay have had to make special arrangements to accommodate the vessels at the port's dry cargo berth. Dredging operations have been undertaken and additional bollards have been installed on the quay. A shorebased heavy lift crane has also been erected to handle heavy lift cargo at the port.

The two large ro-ro ships serving the South Africa-Europe route have been visiting the port for the past few months.

DDR

Team investigates train derailment

2/1/78
26

BURGERSDORP — A board of inquiry, consisting of senior Railway officials, is investigating the cause of the derailment of a train here on Monday afternoon.

This was said by the system manager of the Railways in East London, Mr. D. Butler.

The train, consisting of goods and passenger carriages, was travelling on a single line, when two goods carriages and one passenger coach left the rail. A woman in the passenger coach was treated for shock by a Railway doctor at the

scene and then taken to the Burgersdorp hospital by ambulance. She was not seriously hurt.

Mr Butler said the train was back on the line by 8 am yesterday morning.

As a result of the derailment which occurred on the main line to Bloemfontein and Johannesburg a number of trains were delayed for several hours.

The longest delay was 15 hours. Mr Butler said seeing that the derailment occurred on a single line, a pile-up of trains was inevitable.

"Everything came to a standstill," he said. —

DDR

Steel exports cause delays

SHIPS waiting for berths in Durban harbor are experiencing delays of up to 46 hours and the ports' cargo handling facilities are being extended by an export boom.

Almost every general cargo berth in port was occupied yesterday.

Durban's port captain, Captain Malcolm Rose said his staff were dealing with an average of eight arrivals and eight sailings daily.

Captain Frank Aplin, a member of the Durban Chamber of Commerce transporta-tion committee said the delays being experienced were the result of a combination of factors.

'We are now experiencing very large steel exports by Iscor,' said Captain Aplin.

The large steel exports moving through port at present are the result of Iscor's marketing pattern which apparently allows for a big upswing in sales towards the end of each quarter.

Coal exports are also being made at record levels and Durban's coal loading appliances are being stretched to the limit.

'These extremely high tonnages are being achieved in spite of the fact that one of the three appliances is out of action,' said Captain Aplin.

The introduction of

container ships to South Africa has done nothing to decrease the numbers of breakbulk vessels visiting the port.

Most of the vessels are operating outside of the conference allowing exporters to take advantage of their lower freight tariffs.

FULL house at the Bluff coaling berth yesterday. Coal exports have been at an all-time high in the past weeks.



IN PORT

POINT SHEDS: A Satocean Weltevreden; B/C Katy; C Sophia II; D Hellenic Destiny; E Kroisos; F Amazon Maru; G Aegis Logic; L Eastern Saga; L/M Cosmoerati; N Primrose; O/P Diego; P Er Brugge; Q Hellenic Hero; R Minotaurus.

MAYDON WHARF: 5 Venture; 7A Gourlitz; 9A Nedlloyd; Spaarnekerk; 10 Hellenic Torch; 11 Nedlloyd Kingston; 12A Rog-er's Trader; 13 Nakhon.

PIER 1: 101 Olympic Peace; 103 Nancy Lykes; 104A Umfolozi; 106 Gold Kranaos.

CONTAINER TERMINAL: 108 Breede; 109 Kengo Maru; 200 Hugo Oldendorff; 205 S A Heldeberg BLUFF. 2 Asia Ohj; 3 St Nicholas; 4 Cavalier de la Salle

SHIP-REPAIR JETTY: Pondoland; Onibe. BUOYS: Con-dor; GRAVING DOCK: Saf Anck-land; S DOCK: Cherry Baron.

ARRIVALS: SA van der Stel from Far East; Tendai Maru from West Africa; Baucis from coast.

DEPARTURES: Amazon Maru for East Coast; Er Brugge for Continent; Minotaurus for high seas.

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Commuters Switch to third class

CAR-Tickets 3/4/80

269

Staff Reporter

THE rail fare increases announced by the Minister of Transport Affairs Mr Chris Heunis in the Railway Budget on March 5, came into effect this week and many former first class passengers are now travelling third class in already overcrowded carriages.

First class tickets have been increased by 15 percent and third class tickets by 10 percent.

Commuters travelling to Nyanga at the rush hour yesterday complained that they could no longer afford to pay first class fares.

A first class return ticket from Nyanga to Cape Town has increased from 82 to 94 cents and the weekly from R3,60 to R3,85, said Mr G Heynes who lives in Mitchell's Plain.

A third class ticket has increased from 31 to 34 cents and a weekly from R1 08 to R1,19.

"I have to travel third class now but it is terribly overcrowded," he said.

When the 16 45 train from Cape Town yesterday arrived at Salt River station, there was a wild scramble to get into the coaches. Several passengers hung out of the doors.

All my friends are now travelling third class since the increases, said a City messenger as he rushed to catch the 16 39 train in Cape Town.

"With the bread up, I cannot afford to pay more train fare," he said.

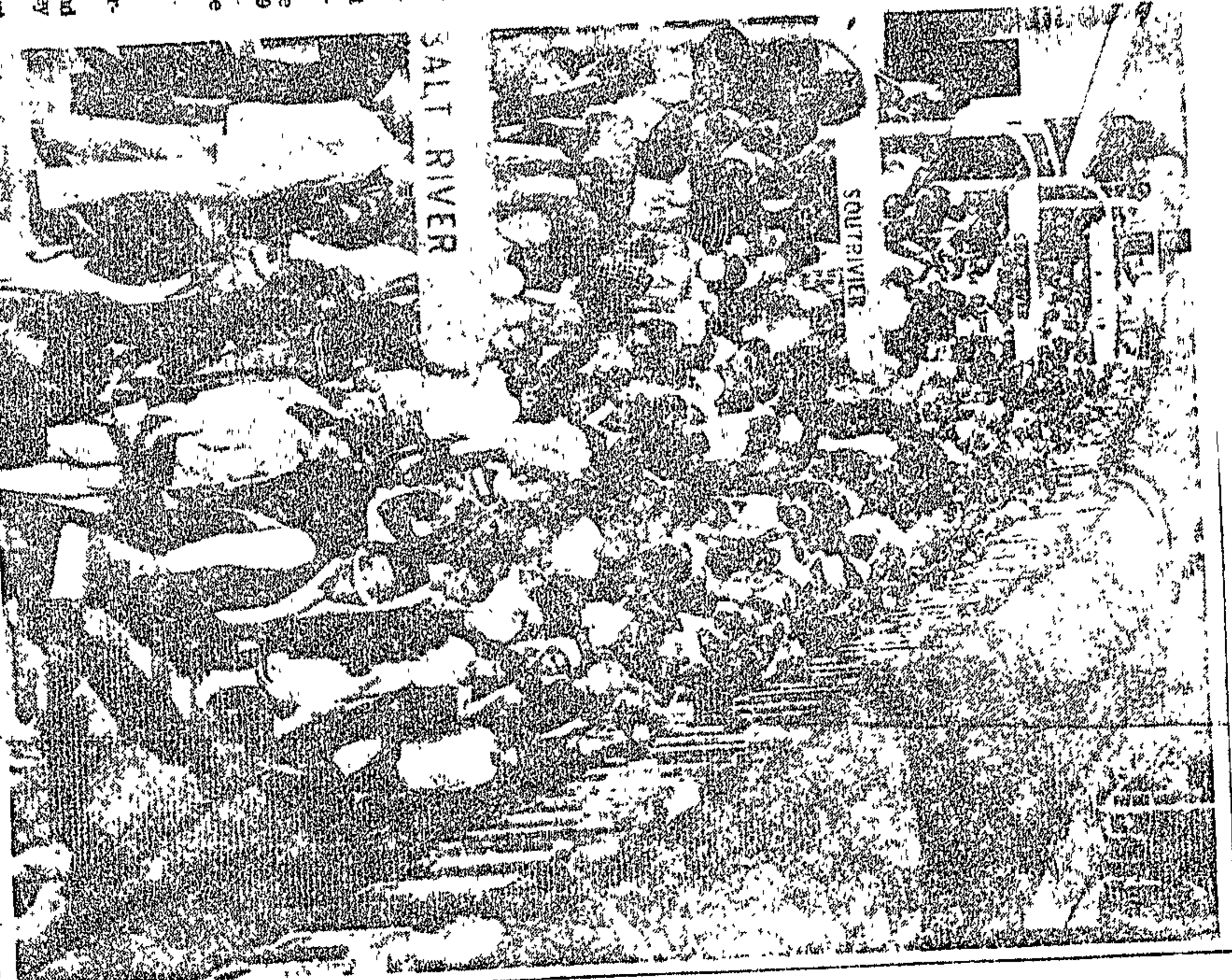
Ideal for pickpockets

Ticket collectors said that the overcrowded third-class carriages were a haven for pickpockets.

They said yesterday that there were complaints every day and that they often had to calm hysterical commuters when they discovered that they had lost their money.

It is impossible for us to do our jobs on a jam-packed train but for the pickpocket conditions are ideal," said one collector.

A spokesman for the railways said that they were aware of the problems and were doing what they could. "We hope to improve the service by August," he said.



Hundreds of commuters surge forward to fill already overcrowded third-class coaches at Salt River yesterday while first-class carriages remained half-empty. Increased rail fares came into effect this week forcing many to opt for third-class travel.

Refused me ticket, says commuter

ARGUS 3/4/80

269

81

MR ZAC COETZEE of Rondebosch claims that a clerk at Cape Town station booking office refused to sell him a first-class ticket because he suspected Mr. Coetzee would give it to a coloured commuter.

Mr Coetzee, former president of the Cricket Umpires' Union, said he was standing at the rear of a queue of 10 at the ticket office on Tuesday when the clerk refused to sell a very well-dressed and respectable coloured man a first-class single ticket to Salt River.

'The coloured man was told he would have to "go round the back." When the man said he had bought a ticket at the same office the day before, the clerk still refused,' Mr Coetzee said.

USUAL RETURN

'So I took the fellow aside and said I would buy him the ticket. I asked the clerk for my usual return to Rondebosch and a single to Salt River.'

The clerk then asked him if the ticket was for the coloured man. When Mr Coetzee said it was, the clerk refused to give it to him.

'I didn't even bother to complain,' Mr Coetzee said. 'The reply is always that coloured people may not queue with whites because it leads to trouble and race friction.'

SHOCKED

Mr Gawie la Grange, public relations director for the Railways, expressed shock when told about the incident.

The clerk's alleged behaviour was 'utter nonsense' and he would be interested to hear his version, Mr la Grange said.

'We will investigate fully,' he said.

(269)

Trucks: SAR 'not unduly concerned'

C.T. 9/9/80

Staff Reporter

THE South African Railways are not unduly concerned over the "stranding" of their trucks in Zambia and Zaire, since both countries are heavily dependent on South African exports

Commenting yesterday on a report from Lusaka that about half of the "stranded" 3 000 SAR trucks were in Zambia — many of them containing maize which Zambians were unable to unload fast enough — Mr Andries Steyn of SAR's public relations department said no details were available on how many trucks were involved

The railways are currently transporting 800 tons of maize a day, part of a total order from South Africa of some 200 000 tons needed by Zambia to offset

the loss of half the domestic crop last year through drought and decreased planting

Another 1 500 wagons are reported to be stranded in Zaire's southern Shaba province whose copper and cobalt mines depend on the railway for about 30 000 tons a month of vital imports

Mr Steyn said the delay in the return of trucks to South Africa was not "political"

"The position fluctuates from day to day as the trucks are always on the move", he said, declining to comment further

Transport sources in Lusaka had suggested that the SAR might reduce rail traffic to the two countries unless a substantial number of the trucks were returned

JOHANNESBURG — Massive savings of R360 million have been achieved by the South African Railways over the past six years through a series of design modifications to their rolling stock

The modifications, enabling wagons to carry greater loads without impairing efficiency, were the brain-child of SAR's top management who realised in 1973, with the beginnings of the energy crisis, that they would have to take a closer look at their goods traffic.

Mr Johan Marais, SAR public relations manager, explained the problems they faced.

"Our information at the time pointed to a doubling of goods traffic within 20 years.

"We had several alternatives. We could have bought more trucks, similar to our existing stock, and increased our capacity by trebling or

SAR saves R360 million

quadrupling lines at enormous costs

"The other alternative was to modify our existing stock of about 100 000 trucks. It was obviously the cheapest way out but it presented an immense task for our technicians "

However, SAR decided to go ahead with the modifications — and now, six years later, are beginning to realise just how

well-advised that decision was.

"Our annual income per truck, using 1973 tariffs as a base-line and disregarding increases since then, has risen from R5 300 to R6 620 — a 22,8 per cent increase

"The doors of wagons used to carry coal were welded in the closed position — increasing their capacity by four tons from 48 to 52 tons.

"GZ wagons, used to carry small livestock, were fitted with three decks to enable them to carry as many as 360 sheep instead of the previous 120," Mr Marais said.

The height of timber trucks was increased by 2 109mm following requests for increased tonnage by the timber industry. The higher sides of the trucks meant they could carry 50 per cent more timber, increasing tonnage from 24 to 35 tons, he said. — DDC.

Railways, Harbours Lose R72-m

Pretoria Bureau

The South African Railways and Harbours showed a deficit of more than R72 million for the past financial year compared with a surplus of more than R95-million in 1978-1979.

They budgeted for a deficit of R201,304-million for 1979-1980, it was an-

nounced in the Government Gazette yesterday.

Increases worth R361-million for rail and air services were recently announced in Parliament by the Minister of Transport, Mr Hennis.

The Minister also asked for an additional R319,849-million in Febru-

ary, this year to see the railways through to this month when their financial year ended.

The deficit of R72 117 245 comes despite a reported bumper year when there was an increase of more than 47-million in the number of passengers using trains. Fuel costs rose to

R421 252 246 last year if so from R298 372 718 in 1978-79 for the Railways.

Working and maintenance services for air services rose from R304 718 546 in 1978-79 to R452 840 164 last year.

The transport of goods netted R1 541 881 232 last year compared with R1 440 037 362 in the previous year.

574K 12/14/80 269

200km/h kicks on SAR's Bullet

Political Staff

PETROL conservation might have restricted fun on the country's highways but Transport Minister Chris Heunis will still give you your kicks at heady speeds of up to 200km/h - if you go by train.

South Africa's first bullet-train will be operational in two years, low-flying passengers between Johannesburg and Pretoria at 150km/h. And by 1982 the railways will have worked out a system for air-conditioned, inter-city rail travel at 200km/h and more.

A four-phase development programme for high-speed, high-technology train services was announced by Mr Heunis in the House of Assembly yesterday during the second reading debate on the Railways and Harbours Amendment Bill.

He said two locomotive-hauled passenger trains, modified to reach speeds of 150km/h, would be introduced on the Pretoria-Johannesburg line in 1982.

Once the 150km/h trains had proved technically feasible, they would be extended gradually to provide inter-city services radiating from Johannesburg to such places as Durban, Maritzburg and Klerksdorp.

Because a demand for high speed trains of international standard, operating over inter-city networks, was likely to arise once the 150km/h services had gained acceptance; by 1982 the railways intended to establish system criteria for air-conditioned rolling stock capable of operating speeds of 200km/h.

Whenever practicable the requirements for the high-speed equipment would be embodied in all rolling stock purchased, even though such vehicles would not be used at the high speeds initially, Mr Heunis said.

As noted above, the optimum deposit/capital decision of the bank conditions are satisfied, If q is set for each bank $(1+a)/a$ of the optimal value $= a$ (and $i = t$). If $a > a$, nt in dealing with the losses bank and its depositors, posit/capital ratio will in- tively made less expensive). These remarks refer to some further a- turity structure also be added the st- sion; but this is his arguments and cost. The converse state of the choice of the of end-of-period without implying An integration of ble, but at the e: A number of other tion, e.g. Towey (1974). However, as dominant a role

If the determination of q is made according to competitive prin- ciples, these two are equalized to give $q^* = [(1+a)(1+i+q+c)^D] / [1-(1+a)p]$.

'Understanding' with Mozambique

CT 22/4/80

WHATEVER their respective governments' political attitudes might be, there is "complete understanding" between the railway chiefs of South Africa and Mozambique.

The general manager of the South African Railways, Dr Kobus Loubser, made this plain yesterday when he addressed a lunch-time meeting of the Cape Town Press Club.

Asked about South African-Mozambican co-operation on railway matters, Dr Loubser said

"As far as the railways are concerned we have a complete business agreement (with Mozambique) — a complete understanding. We meet regularly and discuss our business problems."

Asked about the chances of a resumption of tourist traffic to Mozambique, Dr Loubser replied: "As far as railway and air traffic are concerned there is a completely free flow between the two countries, and I would think they are keen to see this."

Asked why South African Airways had not bought supersonic aircraft, Dr Loubser said that with the present high price of fuel a supersonic airliner "would have to carry 1 000-plus passengers to be a commercial proposition."

"And one thing is sure. An engineer might have a plan, but it takes a commercial man to sell the idea."

Earlier Dr Loubser said that "we received a lot of criticism for not buying a Concorde, but remember they fly for 3½ hours only. When you have no landing rights in Africa you have to rely on a few islands, and if you miss them you land in the sea."

Dr Loubser said South Africans "don't have to be afraid" of the Republic's railway gauge, which is narrower than that used in most overseas countries.

"We are running 20 000-ton trains at the same average speed as the trains in America, and we could do more, but we don't need it. . . We have solved the problem of big trucks' sway and overhang." This was due to a new type of bogey the SAR had developed.

He added that as far as the introduction of super-fast trains were concerned it was "only a question of demand." A locomotive for such a train was already being built.

As far as the energy question was concerned, Dr Loubser said "we are in a wonderful position" — electrification was proceeding fast, and experiments on running diesel locomotives on alcohol mixtures were being conducted.

Income tax slashes

railway bonuses

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23/4/50

By LEWELLYN KRIEL

ALL railway employees have been hit by massive tax deductions this month — in some cases as much as R700 a person — because the new tax scales announced in the 1950 Budget will only be available from July.

But the S.A.R.'s Director of Personnel, Mr J G Benade, gave the assurance yesterday that railway employees would not lose money in the long run.

Mr Benade said tax deductions for April had had to be made according to the old scales because the new scales would only become effective towards the end of June.

This meant that all railway employees would be especially hard hit this month because they would be receiving double cheques as a result of the service bonus promised by the Minister of Transport, Mr Chris Heunis, in his budget on March 5.

However, Mr Benade said that workers could expect substantial drops in tax deductions from July when the new scales come into force.

He said that, to balance the present heavy deductions under the old scales, the tax gains from July onwards would be greater than would have been the case if the new scales were already effective.

Mr Benade assured workers that all railway staff associations had been consulted before the imposition of the massive tax deductions, and all had agreed to the proposed scheme.

He pointed out that if an employee's gross annual tax deduction amounted to R1 200 and he was taxed a total of R600 prior to the new scales coming into effect, that for the remaining seven months from July onward he would not be taxed more than the outstanding R600.

Therefore there is absolutely no question of any railway employee being overtaxed this year," Mr Benade said.

His assurances should dispel fears expressed by the many angry workers who yesterday telephoned the Rand Daily Mail complaining about the huge deductions with which they had been hit.

Workers were afraid they were being grossly overtaxed and stood to lose substantial amounts of money this year.

Of the cases reported to the "Mail" yesterday, one worker, who stood to earn a total of R2 137 this month (including normal salary, service bonus and overtime pay) was taxed R680.

Another worker, who stood to earn R1 500 all inclusive was taxed R643 where he would have been taxed only R195 under the new scales.

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RDM 24/4/80

'SA security depends on job creation'

Own Correspondent

EAST LONDON. — The greatest threat to South Africa's security is unemployment — if a man has a job, and his family is housed and clothed, he will be prepared to defend his country because he will have something personal to defend.

This was said by the president of the Railways Artisans' Staff Association, Mr James Zurich, in his opening address at the association's 49th annual congress, in East London.

He said this was a decade in which there would be major changes in the industrial, social and economic spheres

Mr Zurich said for several years there had been talk about changes that must take place and the cliché — we live in a changing world — had lost its meaning as very few meaningful changes had taken place up to now.

A growth rate of at least five per cent was needed this year and it had to be maintained and increased during the next few years to create work for the new job seekers that came into the labour market every year

Internal peace, social security, stability, prosperity and full employment were what everyone wanted for South Africa.

"If we could have these things, we could be assured of the security which we all crave for. These things could be ours only if we had full employment. The greatest threat to our security is unemployment. A man with a job is a happy and contented citizen who would be prepared to defend his country."

The trade union had a role to play if the country was to achieve this. The union must be flexible and prepared to accept

orderly change in the work place.

The membership would accept many changes provided the changes were done in consultation with, and with the concurrence of, the union and not forced on it

Mr Zurich said his own view was that orderly changes, using labour of a different colour, brought about by negotiation between the employer and the union, would hold no threat to the present workers or those who would follow

With their experience, expertise and qualifications they would be still a few jumps ahead of other workers for many years

More intelligent use must be made of the available trained artisan in the sense that he must be used as a trainer and a supervisor and the leader of the lesser skilled workers in the industry.

The availability of artisan labour would determine the growth rate of the country.

Mr Zurich said what concerned his union, was that neither the Railways administration nor the management, bothered to take the union into its confidence and to talk to the union about the future and the questions he raised. It would be in the interests of all concerned if these matters could be discussed with the union

Touching on the subject of the registration of trade unions of other races, Mr Zurich said that his union had pleaded in the past that black unions be acknowledged.

They are now able to register as unions but seemed slow to do it. He said he believed that no unregistered trade union should be allowed in the country.

Cross-border rights for the SAR police?

269

RDM 25/4/80

THE ASSEMBLY. — The Railways and Harbours Amendment Bill, yesterday brought into focus the role of the Railways Police in emergency situations.

The Bill provides, among other things, that the State President may in wartime or other emergencies assume command of the Railways Police and deploy it to assist in the defence of South Africa — even beyond its borders.

Mr Rupert Lorimer (PFP Orange Grove) moved amendments in the Committee Stage that the Railways Police only be deployed in a state of declared emergency and that the force's activities be restricted to regions adjacent to South Africa's borders.

The Opposition agreed with the principle that the police could be called on in certain situations to perform duties not normally expected of them.

But there were many day-to-day emergencies which did not warrant the Railways Police being called away from their normal duties. Only emergency situations declared by the State President required such action.

Existing legislation allowed the police to go anywhere in the world in the execution of their duties. But the PFP believed the same provision should not apply to the Railways Police.

In hot pursuit operations the

Railways Police should be restricted to adjacent border areas, Mr Lorimer said.

Mr Chris Heunis, Minister of Transport Affairs, who piloted the Bill through the House, said situations could arise which required the assistance of the Railways Police in restricted areas without an emergency being declared in terms of the Public Security Act.

The functions of the Railways Police were identical to those of the police, and it would be a disservice to South Africa if the Railways Police were prevented from assisting their SAP colleagues.

Certain circumstances might require the Railways Police to serve in countries which did not border on South Africa in order to protect investments, Mr Heunis said.

But he said he would not expand on this as it could lead to people making "certain deductions".

Mr Vause Raw, leader of the New Republic Party, said his party would not support the PFP's amendments.

He quoted the example of a consignment of diamonds being conveyed by the SAR. Would the Railways Police guarding the gems have to get off at the border?

The Opposition's amendments were rejected and the Bill was read a third time. — Sapa.

26 Railway Police for hot pursuit?

HOUSE OF ASSEMBLY. —

The Railways and Harbours Amendment Bill yesterday elicited divergent views on the role of the South African Railway Police in emergency situations.

The bill provides among other things that the State President may in wartime or other emergencies assume command of the Railway Police and deploy it to assist in the defence of the Republic, even beyond its borders.

Mr Rupert Lorimer (PFP Orange Grove) moved amendments in the committee stage that the Railway Police be deployed only in a state of declared emergency and that the force's activities be restricted to regions adjacent to South Africa's borders.

The Official Opposition agreed with the principle that the police could be called on in certain situations to perform duties not normally expected of them.

Restricted role

The Railway Police had a more restricted role than the regular police force!

Existing legislation allowed the South African Police to go anywhere in the world in the execution of their duties. But the PFP believed the same provision should not apply to the Railway Police.

In hot-pursuit operations the Railway Police should be restricted to adjacent border areas, Mr Lorimer said.

Mr Chris Heunis, Minister of Transport Affairs, who piloted the bill through the House, said situations could arise which necessitated the assistance of the Railway Police in restricted areas without an emergency being declared in terms of the Public Security Act.

The functions of the Railway Police were identical to those of the SAP.

The purpose of the bill was to bring into line in all respects legislation governing the Railway Police with that of the SAP. It would be a disservice to South Africa if the Railway Police were prevented from assisting their colleagues in the SAP.

Investments

Certain circumstances might require the Railway Police to serve in countries which did not border on South Africa in order to protect investments.

Mr Heunis said he would not expand on the theme as it could lead to people making certain deductions.

Mr Vaas Bawa, leader of the New Republic Party, said his party would not support the PFP's amendments.

He quoted the example of a consignment of diamonds being conveyed by the South African Railways. Would the Railway Police guarding the gems have to get off at the border in terms of the PFP amendment?

There were also agreements with Mozambique which required the presence of railway personnel in the harbour of Maputo.

The Official Opposition's amendments were rejected and the bill was read a third time.

New line, longer trains for Peninsula service

Political Staff

IMPROVEMENTS to the Cape Peninsula commuter-train service which include the doubling-up of lines, a new line and the lengthening of station platforms to handle 14-coach trains were announced yesterday by the Minister of Transport Affairs, Mr Chris Heunis.

The Railways had already been compelled to make short-term adaptations to the suburban service since the onset of the fuel crisis in 1973, Mr Heunis said.

As a result, the number of passengers carried daily on Peninsula trains had doubled to 655 740 by the end of March this year.

When the Mitchells Plain service was introduced and the quadrupled line between Bonteheuwel and Langa opened at

the end of June, six additional trains would run in each direction daily, providing transport for about 12 540 passengers.

By the end of December, 1981 the line between Lavistown and Sarepta would be doubled, allowing a maximum of 58 trains to operate in each direction instead of the present 29.

By December, 1982 a new connecting line between Sarepta and Kuilsriver could be open to traffic.

Flexible

Mr Heunis said this link-line would assist towards making the suburban train service more flexible since trains could be diverted from busy to less busy sections and passengers would be required to change less frequently at junctions,

thereby decreasing travelling time.

Station platforms in Cape Town and on the line via Salt River and Pinelands would be lengthened to accommodate 12-coach trains. The project should be completed during 1982 and would provide 106 additional coaches for 20 140 passengers.

The line between Maitland and Woodstock would be quadrupled to enable the Cape Flats and Bellville lines to function independently of each other. This project was expected to be complete by the end of 1985.

Several platforms in the Peninsula would be lengthened further to handle 14-coach trains and the fleet of suburban coaches would be increased progressively, Mr Heunis said.

Commuter rail service 'stretched to the limit'

STAR 29/4/80

(80) (269)
(289)

By Elizabeth Wilson and Kevin Murray

The South African Railways is stretched to the limit on its suburban train services and fears that further sudden increases in passenger traffic could create chaos.

"We will be in trouble if passenger figures keep on going up as sharply as they did after the petrol-price increase last year," railway planners say.

The petrol price rise played havoc with the "conservative" planning of officials based on a steady growth rate.

Suddenly there was a dramatic increase of millions of passengers.

"We just don't have the coaches to cope with this accelerated rate of growth. New coaches we are having built are being used in Cape Town, Durban, Pretoria and Johannesburg, but the people are coming in their thousands now," said Mr Nico Theron, a Railways superintendent in charge of the conveyance of non-whites.

The problems facing the Railways emerged last night when the Trade Union Council of South Africa urged railway officials to tackle immediately the critical issue of severe overcrowding on black suburban trains.

NOT INTERESTED

Tuesa officials claim that thousands of black workers are often unable to get to work on time or are forced to crush into overcrowded trains.

They say employers are not interested in excuses about the train services — a vital issue to blacks who might lose their jobs when there are so many unemployed.

Mr Henrie Loots, assistant general manager (operating) of the SAR, admitted to Tuesa representatives last night that the Railways faced a "grave problem" in catering for the rocketing numbers of black commuters.

He said that in one year the Railways had been "flooded out".

"How do you plan for this? If anyone can come up with constructive suggestions, I would like to hear from him."

DELAY

Earlier yesterday top railway officials, more than 30 trade union leaders and representatives from the Soweto Council conducted a test run on Soweto trains to check conditions.

During the test run a delay on one train caused overcrowding on later services.

"Now they can see that what we are saying is true," said Mrs Lucy Myubelo of Tuesa.

Long-term plans by the Railways would not do enough to cater for the growing demand. The Railways had to find more immediate solutions to its problems, Mr Theron said today.

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Big plans for coal terminal

THE Richards Bay Coal Terminal could double in size if ambitious expansion plans for the project are given the go-ahead this week.

The expansion will result in a doubling of production capacity and the size of the workforce at the terminal.

It is expected that the new development will cost R150 million and will boost revenue from coal exports moving through the port from R500 million to R1 000 million annually.

The expansion of the terminal will also result in major construction works being undertaken in Richards Bay, a spokesman for

the Richards Bay Coal Terminal Company said last week.

Accommodation will have to be provided in the town for an additional 150 families. The staff at the terminal is expected to increase to 1 000.

All rail facilities from the coalfields to Richards Bay will have to be extended to cope with the increase in the amount of coal moving through the port. The Richards Bay Coal Terminal was originally designed to handle 12 million tons of coal annually.

Phase Two of the project was commissioned in 1978, increasing the throughput to 20 million tons a year.

The terminal is at present handling 24 million tons and work will soon start on an interim phase that will boost this figure by a further 2 million tons.

If the expansion goes ahead the figure will be boosted to 44 million tons a year. This peak is expected to be reached during 1984.

The spokesman for the company said it was possible that the Richards Bay Coal handling facilities

might be extended beyond present plans in the future but this would depend on the Government's attitude towards an increase in the company's export quota.

Choked trains is a crisis again

RSA 30/4/88

2/9

THE petrol price has driven more blacks to use trains to work and overcrowding is again in the spotlight.

A spokesman for SA Railways said more than 192 930 black commuters from Soweto travel by train in one direction every day.

SAR figures indicate there was an increase of 8,44 percent of black commuters for the 12 months to September last year.

SCHEDULED

The spokesman said 98 trains from Soweto are scheduled between 4 am and 8 am in one direction.

In the afternoon, 59 trains from Johannesburg to Soweto are scheduled in one direction between 5.30 and 7.50.

Meanwhile, the Trade Union Council of South Africa (Tucsa) has been pressuring railway officials to tackle the critical problem of overcrowding in black suburban trains.

Tucsa officials say thousands of black workers often can not get to work on time or are forced to crush into overcrowded trains.

Employers, they say, are not interested in excuses about the train service.

There are also complaints that, from certain areas, services for employees who work on Sundays are inadequate.

Tucsa also says it wants more first-class coaches for blacks, many of whom would willingly pay the extra fare for this.

COMPLAINTS

Mr Hennie Loots, Assistant General Manager (Operating) of the SAR, faced a barrage of complaints from Tucsa representatives in Johannesburg this week.

Earlier top railway officials, more than 30 trade union leaders and representatives from the Soweto Council went on a test run to Soweto to check conditions on the trains.

overcrowding on later services.

"Now they can see that what we are saying is true," said Mrs Lucy Mvubelo of Tucsa.

Mr Loots admitted that the SAR faced a grave problem in catering for the rocketing numbers of black commuters.

The SAR, which had been planning on a steady growth in the number of commuters, was suddenly faced with a dramatic increase in traffic. In one year the Railways had been "flooded out" he said.

ASKED

"How do you plan for this?" he asked. "If anybody can come up with a constructive suggestion, I would like to hear from them."

Mr Loots explained long-term plans the Railways had to solve the problems of heavy traffic growth, put Tucsa representatives urged that immediate interim measures be taken.

A Tucsa representative, speaking from the floor, said: "You have come to tell us your problems, but I feel you must now listen to ours."

EXPENSIVE

Mr Loots said the provision of transport will become more expensive in the future and the Railways would have to find the funds to meet these costs.

Among SAR plans for the future were:

- Automatic routing of trains.
- Faster trains (running at 120 km/h and later 140 km/h to increase frequency and therefore greater capacity.
- Lengthening platforms and all train sets to increase capacity.
- Faster starting and stopping through lighter materials and new braking systems.
- Trains with more doors

The preminent survey of anticipated outlays for plant and equipment which appeared in the February issue of *Business* in January and February 1970. These articles represent a complete construction of the plant and equipment surveys, which go back to the second quarter basis, back to the second

PLANT AND EQUIPMENT SPENDING SURVEYS

1. Plant and equipment spending plans
 - a. Commerce-SEC survey of plans
 - b. McGraw-Hill survey of plans
 - c. The Conference Board surveys
 - d. McGraw-Hill survey of new plant and equipment
2. Consumer attitudes and buying plans
 - a. Census Bureau survey of consumer attitudes and buying plans
 - b. Commercial Credit Companies
 - c. The Conference Board surveys
 - d. University of Michigan Survey Center's index of consumer sentiment
3. Commerce surveys of expected inventories by manufacturer and housing surveys
 - a. Fortune survey of homebuilding
 - b. Commercial Credit Companies on homebuying plans

More first-class coaches on cards for blacks

By Felix Frankfurter
The Supreme Court has
planned to set
a standard for
the first-class coaches
for blacks in
inter-city travel.
A 7-5 decision
said today that it would
take measures to prevent
the segregation of blacks
in first-class coaches
which followed last year's
patrol police arrests.

The court's decision
is a landmark in the
history of racial
discrimination in
transportation.
It is the first time
that the court has
ruled against a state
law which permits
segregation in
first-class coaches.
The court's decision
is based on the
equal protection clause
of the 14th
amendment to the
constitution.
The court said that
the segregation of
blacks in first-class
coaches is a denial
of equal protection.
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PUBLIC SECTOR - Transport -
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State's R18-million casts gloom over bus plans

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By Lynda Loxton,
Municipal Reporter

Gloom is mounting about the future of urban transport planning and projects as experts digest the news that the Government has set aside only R18-million for it this year.

This will be more than twice as much as was set aside last year, but because of inflation it is far less than is needed. The amount is also nowhere near the annual amount recommended by the White Paper on the

Driessen Report, sources claim

They also point out that the R18-million will have to be shared among more metropolitan transport advisory boards this year.

The Johannesburg metropolitan area will, it is believed, get the lion's share of the money — R4.5-million plus another R2.27-million for the implementation of the Randburg-Sandton bus service and the Johannesburg trolleybus demonstration project.

The White Paper on the Driessen Report recommended that R44-million a year should be granted for urban transport planning and development, but over the last four years only R11-million has been allocated for the whole country.

Some sources, however, point out that 'there are other priorities, and the Government is allocating more each year'.

Most sources fear that metropolitan transport advisory boards will not be

able to fulfil their promise if they do not get more financial support

Financial restraints have already meant they are unable to meet public expectations, and disengagement was growing with the whole idea of metropolitan planning

NEW ROADS

Planning was falling behind year by year and soon municipalities would be forced to provide more money — which should rather be spent on other things — to meet transport needs such as new roads

At this rate say the sources, it is unlikely that the promising concept of co-ordinating transport in metropolitan areas would ever get off the ground

To add to the gloom, urban transport operators are preparing to take the counterproductive step of increasing fares this year unless they receive some kind of operational subsidy from the Government. This is essential because of soaring costs

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FM 2/5/80 (269)
DATA COMMUNICATIONS
Inhibiting contracts

Although the ink on the SA Post Office's 15-year R5 billion supply agreement is hardly dry, the first hints of the folly of creating state-sanctioned monopolies are becoming apparent

Last year Postmaster-General Louis Rive indicated that there was room for only one modem manufacturer in SA, and with an estimated R14m (2 000 units a year growing at 30% pa) worth of business from now until 1982, Sapo awarded the entire contract to Altech. The company was thus assured of a captive market as only "Sapo approved" modems (used to shift frequencies of data signals to where they fall within normal telephone voice bands) can be installed on Saponet, the national data transmission network.

Fears were voiced to the FM (October 12 1979) that a long-term commitment of this nature would ultimately deny users access to the latest and most appropriate technology. Available US and European modems offered many more features than the locally made Altech equipment (originally imported from STC), and although users indicated they would prefer these options, said Rive "Their importance is not considered sufficient to warrant a departure from our policy."

He also stressed the importance of local manufacture to conserve foreign exchange, and establishing a base-load for local component production.

Meanwhile, as the on-line data communication network has expanded, so the importance of effective network management has become paramount. Users called for modems with surveillance capabilities to ensure that malfunctions in the data network could be quickly identified, thus ensuring a minimum of costly downtime.

Altech can oblige, but only in the next couple of months, and then only by providing a remote diagnostic system which, it is understood, will be imported from the US Penril company. This system is basically manually operated, in that a malfunction is only reported once it happens, and then by the affected party. More often than not, this communication is by telephone and can take minutes or even hours.

Big users obviously find this inadequate, and require effective network management systems (NMS) that can identify a potential fault prior to its occurrence,

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AFTER ADVANCING 2 LINES.

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where and when it will occur on the network, and can advise all users, not only the mainframe

Altech is apparently negotiating with Perill, which is developing a network early warning system — but it is not known when this will be available. In the meantime, Sapo is (reluctantly) allowing the installation of Racal/Milgo 185 NMSS. At present there are five such users with two in the pipeline. The 185 provides an audible and visual alarm when a fault is likely to occur, while a screen displays the time, line, modem and what the actual fault will be.

Altech's Don Sneddon argues the 185 "will not necessarily interface with PO approved modems." Users, he maintains, could find themselves with back-up supply problems and would possibly be wiser to wait for a surveillance system "which will interface with all PO modems."

This argument cuts little ice in the market place. "We can't wait — that's as simple as it is. Then, if local systems are reliant on US imports, any argument for continuity of supply theoretically falls away," says one data transmission manager.

The F/M also understands that the Racal NMS, through different configurations, can actually interface with PO modems, but that management is more expensive than it would be if linked to a



Sneddon . . . users could face back-up problems

Racal modem, where an inbuilt compatibility exists.

Thus it seems, Sapo has been hoist by its own petard in trying to create self-sufficiency within the electronics industry. "Modem manufacture is one of the lucrative titbits in the communications business, and naturally it must go to manufac-

turers who have invested heavily in facilities to supply Sapo's total communications needs," says deputy Postmaster-General Rudi Raath. "STC and Sapo are old regular partners," he adds.

But should it be engineered at the expense of efficiency in data transmission and latest technology? Many don't think so, especially when Sapo has had a commitment to local manufacture from Grinnel Data Systems (suppliers of Racal modems), although the company is hardly likely to come into a completely closed market.

And there is hardly any cause to keep Grinnel out. It is wholly SA-owned (through Grinnaker), manufactures for Armcor so is no security risk and can obviously guarantee continuity. It can also apparently begin local assembly in three months with total local manufacture occurring after nine

months. That's the time frame that Altech's also talking about, but in imports.

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59	319:29	2005
61	320:30	2006
63	321:31	2007

GM gets R50m order from SAR

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Own Correspondent
PORT ELIZABETH — General Motors will soon start manufacturing the heaviest and most powerful diesel-electric engines yet to run on South African rails after landing an order exceeding R50-million from the South African Railways.

both and will require a doubling of the plant's workforce of 100. Disclosing this, the general manager of the company's locomotive division in South Africa, Mr Lutz Elsner, said manufacture would start before the end of the year and the first delivery would be in May next year.

This order brought the number of diesel electric locomotives sold to the Railways by General Motors to 533. This included 238 mainline, 225 branch line and 30 shunting locomotives.

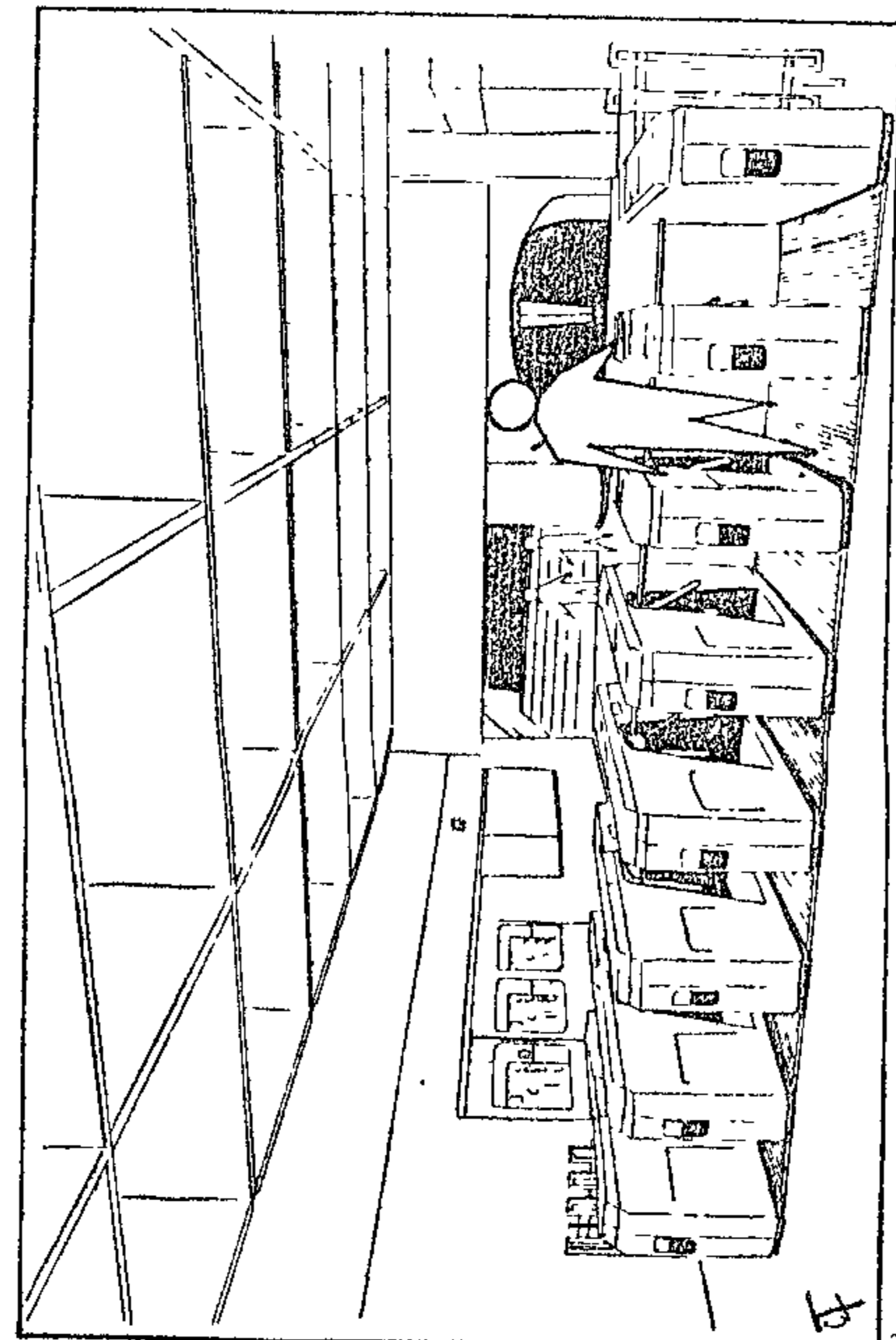
The shunting locomotives are still to be delivered, between August this year and February 1982. Work on them started last year.

He said the new mainline locomotives would each be 15 tons more than the previous ones and would be driven by 16 cylinder turbo-charged diesel engines generating 3200 horsepower.

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R250-m automatic rail ticket plan

STAR 5/15/60 269



One of the new automatic barrier systems under consideration for South Africa that could herald a new era in rail transport. Passengers would have to insert their tickets in slots in these turnstiles in order to pass through.

Travel may be revolutionised

The Railways is to test a R250-million automatic ticketing system that could revolutionise rail travel in South Africa.

If the tests are successful South Africans can expect a new era of automatic ticket vending and ticket checking at all the stations in the major metropolitan areas of the country of which have announced.

The automatic passenger control and fare collection system would mean an end to long queues at ticket offices and platform gates and far speedier transit through stations at peak

periods, said D. Anton Moolman, SAIR's new assistant general manager of passenger services and road transport.

"IMPOSSIBLE" A massive redesign of all the stations would be necessary to accommodate the system, and special fencing would have to be erected to ensure passengers could not bypass control.

A R250-million pilot system will be in operation on a Reef line by the end of 1961 for a year-long test period, said Dr Moolman.

"At the moment we are

having difficulty handling the huge volumes of passengers traveling through our main stations. Johannesburg for example handles 200,000 passengers a day, 10,000 per half-hour at peak periods.

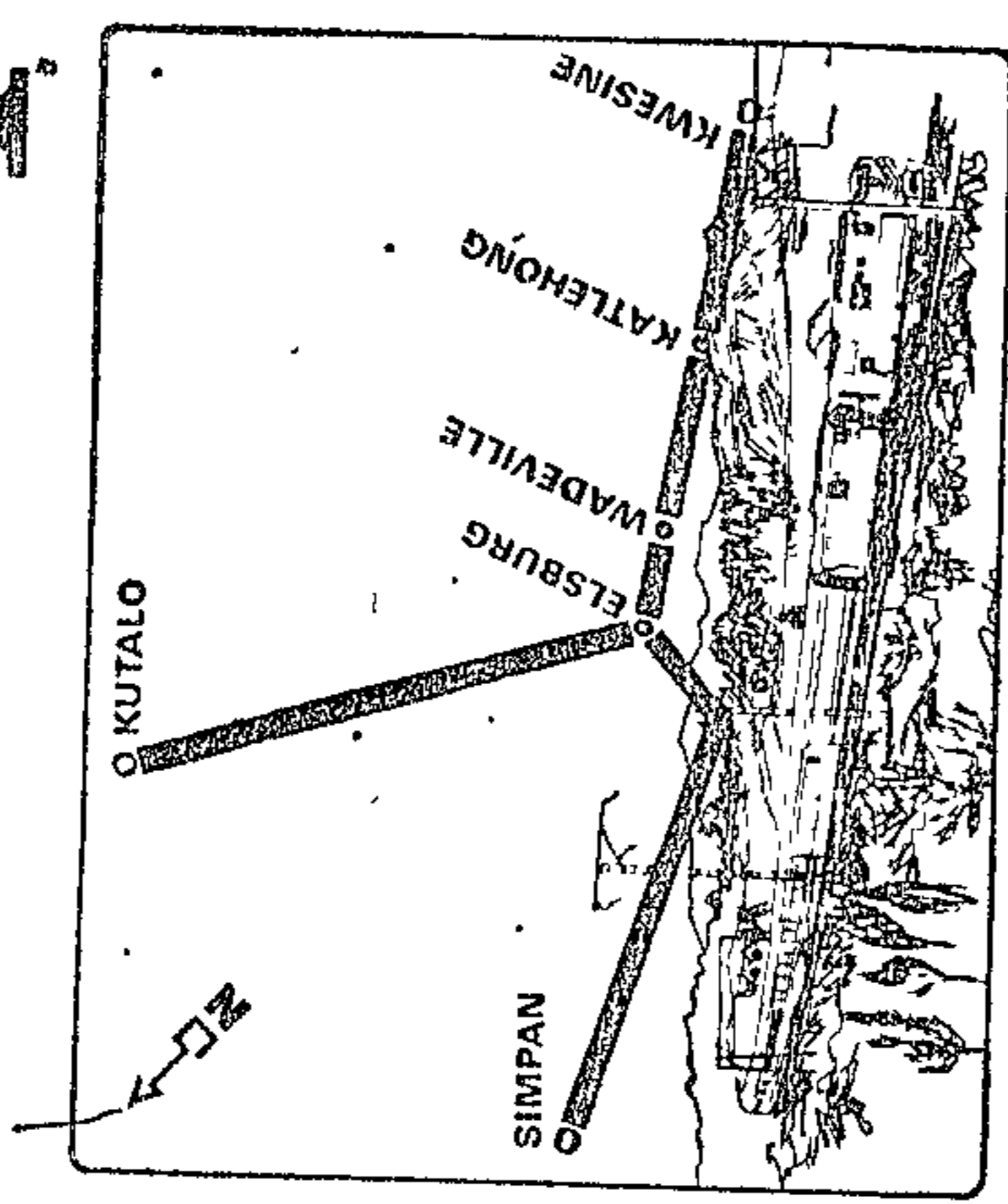
It is simply impossible to handle these volumes manually, and every day the station figures are rising.

PARIS METRO A special team, headed by Mr Gert Coetzee, director of the Railways' commercial services, studied these automatic systems in America and Europe before deciding on one for South Africa.

This system will be similar to the ones used on the London Underground and the Paris Metro.

The Railways has chosen the Kwesine-Simpson line through Germiston to conduct its

This drawing (right) shows the Kwesine-Simpson route through Germiston where the Railways will test an automatic ticket system. KEVIN MURRAY, The Star's Transport Reporter, describes the system, which is similar to that on the London Underground.



be installed that will accept valid tickets and allow passengers on to trains, and then check that passengers have paid the correct fare when they pass through the barriers at their destinations.

"We must establish that South Africans will accept the system, and also determine its durability and reliability," said Dr Moolman.

"We are not sure what type of barriers we will use — either sliding doors

or turnstiles — but these will be coupled to micro-processors linked to computers for ticket checking.

"This will also enable us to monitor passenger statistics and determine trends quickly for planning purposes. We will have minute-by-minute figures available with this system.

"If we decide to go ahead with it, it could take us five to 10 years to complete installation," said Dr Moolman.

Education programmes would start soon for the 70,000 passengers who use the Kwesine-Simpson line daily, to prepare them for the automatic barriers.

"This will not mean that we will be cutting down on our labour force," said Dr Moolman. "The truth is that we must cope now, and this system is our only answer to the projected passenger volumes we expect in South Africa."

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Senator's pipeline motion lapses

CT 2/5/80 269

THE SENATE. — The Railways Administration's power to expropriate servitudes and land for the construction of pipelines was against public interest and should be amended, Senator Charles Henderson (NRP) said yesterday.

Introducing a Private Member's Motion, he asked the Minister of Transport Affairs, Mr Chris Heunis, to investigate those powers and bring them into line with other acts dealing with expropriation.

The Administration's present powers of expropriation after a pipeline had been laid was quite unjustifiable. There was no reason, with modern pipe-laying techniques, why contractors had to deviate from the line drawn by surveyors.

Inconvenience was caused to farmers along the line while a pipeline was being laid and it was to be expected that they would receive fair compensation.

In one instance the market value of a certain portion of land belonging to a farmer was R370 a hectare. He was offered R150 which he refused, and subsequently was awarded R200 a hectare.

The Railways assumed that it took only four years for vegetation to be rehabilitated, but experts had established that it could take as long as 30. Here too farmers were not suitably compensated.

Cleaning-up after pipelines had been laid were taking too long. In one instance it had been eight months before a farmer could again use his land as fences were not made stock-proof.

In reply, Mr Heunis said the only question raised by the motion was whether it was in the public interest to grant the Railways power to expropriate land or servitudes after construction had been completed.

The issue was simply whether it was in the public interest that the Railways could construct a pipeline, which might be of some strategic value both in terms of necessity and swiftness of completion, and pay compensation for the land afterwards.

It was in the public interest that the Railways Administration decide which method of transporting goods

and commodities were the most economical.

It was required that pipelines be buried to a minimum depth of 400 cm below the surface on land not belonging to the Administration and that the land be returned as far as was realistically possible to its original state after construction.

If the normal procedure of registering servitudes was followed, any physical obstruction encountered during construction could require that the tedious and cumbersome procedure of re-registering the altered route be completed before construction could continue.

This could result in delays of months at a time, besides which it was surely easier to assess the precise financial loss of the affected party after construction had been completed.

"Once a servitude is registered along defined lines it will create problems of additional cost (of public funds) and time should obstructions be encountered during construction which may require deviations.

"It is also easier to determine financial loss after the work is done than to try and assess it before the damage is done.

"Determining the value of loss in dealing with future expectations is a highly complex matter. We do not know how long the work will take and disrupt activities on the land in question. We do not know how long after construction the land will be returned to its former state and how long after that the soil will rehabilitate itself.

"I believe therefore that it is not only in the public interest, but in the interest of the affected party, that the actual calculation of compensation should rather be delayed till after construction is completed and the true nature of damage established," Mr Heunis said.

Time for the debate expired and the motion lapsed. — Sapa

Argus 8/5/80 (269)

Plain rail line opens next month

THE suburban rail service to Mitchell's Plain, which is an extension of the line from Nyanga to Strandfontein, is to be brought into operation on June 30.

This was announced today by railway officials who said the extended service would serve four new stations: Philippi, Lentegur, Mitchell's Plain and Strandfontein.

Railway officials said the line could eventually be pushed on to link up with the Simonstown service '... but this is a long-term project.'

The official opening of the new service will be attended by the Minister of Transport, Mr Chris Heunis, and the general manager of the Railways, Dr Kobus Loubser, in July.

No money to improve city transport—Brand

8/05/80

ARGUS

269

Municipal Reporter

GOOD transport is the key to Cape Town's economic survival — and far more money must be provided by the Government to meet the needs of a growing number of commuters, the City Engineer, Mr J G Brand, said today.

He was speaking at a conference on 'Stagnation or Growth in the Western Cape' organised by The

Argus and the National Development and Management Foundation of South Africa.

Mr Brand said there was a five-year transport plan for the Cape Town metropolitan area awaiting approval, and soon there would be a 20-year horizon plan. But there was no money available to carry them out.

READY TO GO

'We are ready to go, but we still do not have the funds to proceed,' he said.

'South Africa needs at least R180-m this year for urban transport. Unfortunately only R18-m has been provided.'

Questioning whether the authorities had their priorities right, Mr Brand pointed out that two-thirds of the country's production came from the four largest metropolitan areas.

He thought greater emphasis should be put on improving transport in the cities and less on improving scenic drives.

CAPE FLATS

'Expenditure on the Garden Route, Freeway or even the Dutoitskloof tunnel is surely not of greater importance than improving the transport facilities used by hundreds of thousands of workers living on the Cape Flats,' he said.

Describing the size of the problem, Mr Brand said: 'Cape Town's bus companies alone move more than 100-million passengers a year compared with the 2.4-million passengers carried by South African Airways on all its internal services.'

'This is no mean accomplishment and underlines

the magnitude of the task faced by urban transport systems.

'Very serious consideration by those who determine transport expenditure priorities is desperately indicated to lessen congestion, delays, accidents, all sorts of cost implications and more important to minimise social frustrations.'

Mr Brand said that in the past five years of recession road transport problems had become blurred. Peak road use had not grown very much and people had grown used to a measure of congestion.

GROWTH PHASE

But now the country was again in a growth phase, traffic would increase dramatically and our metropolitan area cannot but suffer from the inadequacies of the system before urgent projects are initiated and completed.'

Mr Brand warned: 'If the shortage of funds for the implementation of urban transport plans continues, the economic health of the region cannot but be affected.'

'Of greater importance is the State's apparent serious lack of awareness of the importance of the role of urban transportation in the economic, social and political well-being of the country.'

BLIND SPOT

'Every effort must be made to eliminate this blind spot.'

Outlining some of the measures due to be carried out in the next five years, Mr Brand said schemes to build new roads and improve existing ones included Vanguard Drive, the Bellville/Parow east-west by-pass, Duinefontein Road, Jan Smuts Drive, Kromboom Parkway, Blouberg Road and Frans Conradie Drive.

Improvements to the rail services, at a cost of R43-m which had already been approved, included quadrupling lines between Maitland and Salt River, sextupling lines between Salt River and Woodstock, completing the Mitchell's Plain line, doubling the line between Lavistown and providing new link lines.

COMPUTERS

Terminal case

FM 2/5/80
R
251

SAR & H is planning a vast data communications network capable of handling the entire needs of the railways, airways, road transport, harbours and pipelines through 25 000 computer terminals.

Though no value has been placed on the project, it will probably be the biggest series of data processing contracts ever awarded in SA. At a very conservative estimate of R2 000 each, the terminals alone will be worth R50m to the successful tenderers.

In addition, there will be a multiplicity of mainframe computers to which the terminals will be linked.

Barry Grisdale, deputy data manager of SAR & H, says discussions with potential suppliers began last year, and tenders should be called for by the end of this year.

The Railways already has a number of computer systems in operation. They include the Saafari airways reservation system supporting nearly 1 000 visual display units, the Sarres railways reservation system with 100 terminals, a freight revenue accounting system, and several others.

The new network, Transnet (for transportation network), will bring all these into its orbit, as well as providing truck control, locomotive control, container control, stores, personnel, production control, word processing and electronic mail facilities.

Installation will be spread over a number of years, which means that during this period SA's embryo data processing industry will have a solid order book on which to base a genuine local industry.

It is almost certain that if the local industry can supply, the terminals will all be SA-made. There is, at present, a handful of local manufacturers of VDUs, though they depend on imports for the heart of an intelligent terminal — the microprocessor. But if the industry can be assured of a substantial local market, local manufacture of microprocessors will become viable.

With a R250m automatic rail ticket system also under consideration, the Railways could in addition become the mainstay for another, related branch of the electronics industry.



Crippled yacht (270) ~~(237)~~ high and dry

19/5/80

THE crippled Cape Town yacht *Marchel*, plucked from treacherous seas in False Bay at the weekend, is now immobile at Simonstown with her crew of eight virtually stranded.

The R100 000 *Marchel*, a 13.4 m Roberts ketch, which was built in a backyard in Hout Bay, left Cape Town for the Mediterranean on Thursday. Her crew had cut all ties with Cape Town and had even shipped their belongings to Europe. They had all resigned from their jobs and were all set for what was to be their trip of a lifetime.

FRIGHTENING

Co-owner Richard Kirkpatrick said today the raging storm has been frightening. The *Marchel*'s problems began when heavy seas broke over her bow causing tons of sea water to swamp the chain locker and flood the bilges.

About 90 miles from Cape Town, as the storm was building up, skipper and co-owner Martin Harris decided to start the engine and clear the bilges using automatic pumps.

Suddenly the engine just stopped. The seawater was mixing with the diesel and the floorboards were covered with a slippery mixture. We were skidding all over the place,

With the engine useless, the eight reluctantly decided to turn back to Simonstown.

"They got so bad, the sea and the wind, that the boat was heaving and rolling all over the place. The wind indicator flew off the top of the mast. We also lost the R1 800 life raft overboard. By this stage we were all very scared. Two were seasick."

After rounding Cape Point, having found it impossible to make Cape Town, the *Marchel* continued to be battered by the huge sea. "We decided to radio for help," Richard said. They got through to Cape Town radio who in turn radioed the tug *Adventure*, Causeway nearby. The tug's crew got a line to the *Marchel* while the NSSRI boat headed out from Simonstown. The *Marchel* finally made it under tow to Simonstown by dawn.

CO-OWNER of the *Marchel*, Richard Kirkpatrick, surveys the chain locker through which tons of water flooded the bilges during a storm soon after it had sailed from Cape Town for

Stockmen

end SAR

STAR 10/5/80
boycott

269

By Kevin Murray

Transport Reporter

A seven-year-long breach between farmers and the railways has ended — resulting in a saving of millions of litres of fuel a year.

*
*
CORR STA
The farmers were boycotting the railways and transporting livestock by road in protest at tariff increases

From 1958 to 1973, the railways managed to stave off tariff increases, but were then forced to put up rates sharply in successive years

END
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CORR STA
The farmers decided to move livestock by road instead, wasting millions of litres of diesel fuel a year and damaging country roads with heavy vehicles

But the fuel price increase last year and a concerted effort by the railways to attract lost traffic has reversed the tide

Last year the railways showed an increase of 13 percent in livestock traffic — after losing 75 percent since the first tariff increase in 1973

Now officials are urging farmers to make more use of special three-tier trucks introduced last year.

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Mr Gert Coetzee, director of commercial services for the railways, said: "This 13 percent swing back to rail transport meant an estimated saving of 41-million litres of fuel

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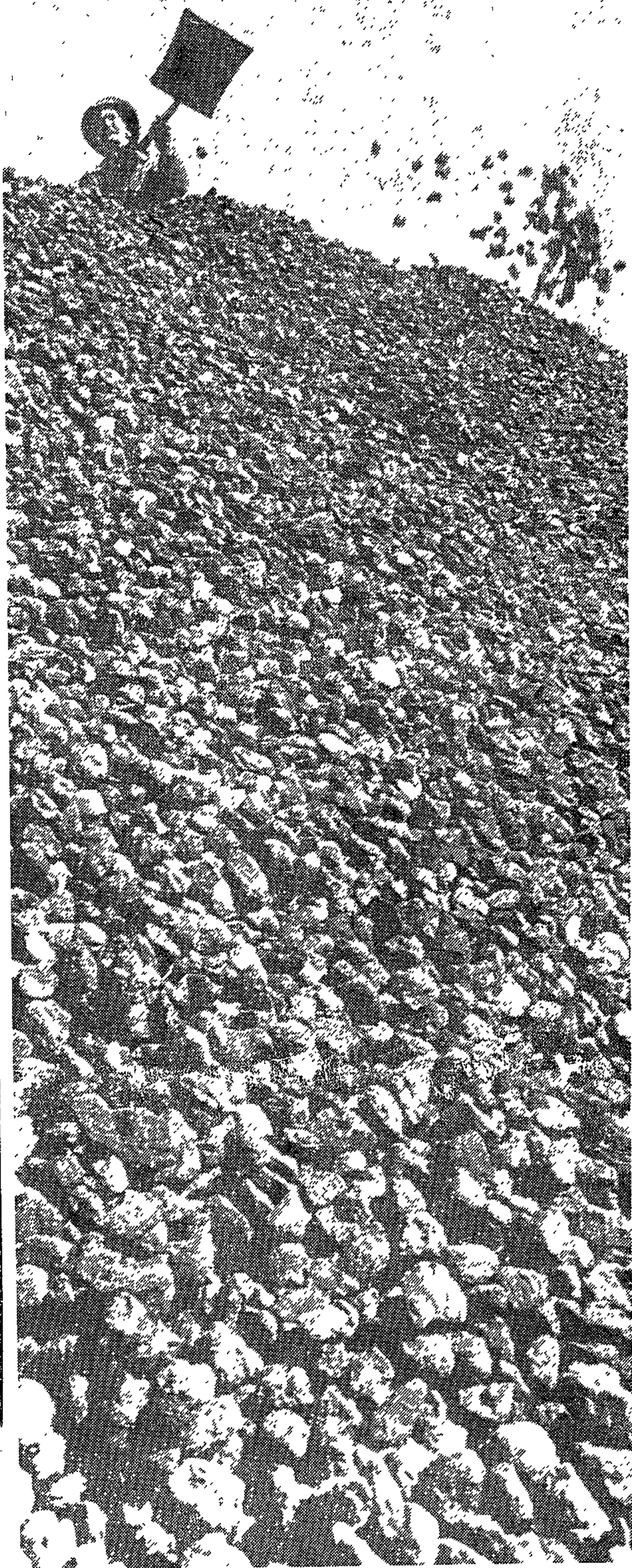
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It might look like a lot of coal, but it's coke. And Mr Harry Nash, shovelling away at the top of this pile, is depending on it to help offset the critical coal shortage facing the Reef as winter begins to bite. Transport delays have left merchants with only four percent of their needs, they say. Black consumers will be worst hit. ● Picture: Mark Peters.

STAR 12/5/80 (269) (270)

SAR acts to shift coal ~~to~~ in Reef shortage crisis

By Kevin Murray,
Transport Reporter

The Railways has moved extra staff into the Transvaal in a bid to ease the critical coal shortage on the Reef.

Coal merchants in Johannesburg say they are only getting four percent of their total daily requirement — with all their stocks already exhausted.

Mr Wilfred Stoloff, chairman of the Transvaal Coal Merchants' Association, said today hospitals, schools, major

industries and thousands of consumers had already been hard hit by the shortage.

The problem is hold-ups in the transport of coal from Witbank to the Reef. Rail trucks are sitting at the coal fields fully loaded and waiting to be brought down to Johannesburg.

But a Railways spokesman said today the traffic blockage had been caused mainly through a serious staff shortage

"We have now mov-

ed in staff from other areas to help ease the situation as soon as possible."

In the last week about 20 percent of a total backlog of 162 000 tons of coal for the Reef had been cleared up.

But, Mr Stoloff said: "We need enough coal to supply all users and stockpile ourselves, in case of future hold-ups such as these. At the moment this is an impossible task for the Railways"

Critical shortage of rail trucks for coal

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By Kevin Murray, Transport Reporter
The Railways must devote more resources to transporting coal in South Africa or take the full responsibility for the crippling effect another coal crisis would have on the country, say top coal officials.

Railways officials and coal men are meeting in Johannesburg on Friday to discuss the transport of coal after a critical shortage on the Reef this week.

Mr Andre Fowler, marketing manager of the Transvaal Coal Owners' Association, said today: "Officials will have to pay more attention to getting the coal to inland depots.

"The shortage of coal is not confined to the Reef. It is countrywide, and industries will grind to a halt if they do not get their coal," he said.

"There is a grave responsibility on the Railways to meet the coal requirements — and I am confident they will come through and fulfil these needs."

Mr Fowler said the transport difficulties over coal arose because of the general economic boom, and the Railways had to try to meet a 25 percent increase in demand.

But a Railways spokesman denied there was any shortfall in transport facilities.

"We have experienced a seven percent increase in goods traffic this April over April 1979," he said.

"We have not been turning away any traffic, so there could not have been a 25 percent increase in demand."

Mr Wilfrid Stoloff, chairman of the Transvaal Coal Merchants' Association, said: "In 27 years in the coal business I have never seen a shortage at the beginning of a winter."

JCT

Running their own railways

248

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100M 16/5/80

ARE SAR staff keeping Mozambique's railways running, and the ports open?

According to persistent reports in South African newspapers, that is what has been happening — to the extent even that it has been claimed that South African Railways officials fly into Maputo in the morning and fly out at night.

It's all nonsense, however.

Two Mozambique Cabinet Ministers, during interviews in Maputo, scoffed at the reports.

"No planes bring in people, and they aren't running our ports," said Mr Luis Alcantra Santos, who became Minister of Ports and Land Transport last month.

His predecessor, Mr Jose Luis Cabaco, who is now Minister of Information, was equally scornful about the reports.

Friendly and commercial co-operation, yes; but anything more, no.

An SAR spokesman in Johannesburg this week confirmed their statements.

It's a revealing episode: first, as an example of how little is known in South Africa about what is happening across the border; and second, in showing the extent to which Mozambique is overcoming its problems.

With the ending of the Rhodesian war, Mozambique is looking forward to expansion of its transport facilities, and to earning invaluable income in serving the hinterland.

"We reach peace not only in Zimbabwe but in all the areas," said Mr Santos. "And having in mind transport we have every hope that this will be a very important benefit for Mozambique as well as for our neighbours."

Since the start of last month, the rail line from Beira to Zimbabwe has been running again, according to port officials. But traffic is still light, and the line is not yet being fully used.

The line from Maputo to Zimbabwe was untouched by the war, said Mr Santos. But the bridge crossing the Limpopo River is being repaired; so too are the staff houses and water supplies damaged by the Rhodesians.

Mozambique's side of the rail line will be ready for use by next month; on the Zimbabwe side, it is anticipated that it will need a bit more time.

The oil pipeline from Beira to Zimbabwe, which fell into disuse when British warships blockaded the port, is also ready for use on the Mozambique side.

Mr Santos was formerly general manager of Mozambique's rail system so he is very much a technocrat in the government. It also means he knows what he is talking about when it comes to the practical side.

He said Mozambique had difficulties in ensuring a well-trained staff and promoting greater efficiency. A large training programme was run, but more technical people from abroad were needed — especially bearing in mind the expansion expected during the next two years.

New equipment was on order, a new berth was being built at Beira port, and Beira was also being studied with a view to increasing the depth of the harbour so that ships larger than the present 25 000-ton limit can enter.

"We see that Beira and all our other ports of Southern Africa will face a very important challenge because of the needs of the hinterland. We therefore must invest a lot in them and especially the port of Beira."

The hinterland of which he speaks is indeed a large one: it is not only Zimbabwe, but Zambia, Zaire and Malawi too.

On South Africa, Mr Santos spoke of the very good relationship with SAR on a commercial and operations basis. Mozambique and South African officials meet often in Johannesburg and Maputo.

Since February last year, a business agreement has regulated the arrangement, with provision, for example, for assistance in derailments near the border.

"In terms of the agreement, the commitment by the SAR is that there is no discrimination between Maputo and South African ports. It means that on a purely distance basis, it is cheaper for the Northern and Eastern Transvaal to use Maputo."

SAAF in hunt for missing yacht

Agnes 16/5780

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Shipping Reporter

A SAAF coastal reconnaissance aircraft and a small freighter are searching the area south-west of Port Nolloth for a yacht, after a radio call for help

was heard and flares were sighted. The radio message was picked up by a Johannesburg radio ham last night and a few hours later the coaster Swazi reported

seeing green flares south-west of Port Nolloth. The call for help did not come through on the international emergency frequency, but indicated that a yacht named Ape-

lina was in trouble off the West Coast. A few hours later the coaster Swazi sighted flares about 25 miles south-west of Port Nolloth. The master of the Swazi

said he would be in the area in about four hours. South African yachting authorities said no such craft was registered in the country nor could it be a yacht taking part in the international Spice Race.

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SAAF search for yacht

AN SAAF Shackleton aircraft will today continue the search for the Australian yacht, Timshell, which has put out two distress calls, cancelling one as rescuers sped to its aid

The R10 000 yacht, skippered by a veteran news photographer, Jim Howard, sailed from Durban last week with two women as crew, after Mr Howard had been refused an extension to his visa to stay in South Africa for skin cancer treatment

Mr Howard, who has recorded action in many

wars, gave his port of destination as Zanzibar. On Saturday night a distress call from the yacht, 60 miles off Port Shepstone, launched a full-scale air-sea rescue operation involving the Durban-based NSRI lifeboat, John Roberts, and an SAAF Albatross.

After the initial mayday call, Mr Howard changed to a pan — less serious than a mayday — and

then mysteriously cancelled this as the rescue vessel and the aircraft headed for his radioed fix

TWO TANKERS

Two oil tankers, which picked up the call, went to his aid, but he refused them, saying he wanted the NSRI craft. He did not specify in his calls the nature of his problem.

The Albatross, which refuelled at Port Elizabeth,

searched the area in spite of the cancellation, but could find no trace of the yacht.

The John Roberts also returned to Durban without having located the yacht.

Today a Shackleton left D F Malan Airport to continue the search.

The Shackleton will probably search the area between Bashee River Mouth and Port St Johns.

Mr Howard, who took on two women as crew before leaving Durban on May 9, was refused a visa renewal in January. After a four-month wrangle, 59-year old Mr Howard decided to sail for Singapore.

He featured recently in a legal controversy involving port authorities and a Durban boatyard. His yacht was extensively damaged on the way to South Africa when he sailed through a cyclone.

external

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Date

Degree/Diploma/Certificate for which you are registered (e.g. B.A., B.Sc.)

Subject.....
(to be copied from the heading on the Examination Paper)

Paper No.
(to be copied from the heading on the Examination Paper)

NOTE CAREFULLY

1. Enter at the top of each page and in column (1) of the block on this cover the number of the question you are answering.
2. Blue or black ink must be used for written answers. The use of a ball point pen is acceptable. Red or green ink may be used only for underlining, emphasis or for diagrams, for which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book (s) are used.

WARNING

1. No books, notes, pieces of paper or other material may be brought into the examination room unless candidates are so instructed.
2. Candidates are not to communicate with other candidates or with any person except the invigilator.
3. No part of an answer book is to be torn out.
4. All answer books must be handed to the commissioner or to an invigilator before leaving the examination.

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

HOUSE OF ASSEMBLY.

The Minister of Transport Affairs, Mr Chris Heunis, yesterday announced that coloureds and Indians could be co-opted to local transport boards.

Replying to debate on the Transport Affairs Vote, Mr Heunis said the co-opted members would receive the same pay as their white colleagues, who served on a permanent basis.

The boards concerned are in Pretoria, Johannesburg, Cape Town, Kimberley, Potchefstroom, Bloemfontein, Maritzburg and Durban.

The step was in keeping with Government policy to consult with different population groups on matters affecting their communities, the Minister said.

Mr Heunis also said there was a dire need to formulate South Africa's transport policy to ensure adaptability, and a policy formulating body had to be established to involve all authorities and the private sector in transport affairs.

He said the country's whole transport system would have to be reviewed.

By the turn of the century between 70% and 80% of the country's total population would be living in urban areas.

"In the past we have been hampered by the oil crisis and other factors, but now, for the first time, all the transport media resort under the Department of Transport.

"We must ensure that the principle of free enterprise in our transport policy, and a new approach will have to be formulated to ensure an adequate transport infrastructure.

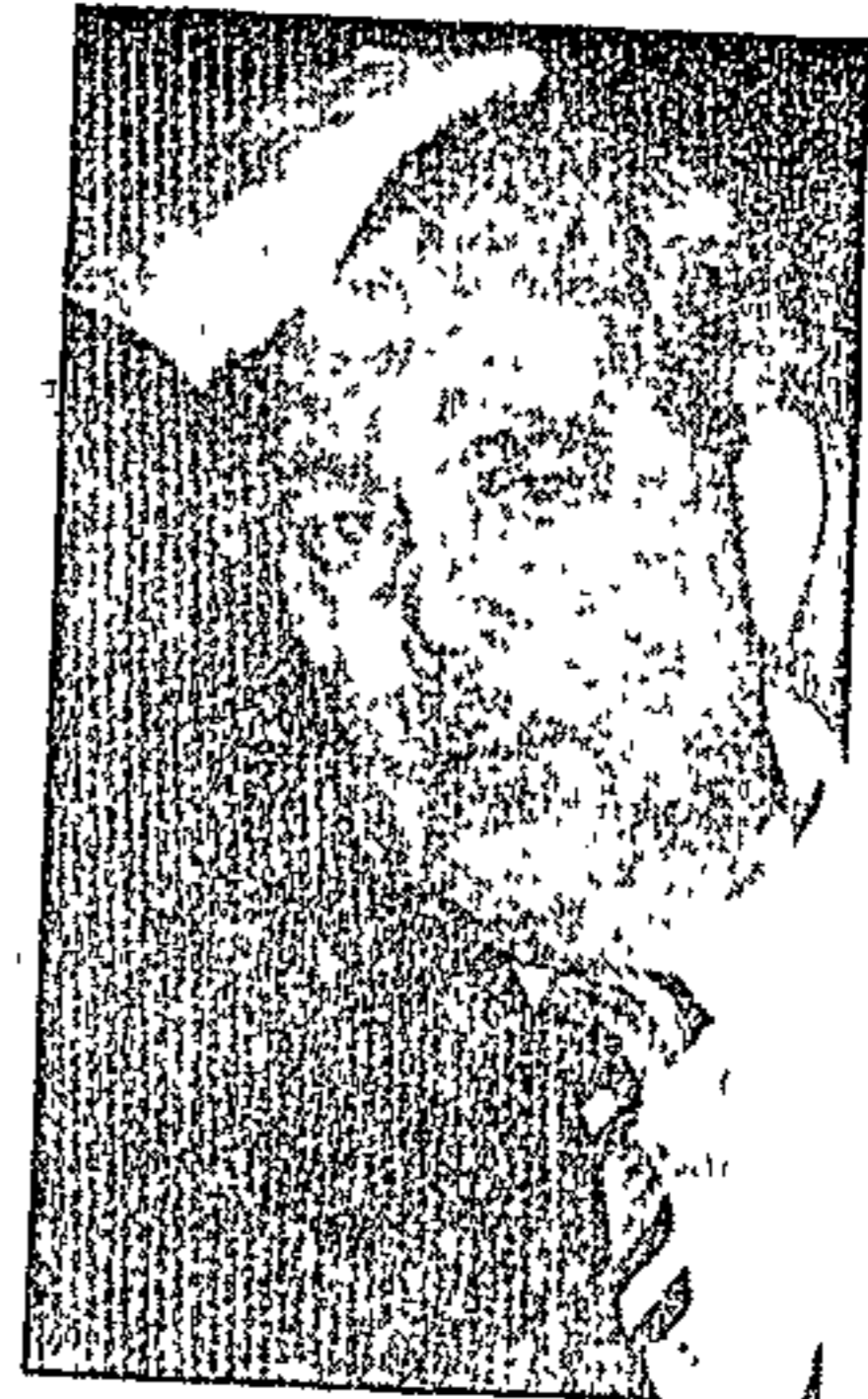
"In the past few months I have been holding talks with the private sector in Johannesburg, and I have received submissions from most of them. I have also had talks with the provincial administrations and they are all favourably disposed.

"At present the planning and the financing, among other things, of our transport affairs, are fragmented."

Mr Rupert Lorimer (PFP Orange Grove) said South Africa was turning away and losing

Local transport boards 'open'

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DOM 17/5/80



MR CHRIS HEUNIS
... reform needed

export orders because of insufficient air freight facilities.

He said many advantages could be created for the country if unscheduled operators were allowed to enter the air freight market.

At present the industry was in the hands of the Department of Civil Aviation and South African Airways, which treated it as a by-product of the passenger service.

Air freight was not popular because of its bulk and weight and in most instances it simply did not pay to make use of the service.

Producers of perishable goods, cut flowers and the exporters of luxury items such as crayfish, found it extremely difficult to get their products to the proper markets.

Other points made during the debate included:

Mr G C du Plessis (NP Kempton Park) called for drastic increases in subsidies for the training of civil aviation pilots. He said the purpose of the civil aviation subsidy scheme was to provide a nucleus of pilots to serve the country's needs. But because of the extended period of National Service, increases in the cost of living and especially the increased price of fuel, the number of applications for the subsidy were decreasing.

"At the start of this year there were 40% less applications for subsidies than normally every year. I appeal to the Minister to look at the matter and to consider personal assistance where possible," he said.

Mr George Bartlett (NRP Amanzimtoti), called for a better balance between the State and the private sector in transport affairs. There were those who were trying to manipulate people in the lower income group as far as transport was concerned, he said.

Mr Brian Page (NRP Umhlanga) said the time had come to take a new look at the facilities at South African airports. He said that what frustrated air travellers most was the time they had to spend in cramped conditions at airports.

Catering left much to be desired and was denting South Africa's image. It was time that catering services at the airports be given back to the South African Railways.

At Jan Smuts Airport, 193 000 passengers passed monthly through the domestic concourse.

Mr Ray Swart (PFP Musgrave) said there was a real need for better communication between the State and the private sector in the field of transport.

"The private sector has a vital role to play in transport services and the establishment of a national transport advisory council involving the private sector is an urgent necessity if there is to be proper coordination of transport facilities," he said.

Mr Keppies Niemand (NP Kimberley South) said it would take the authorities 80 years to go through all the drivers licences in South Africa to eliminate forged or false licences. He said most false licences were obtained for profit to the purchaser.

Something had to be done about the system which required motorists to show their driving licences within 21 days after being involved in an accident or apprehended for a traffic offence.

Mr Niemand said there was no control to ensure that it was the same person showing his licence.

Mr Horace van Rensburg (PFP Bryanston) said the wind could meet all of South Africa's future energy needs.

Technology had come a long way from the old farm wind generator, and with a long coastline and its off- and on-shore Aar currents South Africa's wind energy could replace the need for further nuclear and thermal power stations — Sapa

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State to look into train violence

Political Correspondent

A committee is to investigate the problem of crime on suburban trains — especially in the Cape metropolitan area, the Minister of Transport, Mr J C Heunis, announced today.

In a statement Mr Heunis said this followed serious complaints received recently from public bodies such as the Athlone and district management committee.

The committee will be known as the Committee of Inquiry into Better Protection of Passengers on Trains and Stations.

As a first priority the committee would attend to the Cape suburban train service and after this Western Transvaal, Natal and Eastern Transvaal systems would receive attention.

Committee member's will be Mr A N Theron and Mr M D Storm from the office of the Railways general manager and Brigadier L D Jooste of the Railway Police.

The committee would investigate and report on:

- Greater protection of passengers on trains and stations.
- Mobile units of and motor vehicles for the railway police.
- Radio communication between staff, on trains, including police staff on duty, as well as between trains, police posts and stations.

PERSVERKLARING DEUR SY EDELE J.C. HEUNIS, L.V., MINISTER
VAN VERVOERWESE

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19/5/80

(VIR ONMIDDELLIKE VRYSTELLING)

Vanweë ernstige klagtes wat in die jongste tyd van verskeie openbare instansies soos die Bestuurskomitee Athlone en Distrik ontvang is oor die probleem van misdaad op voorstedelike treine, veral in die Kaapse Metropolitaanse gebied, het ek besluit dat 'n komitee wat as die Komitee vir Onderzoek na Beter Beskerming van Passasiers op Treine en Stasies bekend sal staan, aangestel word. As eerste prioriteit sal die Komitee dan ook aandag gee aan die Kaapse voorstedelike treindiens waarna die afdelings Wes-Transvaal, Natal en Oos-Transvaal aan die beurt sal kom.

Die Komitee wat sal bestaan uit mnr. A.N. Theron en M.D. Storm van die Hoofbestuurder van Spoorweë se kantoor en brigadier L.D. Jooste van die S.A. Spoorwegpolisie, sal ondersoek instel na, verslag doen en aanbevelings maak oor -

- (i) groter beskerming van passasiers op treine en stasies,
- (ii) mobiele eenhede van en motorvoertuie vir die Suid-Afrikaanse Spoorwegpolisie, en

'10 000 blacks in white', railway jobs'

Pretoria Bureau

MORE than 10 000 blacks have "smoothly and harmoniously" advanced into jobs previously reserved for whites on the South African Railways, the chairman of the Federal Consultative Council of Railway Staff Associations, Mr Jimmy Zurich, said yesterday.

And he emphasised that the process was continuing and would probably increase because of the acute shortage of white skilled workers

Mr Zurich was speaking after recent talks with management on the success of the system.

Because of the shortage of suitable white staff over the past 15 years, blacks, coloureds and Indians had been allowed to advance into jobs such as tram drivers' assistants and shunters

They had also been allowed to penetrate into semi-skilled areas in his own union, the Artisan Staff Association, said Mr Zurich.

During the past 15 years there had been no friction or resentment because "non-

whites" were being allowed to do white work.

This was because the system was based on full consultation between management and the staff associations, he said.

Another reason for the success of the scheme was the narrowing of the wage gap.

Mr Zurich said every move to advance blacks was done after discussions between the unions and a special committee with the Railways' Assistant General Manager (Manpower).

"If the unions say no, then it's no. The unions are also assured that if a stage is reached where whites become available for jobs now held by blacks, then blacks would have to go"

However, Mr Zurich said, this had happened only once in his own area. Soon after whites were re-appointed, a shortage again developed and blacks were allowed into the job

He added that other unions need not fear the advancement of blacks in their industries if they had the same organisation and control which had worked for the railway unions.

Argus
Clovelly
26/5/80
road plan
~~26~~
plea
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to SAR

Municipal Reporter
WARD 17 Ratepayers and Civic Development Association has appealed to South African Railways to sell land parallel to the Muizenberg - Simonstown railway line to Cape Town City Council so that the main road to Clovelly can be widened.

In a letter to the systems manager, Mr E W Kirsten, the association points out that traffic along the Main Road is growing.

REFUSED

Council decided 40 years ago to widen the road, but the railways refused to sell the land.

City councillor Mr Emil Riese, recently pointed out that the problem was growing.

The association's letter points out: 'It has for many years been apparent that this road is no longer capable of coping safely and comfortably with the increasing volume of traffic which makes daily use of it.'

29/05/80 ARMS

The train is cheaper to the Plain

CITY workers living in Mitchell's Plain will be able to travel to and from Cape Town for nearly a quarter the price they pay on buses when the new suburban rail service begins on June 30.

The fare structure for the new service was released today by the system manager of the Western Cape, Mr Ernie Kirsten, and shows that a weekly rail ticket will cost R1,43 against R4,80 charged on the buses.

Mr Kirsten said a worker's weekly ticket restricted the holder to 10 rides — the same as the

weekly clip card on the buses.

Residents in Mitchell's Plain will, however, be able to obtain weekly season tickets which allow unlimited trips in first-class coaches for R5,65.

Monthly rail tickets for workers living at Mitchell's Plain will cost R6,21 against R15,20 by bus.

Buses run via Hanover Park and Mowbray, but the Freeway service costs R6 a week or R24 a month

The one-way fare between Mitchell's Plain and Cape Town has been pegged at as little as 37c by the railways depending on whether a passenger decides to travel first or third class.

The cheapest return fare will be 46c, while the cheapest round trip on a bus costs R1,86.

The service to Mitchell's Plain is an extension of the line from Nyanga to Strandfontein, and will be officially opened by the Minister of Transport, Mr Chris Heunis, and the general manager of the Railways, Dr Kobus Louber.

The trains will serve three other new stations, in addition to Mitchell's Plain—Philippi, Lentegour and Strandfontein.

Officials said they intended to extend the service to link Strandfontein with Simonstown.

SAR will give big boost to tool industry

STAFF
30/5/80

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By Frank Jeans

South African Railways will have to undertake a total capital outlay amounting to R12 390m over the next five years to meet the increasing demand for its services

And it will be an expansion programme which will give a tremendous boost to the ancillary industries, not least of which is the machine tool manufacturers

Opening the new machine tool premises at Heriotdale, of one of South Africa's biggest tool manufacturers, Robert Skok and Sons, the general manager of SAR, Dr J G H Loubser said that since 1977 there had been a constant increase in

sales figures of machine tools, and the expected figure for 1980 of about R250m represents an increase of 57 percent over 1979

"What is even more significant," said Dr Loubser, "is the export figure for locally-manufactured tools, which has since 1973 been of the order of R2m to R5m a year"

Dr Loubser said that with the improvement in the economy long-term projects of SAR was likely to raise spending on machine tools to more than R30m this year.

"In 1977-78, the total value of materials purchased was R793m of which R631m were for local purchases," said Dr Loubser.

29/05/80 HK 4/13

Bus fares: Heunis, ³²³ Argus and ²⁶⁹ the facts

Parliamentary Staff

THE Minister of Transport Affairs, Mr J C Heunis, this week accused The Argus of having published incorrect information about bus fares and of misleading the public.

Replying in the Assembly to the second-reading debate on the Road Transportation Amendment Bill, he referred to reports and editorials which appeared in the newspaper earlier this month.

The Minister said no mention had been made of the fact that a large portion of bus fare increases was paid for by State subsidies.

Subsidy

The impression created in certain articles and reports was that no subsidy was paid, that the increased tariffs were to be paid in full by commuters, and that the Government was enriching itself with taxes.

This impression was wrong

Mr Heunis said there were 'glaring errors' in figures giving old and new fares, as published in different editions of The Argus of May 19.

Errors of this kind appeared no fewer than 31 times, thereby misleading commuters, Mr Heunis said.

Not one of these errors was favourable to the bus company. He asked what the motive was. They were errors made 'to spur on the revolt'

The Minister accused The Argus of making a hero of Rommel Roberts. He believed Mr Roberts did not speak for the commuters.

Reply

The Argus replies The Minister talked about 'glaring errors' in a table published in The Argus on May 19.

In the first edition that day a line of figures was dropped because of typo-

graphical error. The mistake was noticed immediately and the corrected version appeared in subsequent editions which totalled some 90 percent of the day's circulation.

12 errors

In this version there were 12 errors (in a table containing some 400 facts and figures). The reporter had to work fast from three separate documents to compile the table.

The majority of the errors favoured the bus company. Thus in looking for sinister motives behind the mistakes Mr Heunis is being ridiculous.

As for making a hero of Mr Roberts, his extraordinary campaign for lower bus fares speaks for itself.

The Minister says The Argus gave the impression that no subsidies were being paid by the Government. He specifically referred to a leading article in which he said there was no reference to the fact that transport subsidies already existed.

Cast-iron case

But the article said, 'Surely there is a cast-iron case for more effective transport subsidies'

And the Minister apparently did not see a report in The Argus of May 16 headed 'Clip cards lessen bus fares shock,' which said subsidised clip-card fares could go a long way to alleviating the shock of huge cash bus fare increases.

We have searched our files in vain for any suggestion in reports or comment on the bus fares that the Government was enriching itself with taxes.

— Editor

Upturn brings

Agwa 31/5/80

(146) (260)
(269) (217)

big rise in jobs

By Derek Tommey

THE economic upturn is beginning to generate a worthwhile increase in employment. It is also leading to substantially higher wage bills, figures issued by the Department of Statistics show.

In the first two months of this year the number of people employed in mining, manufacturing and construction and by Ecom, the Railways and the Post Office, rose by 37 812 to a record 2 905 150

In the previous five months the employment figures for these sectors

had increased by only 15 266

It seems that since the beginning of this year employers have accepted that the economic upturn is likely to be of considerable duration and have been prepared to enlarge their labour force and also their payrolls

The sector to show the biggest increase in employment in the first two months of this year was manufacturing. Its labour force rose by 18 600 to 1 396 000.

Coloured people accounted for almost 40 percent of this increase, the number of them at work in

manufacturing rising by 7 200 to 241 100. This is almost as many as the 9 800 who found work in the preceding five months

The increases in employment in other sectors in January and February were Mining 8 017, construction 5 500, Ecom 900, the Railway 2 249 and the Post Office 2 576.

Wage bill

Altogether the six sectors paid out R29.7-million in salaries and wages in February. This is almost R200-million, or 26 per cent, more than the year-ago wage bill of R735.2-million

From these figures it is clear that there has been a significant increase in real demand in recent months

Meanwhile, reports from the construction and manufacturing industries indicate that the level of employment has risen further since February

However, a shortage of skilled labour has apparently been inhibiting the increase. This has caused employers to limit expansion programmes and to cut back their recruitment of unskilled workers

3/6/80
**Train left
us behind,
say
coloured**

ABOUT 100 passengers were stranded at a railway crossing near Blackheath at the weekend after a train in which they were travelling collided with an abandoned bakkie.

The train was en route to The Strand on Saturday at about 8 am when a man in a borrowed bakkie stalled it across the line and in the face of the oncoming train, jumped out of the bakkie and fled.

The train struck the bakkie and dragged it along the line.

One of the passengers, Miss Geraldine Visser, who was travelling with her mother to Somerset West, said the conductor asked people in the forward coaches, containing coloured passengers, to leave the train, explaining that there had been an accident and that a bus would come to fetch them. They waited about an hour, but no transport arrived.

Then, without warning, the train pulled off and about 100 of us were left stranded at the side of the road, Miss Visser said.

No whites had left the train although there were many on board it.

We had to walk for 25 minutes back to Blackheath station and wait for the next train. My mother, aged 64, and several pregnant women had to walk back along the line.

A Railways spokesman said there had been an accident, but there was no question of a bus being sent to the scene. The people who got out of the train had done so of their own accord, he said.

Miss Visser denied this. The ticket examiner helped my mother get down, she claimed.

- (1) List.
- (2) ~~Letter~~ Credit
- (3) Stock of durable
- (4) Price expect.

Chaos on 10/6/80 AREMS city trains

CHAOS reigned on trains and Cape Flats railway stations last night as the system, already overloaded by bus-boycotting commuters, produced delays which in some cases exceeded three hours.

At Mutual station last night an engine driver was unable to get the go-ahead signal.

While he left his cab to find out the cause of the delay the locomotive was taken over by angry commuters.

At Pinelands station this morning people riding on the coupling uncoupled the vacuum line between carriages and when the driver came down the train looking for the broken coupling, he had to face jeers and curses.

Railway officials said the reason for the delays was the 'bottleneck' caused at Langa station by the work being carried out between Langa and Bonteheuwel.

'Unfortunately, we can allow only one train to pass in either direction at a time,' said system manager Mr Ernie Kirsten.

'This causes the delay and subsequent build-up in delays to the entire schedule.'

TWO MORE LINES

Mr Kirsten said the bus boycott had brought additional passengers to the rail service, but we are not able to increase the number of coaches to a unit nor provide additional peak-hour trains.

Mr Kirsten said two additional lines were being laid between Langa and Bonteheuwel.

60 pc govt ^{CAPE} bus ^{Times} ^{11/6/80} subsidy ⁽²⁶⁹⁾

Political Correspondent

HOUSE OF ASSEMBLY. —

The government had decided to bear 60 percent of the cost of buying buses for urban transport, the Minister of transport, Mr Chris Heunis, said last night.

He was replying during the third reading debate on the Road Transportation Amendment Bill to a suggestion from Mr Colin Eglin (PFP Sea Point) that the government provide low-interest loans to help bus companies provide new vehicles without raising fares.

Mr Heunis said the Driessen Report meant there would have to be a total review of urban transport infrastructure and services.

"The government has accepted that my department will bear 60 percent of the cost of providing infrastructure. It has been decided that the same will apply with regard to the purchase of vehicles."

Urban local governments also had a responsibility for providing community services, he said.

Suppression

Earlier during his reply, Mr Heunis accused opposition politicians and newspapers of misrepresenting or suppressing facts which could affect Cape Town's bus boycott.

He said some members of Parliament and some sections of the media were playing politics with the issue under the guise of pleading for the lower-paid.

Saying he was not one to conduct a vendetta against the press, he warned against using the press, as a democratic institution, to break democracy itself.

Mr Heunis spoke out particularly against the failure of newspapers to publish the extent of the government transport subsidy when publicity was being given to increased bus fares in Cape Town.

Apart from a R485 million loss on rail-passenger services being borne by the state this year, there was R146 million direct subsidy of transport services, which included bus services.

Facts twisted

When he asked why the government could not get these facts published, the Prime Minister, Mr P W Botha, interjected that the facts were suppressed.

"The facts are suppressed so agitators appear to have a motivated standpoint," Mr Heunis said.

"Facts are twisted to achieve the same effect."

Mr Heunis also singled out Mr Colin Eglin (PFP Sea Point) for issuing a statement implying there was no subsidy of bus services. While Mr Eglin denied this, Mr Heunis said the statement was mischievous as there was nothing innocent in Mr Eglin's action.

"He must not now take fright at the Frankenstein of unrest his words have caused."

Train 'conspiracy' claim

CAPE TIMES 11/6/80

Staff Reporter

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LARGE NUMBERS of commuters who were late for work yesterday due to delays on the main Cape Flats lines claimed that there was a conspiracy to force them to give up the bus boycott.

The Nyanga-Cape Town train, which usually takes approximately 30 minutes, took more than an hour to arrive at Cape Town station.

The trains were crowded, with many people hanging outside the doors.

One commuter said: "It would have been better if we were informed of this delay so we could notify our employers in time."

Another said: "This is a conspiracy to make

us take buses instead. They are trying to break the bus boycott." Commuters who were standing near him concurred.

A spokesman for the Railways said it was incorrect to connect the rail chaos directly with the bus boycott.

"The major problem was that the Railways were preparing for the opening of the new line to Mitchell's Plain and this involved signal alterations at Langa station," he said. "All existing signals had to be dismantled and the new system had to be started which caused a backlog."

He said delays were unfortunate and would not have been so bad had it not been for the bus boycott.

Season tickets now available for train passengers

By MATHILDA MASIPA
COMMUTERS who travel
by train can now apply
for special season tickets
at an extra cost from the
system manager's office.

This was revealed to
SUNDAY POST by Mr J
G L Booysen, SAR assist-
ant director (passenger
service).

Last week SUNDAY
POST learnt it was ille-
gal to take money from
passengers without mak-
ing some form of acknow-
ledgement. "Barrier at-
endants have special in-
structions to write out
tickets immediately they
receive money from pas-
sengers. The normal pro-
cedure requires them to
write out a ticket in a
ticket book, show it to
the passenger, cancel it,
then leave it in the book
for auditing purposes.

"Normally when a pas-
senger alights at the end
of his journey his ticket
is taken by barrier at-
endants. That is why the

tickets issued at the end
of a journey are left in
the ticket book. But a
passenger who wishes to
have his ticket has a right
to ask for it," said Mr
Booyesen

He said a system allow-
ing a barrier attendant
to collect money from
passengers without mak-
ing a ticket would de-
finitely be open to abuse.

An SAR public rela-
tions officer, Mr J C van
Rooyen was concerned
about the apparent re-
luctance of passengers to
come forward with their
complaints.

He also said the SAR
was in the process of
buying 503 suburban
coaches to ease conges-
tion on township trains

Mr Van Rooyen dis-
missed allegations that
Kempton Park Station
discriminated against
black passengers by an-
nouncing Pretoria trains
and not Tembisa trains

Railways pays R200 000 to victims of disaster

By COLLEEN HENDRIKS

SOUTH African Railways has paid out R200 000 to 45 Citizen Force soldiers injured in the Keetmanshoop train disaster and to the daughter of one who died.

Five soldiers were killed and about 70 injured in the incident three years ago.

The tragedy occurred when a ballast train crashed into a stationary troop train at Keetmanshoop station in South West Africa/Namibia.

It was on its way to the operational area from Cape Town

Dependants of the other dead soldiers did not claim compensation. Nor did any of the other 25 injured.

The ex-gratia payments range from R125 for a pair of false teeth to R50 000 for pain, suffering, shock and loss of enjoyment of life.

Mrs Yolanda Hugo, whose husband died in the accident, received nearly R19 000 for her minor daughter.

Remarried

She has since remarried and has another child.

Rifleman Wilhelm Hugo died in the operating theatre at Keetmanshoop.

The initial claim by Mrs Hugo and the soldiers was for nearly R1-million, according to papers filed with the Supreme Court in Windhoek.

The Railways offered the claimants ex-gratia payments (not enforceable by law) totalling about R200 000 when the case was withdrawn.

The highest single claim, for R179 000, was made by Mrs Hugo.

This was followed by a claim for R80 000 by Mr Petrus Jooste who broke both ankles in the crash, fractured his left leg and bruised his lungs.

The Railways was not prepared to divulge individual amounts paid to him and the other soldiers.

Defence authorities this week also declined to divulge how much they had paid out to the soldiers who were injured in the course of duty.

All the soldiers were attached to Regiment Westelike Provinsie.

Mrs Irma van Zyl, of Sea Point, mother of rifleman Paul van Zyl, 25, who died in the accident, said she did not make any claims because she was told she did not have a chance (writes Val Carter Johnson).

Honoured

"I asked my lawyer for advice and he told me I didn't have a hope of getting anything because I did not rely on Paul for support," she said.

Mrs van Zyl said she had been to a memorial service in Cape Town last Sunday in which the men who died in the accident were honoured.

"Their names were on a roll of honour and I didn't understand that," she said.

"It was an accident. All I can remember was that in one of the speeches someone said the railways had been very kind.

"I can't remember exactly what was said because I was in an emotional state.

Miss G Bricknell, the sister of Western Province cricketer Gary Bricknell, 22, who also died in the accident, said her family had been told they would not have a leg to stand on if they sued the SAR.

RAILWAYS

GM goes loco

fm . 20/6/80
(269)

As part of its R12 billion expansion scheme SAR plans to buy a staggering 350 electric locomotives and 503 suburban coaches over the next five years. This week an order for 100 branch line locomotives worth R54,5m went to General Motors, which expects shortly to clinch another deal worth about the same. Tenders on the remaining 150 locomotives have now been called for.

The order will be built at Aloes near Port Elizabeth and should have a local content of 32%. It is expected to cause a trebling of the plant's workforce.

Other big projects in the Railways' expansion programme are the marshalling yard at Bapsfontein, which is slated to cost more than R300m, accelerated electrification of the more heavily-used lines, and improvements to lines such as the Natal main line and the coal line to Richards Bay.

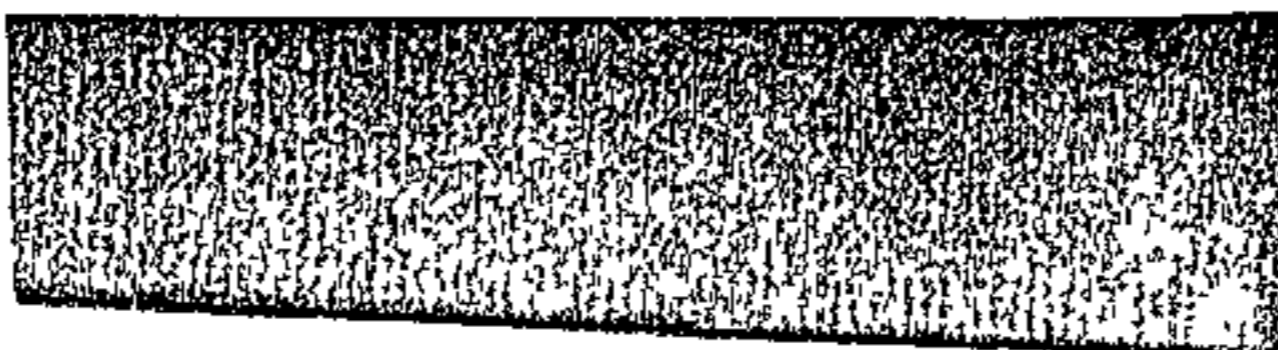
Even tools will be a big expenditure item for the SAR in the scheme, and expected spending on metal-forming and foundry equipment is expected to be more than R30m this year.

Much of the new business will go to local suppliers, and at the recent opening of a machine tool factory, SAR GM Kobus Loubser said that in 1977-1978 Railways spent R631m on materials bought from local suppliers out of a total expenditure of R793m.



SAR's Loubser . . . spending more at home

Financial Mail June 20 1980



JOHANNESBURG is not ready for the total integration of its municipal bus service, the chairman of the city council management committee, Mr Francois Oberholzer, said yesterday.

Replying to the two-day debate on the city's R465-million budget, Mr Oberholzer told Opposition councillors that their suggestion that the bus service should carry all races would have to be carefully studied.

Mr Aleck Jaffe (PFP Bellevue) said more than R10-million would have been saved if they had integrated three or four years ago.

"But the councillors on that side of the chamber are ashamed of the word 'integration', so the ratepayer has to suffer. Now they face a 10% increase in fares," he said.

Mr Oberholzer said the transport department was subsidised more heavily than any other in the city. The annual revenue from fares — totalling R13,2-million — did not even cover the R13,8-million salary and wage bill.

He asked the council if they did not think it was time to increase the fares.

If there was integration, blacks on municipal buses would pay double the present rates on Putco buses.

"Do you really think that blacks will be prepared to pay

Jobs, 'not ready' for all-race buses

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ADN

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double? If I remember correctly, the last time there was an increase of 10c, black commuters boycotted buses and walked to work. There were widespread boycotts. I do not think the idea is really practical."

Mr Oberholzer completely rejected the charge by the Leader of the Opposition in the council, Mr Sam Moss, that the management committee was a "bunch of jeremiahs" who loudly lamented their problems to the Browne Committee without doing anything about them.

"Browne said local authorities must look to themselves to improve their efficiency.

"I can tell you today that I have done things I am not proud of. Our black labour force has been cut by 2 000 workers and that has saved R5-million. That is the living proof of what we have done. But the living result is that there are 2 000 families starving in the homelands — their breadwinners out of work. That is the living result.

"We had to cut back on whites as well, but jobs are available to them elsewhere. That is the nature of the competition of our country.

"Local authorities have to provide all the infrastructure and services on limited resources. And you say we are whining?" Mr Oberholzer said.

The budgeted increase in tariffs and charges would not assist in expanding services, but would only cater for the maintenance of existing services, he said.

Mr Les Disher (PFP, Sydenham) said the council was money-grabbing oriented, interested only in hitting John Citizen below the belt.

The traffic department, for example, would have provided a far better service — and would not have antagonised everybody — if the public had been asked to co-operate with the anti-jaywalking campaign earlier this year. Instead they had handed out spot-fines with-

out warning.

Mr Ernst Rabel (NP, South West) said the city planners should take the wishes of residents into greater account. He appealed to planners to find out what the public thought of new schemes. As had happened in the Jomet public participation campaign, he was sure the public's response to being consulted would be positive.

Mr Christopher Newton-Thompson (PFP, Dunkeld) also asked for a more comprehensive implementation of public participation schemes.

"Consultation with the people, rather than dictating to them, need not produce irresponsible results.

Voters should be asked for their views on such issues as weekly refuse removal, the fencing of swimming pools, and the opening hours of city libraries, he said.

Mr Patrick Latham (IRA, Newtown) said the Browne Commission had been working at a time when the economic

climate was one of restraint, long before it had been realised that projects such as Richards Bay, Saldanha Bay and the expansion of Escorn would contribute to an upswing.

The commission had not paid sufficient attention to the large urban areas which were bearing a greater and greater burden to provide the country's infrastructure, he said.

Mr Gerrit Bornmann, chairman of the city transportation committee, said the time had come for the Government to subsidise the city bus service.

The fuel crisis had resulted in a gain for the bus service amounting to R700 000, but the fuel bill alone had increased by R1 345 000.

"This alone is a good reason for a government subsidy, but we have not received it so far and it looks as though we are very far from receiving it."

The department had had to increase revenue through such measures as increasing bus fares all round. The subsidy on

scholars' fares alone cost the city R719 000 a year.

"To cover 60% of our expenses we would have to increase fares by 20%. But we have not done so. We have only increased fares by 10%."

He also told the council that the Radio Highveld traffic-control helicopter service had been promised a subsidy ensuring its continued operation.

Mr Bornmann said the Department of Transport had agreed to grant an amount of R35 000 towards the running costs of the service.

The SABC leases the helicopter from a private company and advice on traffic movements is supplied by the Johannesburg Traffic Department.

Mr Bornmann said the traffic department was also considering buying its own helicopter.

"I think that the Radio Highveld helicopter has made a very valuable contribution to the public of this city," he said.

Mr David Nepe (PFP, Kew) said the city should crack down on property owners neglecting their empty stands, spoiling suburbs for residents who took a pride in their neighbourhoods.

He said the council should be empowered to clean up any stands that constituted a health, fire, or security risk; clean them up and send the cleaning bill to the owners. It should also be empowered to impose heavy spot fines on "selfish property-owners".

Levy cut will save SAA ^{STAR} 21/6/80 millions ⁽²⁶⁹⁾

By Kevin Murray,
Air Correspondent

The Government is to cut the fuel bills of South African Airways and other international airlines by tens of millions of rands a year.

The Government levy on jet fuel is to be reduced by more than 6c a litre — a saving of about 18 percent on fuel bought in South Africa for flights that cross the borders.

But this cut in the fuel price will not mean a reduction in fares — at best it will stave off further increases a little longer, airline officials say.

The cut is seen as a bid by the Government to safeguard the country's air links.

Airlines are being squeezed by rising costs and many aviation officials felt the high price of jet fuel in South Africa threatened growth on international routes.

BACKDATED

Airlines are being forced to cut back and could decide to reduce their services to and from this country because of the fuel cost here — one of the highest in the world.

Airline managers say they have been informed that they will soon be afforded the lower price — and will also be able to claim the reduction on all fuel bought since October last year.

South African Airways will benefit most from the reduction — after suffering a loss of millions of rands last year because of the rising price of fuel. It takes on more fuel in South Africa than all other international airlines which serve this country put together.

R90-m earmarked for improving key SA airports

By Dennis Rink

More than R90-million is to be spent over the next two years on major improvements to State airports, the Minister of Transport, Mr Chris Heunis, has announced.

Speaking in Port Elizabeth he said that in coming years, the emphasis would be on making more use of the international airports of Cape Town and Durban. This would not only promote better traffic flow, but would contribute materially to tourism in South Africa.

Mr Heunis, who was opening a new terminal building at the H F Verwoerd Airport, said further developments at airports would be

• A R7,5-million facelift to Cape Town's D F Malan Airport, including a completely new international terminal building.

• The R52-million La Mercy Airport on the Natal North Coast was scheduled for completion in 1986.

• A second parallel runway costing R24-million would be built at Jan Smuts Airport.

• R4-million was to be spent on a new terminal building at the P W Botha Airport at George.

• A R4-million terminal building is being planned for the Pierre van Ryneveld Airport in Upington.

Mr Heunis said the JD M Hertzog Airport in Bloemfontein was to have an additional taxiway constructed and the car park was to be extended in 1982 at a cost of R1-million, if funds are available.

STW 21/6/80

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R10m to be spent on airport

21/6/82
269
100

EAST LONDON — R10 million is to be spent on improvements to the airport here.

This was announced yesterday by the Minister of Transport Affairs, Mr Chris Heunis, when he opened the new R4,8 million terminal building

at the H. F. Verwoerd Airport in Port Elizabeth

He said the runway at Ben Schoeman Airport would be lengthened at a cost of R2,43 million. The

work will be done in 1984.

Improvements to the access road to the airport are also planned as well as enlargement of the car park which will cost R1,2 million

A terminal approach radar will be brought into operation with improvements to the lighting on the main runway at a cost of R3,1 million.

Mr Heunis said a R4 million terminal building will probably be built in 1984.

The Minister also announced that South African Airways would get 14 new aircraft costing R250 million in the next two years and airport improvements planned for the next four years would cost R100 million.

He said domestic passenger traffic had grown by 20 per cent in the last financial year.

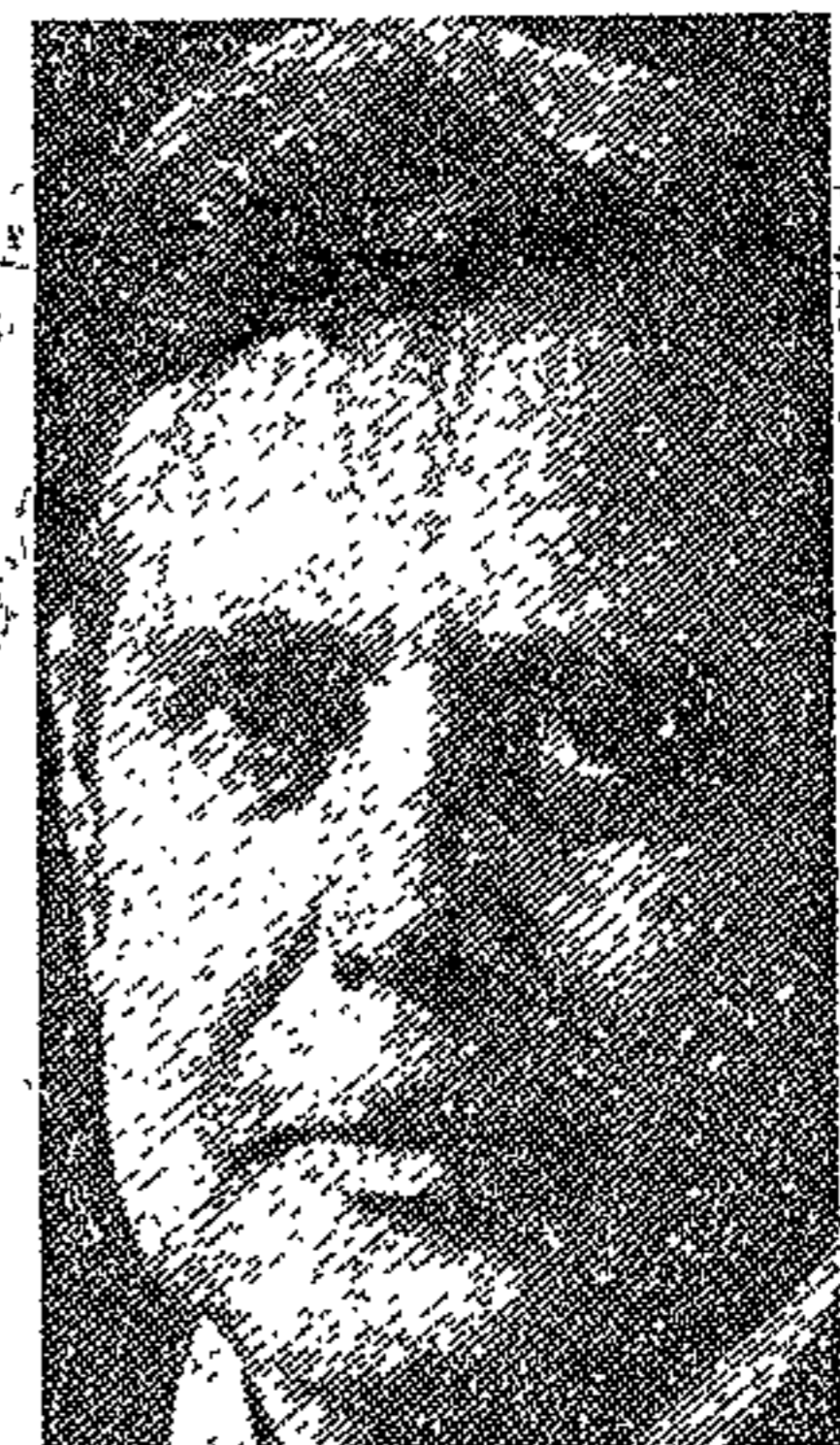
To cope with demand two new Airbuses for the Johannesburg-Cape Town and Johannesburg-Durban routes would be bought in 1981 and 1982. Twelve Boeing 737s would replace the nine existing Boeing 727s by 1982.

These would be used on other internal routes such as the Durban-Cape Town one which was expected to require 54 flights a week by 1982 — an increase of 32 per cent — said Mr Heunis.

Prospects on the international routes were equally promising and two jumbo jets would be delivered at the end of this year.

The two major projects to be launched this year were construction over three years of a second

parallel runway at Jan Smuts Airport at a cost of R24 million and construction of La Mercy Airport on the Natal north coast.



MR HEUNIS

This R52 million project would be completed in 1982 and the airport would replace Durban's Louis Botha Airport, he said.

Major improvements to the terminal buildings at Jan Smuts and Cape Town's D. F. Malan Airport were also planned.

Mr Heunis gave an assurance that X-ray equipment installed recently at airports would not damage materials such as photographic film or magnetic tape. — DDR-DDC.

(269)
CAPE TIMES 25/6/80

R24 m project for Jan Smuts

Own Correspondent

JOHANNESBURG — Work on a massive R24 million project to transform Jan Smuts Airport within two years will begin within the next few weeks

This was announced in Pretoria last night by the Secretary for Transport, Mr A B Eksteen

He told the Cape Times correspondent that the contract

had been awarded to a Johannesburg-based construction company

The project forms part of a master plan which will put Jan Smuts Airport on a par with some of the most advanced airports in the world by the end of the decade

The plan, originally estimated to cost R135 million, was shelved in 1978 due to lack of funds

The contract involves the building of a new parallel runway about 3,4 km long, the reconstruction and lengthening of the existing runway, and the construction of 9,7 km of taxiways

The construction of the runway, for which a tender of R24 777 469,96 was submitted, forms the first phase of the master plan.

The Department of Public Works is already working on a feasibility study to build 12 passenger-loading bridges on to the existing terminal. These will telescope out of the building, allowing passengers direct access to aircraft parked on the apron. They should be completed within three years.

Ultimately, the Department of Public Works envisages the construction of six new terminals — for domestic passengers only — between the two runways. Each terminal will be capable of handling five million passengers. The existing terminal will be used for international traffic only.

At present, Jan Smuts Airport handles more than four million passengers a year, of which 2 430 000 are on domestic flights and 1 600 000 on international flights.

SAR set to spend R400-m on harbours

STAR 1/7/80
269

By Kevin Murray
Transport Reporter

More than R400-million is to be spent in a bid to move non-gold minerals worth about R50 000-million through the country's harbours over the next five years, says Mr Kobus Loubser, general manager of South African Railways.

The money will be spent on improvements and extensions to the Richards Bay and Saldanha Bay rail lines and harbours.

"Richards Bay was the

biggest single project the Railways ever handled, and now we plan to move seven times more coal through there a year than our most optimistic original forecasts," said Mr Loubser.

Mr Loubser said the total worth of all non-gold minerals that would be exported was based on figures supplied to the Railways by the Mineral Bureau.

"Most mineral exports go through Richards Bay and Saldanha Bay. This

gives an idea of the tremendous contribution these harbours are making towards South Africa's foreign exchange earnings."

Mr Loubser said

- About R40-million would be spent at Saldanha on new locomotives, harbour craft, a new basin and more rolling stock.
- About R350-million would be spent on Richards Bay, including the cost of rolling stock, improvements to the line and

harbour and more locomotives, and

- About R60-million would go on more harbour craft, berths and handling facilities for cargo other than coal at Richards Bay.

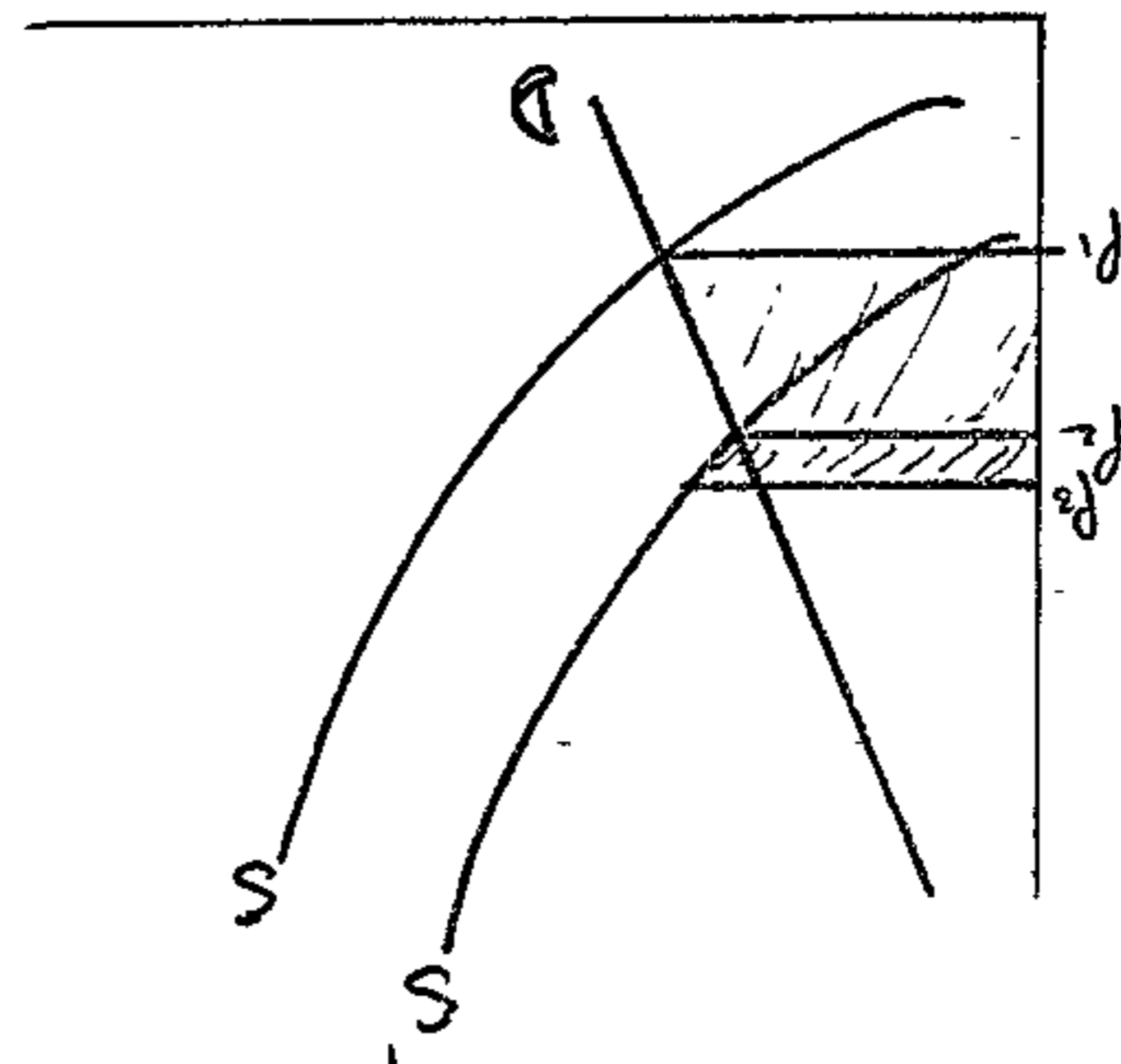
"These projects to increase tonnages were started because coal is in much greater demand throughout the world these days.

"But before we could start we had to be sure the coal producers were fully committed to delivering these tonnages.

"We embarked on massive projects to make sure the Railways could provide for South Africa's large export needs," he said.

"These included finding ways of running much longer trains — we will be using trains of 200 trucks on the Richards Bay line — and increasing our speeds to improve productivity."

Mr Loubser said the Railways was also negotiating for the possible export of commodities it is not handling at the moment.



Councillor barred from train

Cape Times
1/7/80
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Municipal Reporter

THE City Council housing committee chairman, Mrs Eulalie Stott, was refused permission to take the first train on the newly-opened Mitchell's Plain railway line yesterday.

Mrs Stott was furious when she was told that she would be unable to catch the 1.05 am from Mitchell's Plain to Cape Town, the first train to carry passengers on the new line.

The Western Cape system manager of South African Railways, Mr E. W. Kirsten, said yesterday that he had been unable to allow Mrs Stott to take the first, or any other train to or from Mitchell's Plain, because the service was exclusively for black and coloured people and he could not provide special facilities for whites.

"I would have liked to have been of assistance to Mrs Stott but if I had allowed her on the train I would have had to guarantee her safety and the safety of her party — which I could not do," he said. He did not believe, furthermore, that the presence of whites on the train would have been appreciated by the passengers.

'Would have set a precedent'

"If I had allowed Mrs Stott to make the trip it would have set a precedent and I would have had to allow others to do the same," he said.

Mrs Stott said she had appealed to the Minister of Community Development, Mr Marais Steyn, but he was unable to help. After trying unsuccessfully to reach the Minister of Transport, Mr Chris Heunis, she decided to work through municipal officials, but the answer was still negative.

Mr Kirsten said there would probably be an official opening of the line at a later stage when councillors and the press would get an opportunity to travel on the train. He said it was a pity the official opening could not coincide with the commissioning of the line but there were often teething troubles with a new service and these had to be ironed out first. The Mitchell's Plain station concourse was incomplete, he added.

A total of 45 trains ran between Mitchell's Plain and the City yesterday and were well patronized from Lentegour and Mitchell's Plain stations, which are in the built-up part of the township. Fewer passengers travelled from Strandfontein and Philippi.

Some hitches were experienced but Mr Kirsten hoped that these would be sorted out by the end of the week.

New Plain trains delayed

C 7
1/7/80
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Staff Reporter

THE excitement of commuters on their first trip to Cape Town on the new Mitchell's Plain railway line yesterday soon turned to disappointment and anger when they arrived in the City more than an hour late.

Although some commuters were unimpressed with the latest and long-awaited South African Railways enterprise, they said they would continue using the railway line because it was the cheapest form of transport.

Mr David Jaftha, a Mitchell's Plain resident who works at a printing firm in Cape Town, arrived at the new railway station in time for the scheduled 7 am journey yesterday. But the train was not in time, and arrived from Strandfontein 20 minutes late.

The train, expected to take approximately 45 minutes to the city, eventually rolled into Cape Town at 9.05 am — one hour and 20 minutes late.

Many aged passengers who had to stand for the journey, were angered by the long delay.

Late for work

Mr Jaftha said he was upset and embarrassed to arrive at work so late when other employees from Paarl and Stellenbosch were at work on time.

Mr Denzil Maregele, who works at night as a transport

clerk at the Cape Times, said he left Mitchell's Plain station at 5 pm yesterday in the hope of arriving in the City in time to start work at 6 pm.

He arrived at 6.05 pm and then still had the walk to work.

He added that if the trains did not run late too often, he would continue using the train because it was cheaper than using a car or bus.

Mr Paul Patience, a member of the Westridge Ratepayers Association in Mitchell's Plain, boarded the 6.45 am "express" train to Cape Town.

"Up to Philippi station the train went at a reasonable speed, but then it started crawling till Nyanga station where the 'express' train actually stopped. It stopped again at Langa station and we eventually arrived in town at about 8.30 am. It was a ridiculous situation and I was very angered by it," Mr Patience said.

He also mentioned that the station was still incomplete, having no lock-up facilities for the bicycles of people who pedalled to the station, and no lights in the toilets or on the ramp leading on to the platform.

There was also confusion at Cape Town station last night when, according to commuters, even the conductors did not know which trains were allocated for the Mitchell's Plain route.

SA rail link: no option yet for Africa

With copper exports slowing because of problems on the Tazara, and economic crisis deepening, President Kaunda reopened his so-called "southern route" through Rhodesia to South Africa — effectively tightening Pretoria's grip.

Rhodesia itself at one time had a choice of two export routes: the South African connection and rail links to Mozambique.

However, when President Machel came to power in Mozambique and independence from Portugal was declared in 1975, the border with Rhodesia was closed — and Salisbury's external trade became dependent totally on South Africa.

The result, embarrassing for the black African states to its north, is that South Africa now controls the key export routes of its ideological foes.

Peace in Zimbabwe and recent overhauls of port facilities in Mozambique mean that, technically at least, Zaire, Zambia and Zimbabwe can lessen their reliance on South Africa by diverting goods through Beira and Maputo — both of which are working at less than full capacity.

This could provide a cheaper export route for the three countries; an economic boost for Mozambique from port and transit fees; and, as an added bonus, a propaganda coup in the ideological battle against South Africa.

However, there are doubts about Mozambique's ability to maintain port efficiency, the Zimbabwe-Beira rail link needs overhauling, and the Zimbabwe-Maputo rail link will not be reopened until November, freight agents say.

In addition to these problems on the Zimbabwe-Mozambique part of the system, Zambia railways has a poor record as a partner in rail systems, freight agents say.

The four-nation summit in Zaire failed to discuss such issues as quotas and tonnages to be shipped through Mozambique, and participants said that — for the time being at least — black Africa will retain its reluctant dependence on trade routes through South Africa. — Sapa-Reuter.

LUBUMBASHI (Zaire). — Black African states are discussing ways to lessen their dependence on the Southern African rail system. They hope, now that Zimbabwe is independent, under a black government, to be able to divert their trade through Mozambique.

The leaders of Zaire, Zimbabwe, Zambia and Mozambique met recently in this southern Zaire mining town and agreed to seek a transport pact which would achieve this aim.

But, as officials of all four countries acknowledge, there are major problems.

"The Southern African rail system is like the human arterial system," said one Zimbabwean official. "You can cut off the limbs, and the organism keeps going — but you can't do without the heart. At the moment, as far as black Africa is concerned, the heart is in the wrong place: South Africa."

Turmoil, war and upheaval over the past five years have left black African exporters with little option but to ship goods through South Africa.

Zaire's traditional export route for its copper and cobalt, which earns two thirds of its foreign exchange revenue, was the Benguela railway through Angola, supplemented by a circuitous rail-river route to the Atlantic coast at Matadi.

But the Angolan civil war in 1975 closed the Benguela route, and the continuing revolt since then by anti-government guerrillas has prevented its reopening.

Earlier this year Angolan officials said the line was operating again, but Zairean diplomats say there are still "enormous problems" before Zaire — which covertly supports Angola's anti-government rebels — can revert to using it.

The rail-river route to Matadi is almost at a standstill, the diplomats say, so there is no real option except to ship out vital exports through and South Africa.

Zambia, too, is highly dependent on this trade corridor. Like Zaire, President Kaunda's landlocked nation used the Benguela railway for half its trade until 1975, and was able to switch to the newly-opened Chinese-built Tazara line to Dar es Salaam when the Benguela was severed.

However, mounting problems on the Tazara, attributed by experts to mismanagement, inefficiency at Dar es Salaam, and lack of operating skill on Zambian railways, forced President Kaunda in 1978 to fall back on the South African route.

The bush war in Zimbabwe was still raging at the time, and President Kaunda's border with the rebel British colony was closed, in theory, to all traffic except Zairean goods in

SAR battles to cope with heavy call for transport

S-TAK
4/7/80
269

By Kevin Murray
Transport Reporter

The South African Railways is battling to cope with a sudden heavy demand for transport as record crops, coal supply problems and the flu epidemic take their toll of train services.

"We are under intense pressure at the moment and in some cases cannot provide trains," a Railways spokesman admitted today.

"These problems are likely to exist for another two weeks before we can sort ourselves out."

The excessively heavy demand on the Railways follows record maize crops and an unusual demand for coal transport this year.

"Added to that we have many train drivers down with the flu, and when the driver is ill the train just stands there."

Farmers have complained that because there is no place to store their maize and because of a shortage of rail transport, they stand to lose millions of rands.

They claim that silos are all already full and that there is little hope of other space being found.

The Railways spokesman said SAR officials planned the transport of export maize according to a programme given them by the Maize Board.

Demand for maize transport was up 11 percent over last year, and the

Railways was coping with the original programme.

"But record crops and the fact that trucks are not being dealt with quickly enough in Natal are giving us problems.

"This was all aggravated by the fact that crops were harvested earlier this year because of a dry autumn. Since April 1 we have conveyed 14 percent more coal than in last year, and the transport of all other goods in South Africa is also up on last year.

"All this has put us under intense pressure and we are experiencing problems here and there, but we foresee these being solved within two weeks."

Delays will ^{CAPE TOWN} continue till ^{8/7/80} ²⁶⁹ ⁸¹ August

Staff Reporter

COMMUTERS using the new Mitchell's Plain railway line will continue to be delayed by power failures while the line depends on municipal power.

According to Mr W F van Aswegen, assistant chief superintendent (operating) of the South African Railways, the continual power failures were due to the fact that the line was making use of municipal power.

Mr Van Aswegen said the situation would continue till the line is connected to Escom. He said it would be connected by August.

"We will have to put up with power failures until sometime in August."

Yesterday's delay, Mr Van Aswegen said, was due to a 40 minute power failure at the Lentegour sub-station at approximately 5.50 am.

"We have people standing by during peak hours to switch the power on, should it trip out," he said.

Since the new line's inception — with all its teething problems — it has been filled to capacity.

Asked why trains did not stop at every station, Mr Van Aswegen said there was a train in the morning and a train in the afternoon that did not stop at every station.

"It picks up passengers at Strandfontein, Mitchell's Plain, Lentegour, Philippi and Netreg and then goes straight to Cape Town without stopping."

Meanwhile, the the South African Railways are taking a "census" of the new Cape Town/Bellville line to establish to what degree it was being used.

Stations on the Cape Town/Bellville route are Kentemede, Acacia Park, Monte Vista, De Grendel, Avondale and Oosterzee.



THE Postmaster General, Mr Louis Rivo (above), yesterday handed over a R¼-million automatic telephone exchange to

the Chief Minister ^(26/1/67) of KwaZulu, Chief Catcha Buthelezi which will cater for services in Ulu-ndi ^{Post 9/1/67}

The new communications device was hailed as an instrument that would help not only create better communication lines but that it would help harmonize race relations in South Africa.

When opening the ceremony for the hand-

over, the president of Telephone Manufacturers of South Africa (TMSA), Dr Niko Stutzelhelm, presented Chief Buthelezi with a 24 carat gold press button telephone.

Chief Buthelezi said that the new exchange had marked an historic event because of the importance his people attached to it and for the convenience it would give them.

9.17/80

Dispute over

Plain delays

AR445

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The Railways administration and Cape Town Municipality are disputing responsibility for the power breaks which are causing delays to trains on the new Mitchell's Plain service.

The recently introduced service draws electricity through a municipal sub-station that, according to railway officials, trips out because of overloading at peak periods.

Cape Town's city electrical engineer, Mr Dennis Palser, denies this and claims that the Railways is responsible for all faults, shortcomings, and

teething troubles causing the power failures.

Railway operating staff point out that commuters can expect delays in the service until it is linked to the Escom grid through a sub-station that is being built as part of the project.

The switchover from the municipal supply system is expected to take place sometime next month.

The system manager, Mr Ernie Kirsten, said staff were on standby specially to reset the switches and restore power when it was cut by a trip.

11/2/80

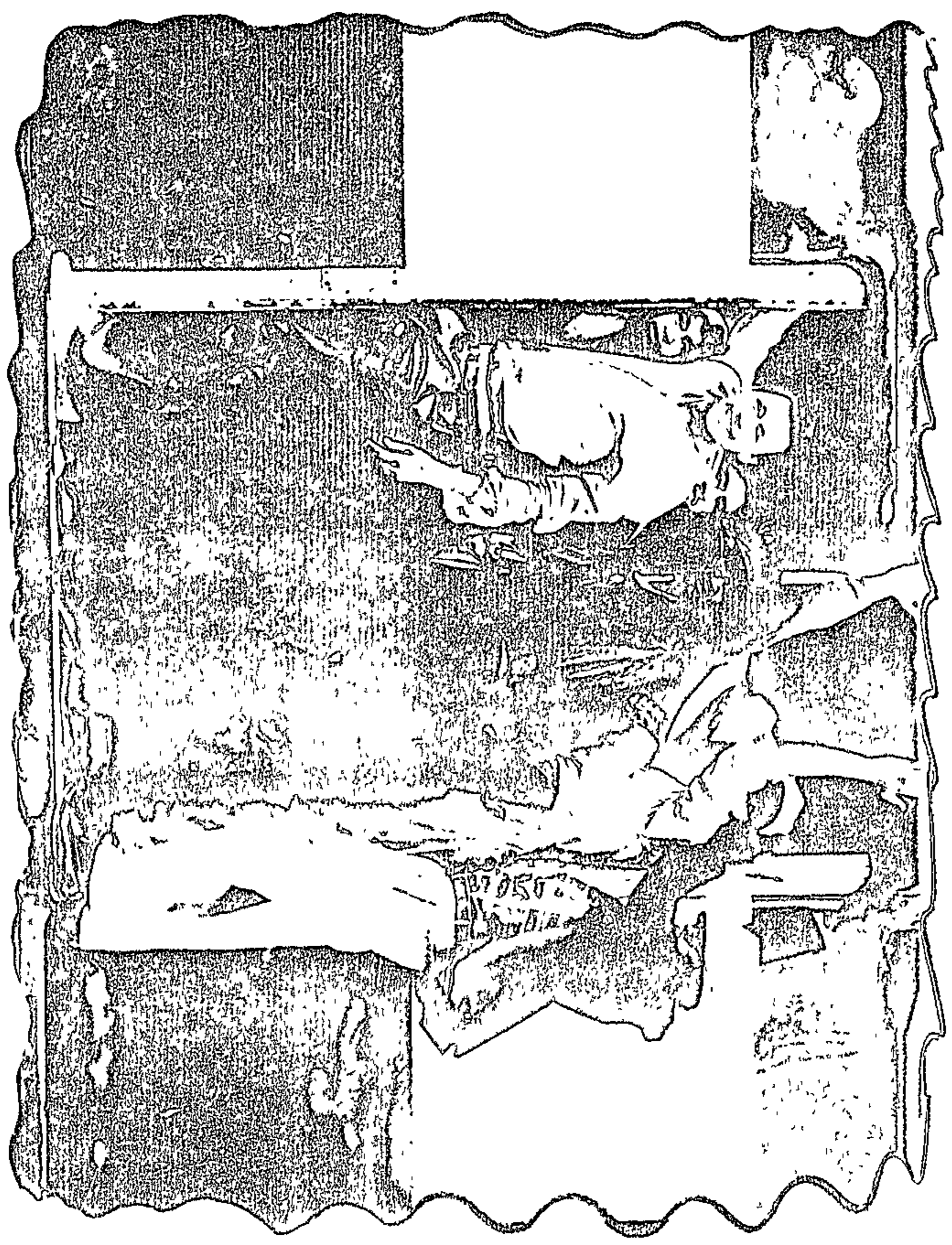
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Don't blame the R

11/1/80

ARCAUS

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OVERCROWDING on trains would never be solved until commuters were educated to use the service correctly, the Western Cape's system manager of Railways, Mr E W Kirsich, said today.

Spreading the peak period from the present two hours to about three hours in the morning and evening would greatly alleviate the problem.

But the directive to introduce staggered working hours could not come from the Railways, he said. 'It must come from commerce.'

Lengthened

The Railways had just about reached the limit of the number of trains it could use during peak hours, and to increase this even slightly would be 'comfort at the expense of safety'.

The time limit between trains could not be reduced any further. 'If we do that we would just about have trains running on top of each other.'

On some routes platforms had been lengthened.

Service

puts

safety

before

comfort

There, but even if the carriages were greatly extended the problem would still not be solved.

Commuters simply had to be educated. They had to realise that when trains were full they had to wait for the next one.

'Everyone who finishes work at 4:30 pm wants to get on the first train home, the 4:57,' he said.

'If they want to get home 10 minutes before the next train would be fully solved'.

'If commuters realise outside the trains to go home, it would be a great help'.

He said it was, however, not possible for commuters.

A committee fighting way in the morning and its reputation.

Stream

'My own observation is that on the urban rail network, it might have away with the service.'

'Either I Lakeside station, may be. At present, however, it is impossible a

11/7/80 (269)

Railways'

If they were prepared to get home about five to ten minutes later by taking the next train, the problem would also be partly solved.

If commuters would realise that on aggregate there are enough trains to get everybody home comfortably, it would be a great help.

He said the Railways, however, not responsible for educating commuters.

The committee was investigating ways of alleviating commuter problems. Its report was expected soon.

Streamlining

My own opinion, however, is that some stations on the southern suburban rail between Cape Town and Simonstown might have to be done away with to streamline service.

Either False Bay and the seaside station, for instance, may have to go.

At present, some stations were so close to each other that it was impossible at this stage to



MR ERNIE KIRSTEN
... question of education

extend the trains and the stations, especially on suburban lines.

The Railways was also 'toying' with the possibility of another line on the southern suburbs run. 'But this is a long-term solution and the committee sitting at the moment will report on this soon,' Mr Kirsten said.

'Everyone wants to get on the first train home'

If another line were added, large stretches of land would have to be expropriated.

'Reliable research surveys have shown that the population in the southern suburbs has reached saturation point because of development in the area and therefore a

major increase in passengers is not expected,' he said.

A fuel price hike or bus boycotts could, however, change the pattern of rail use and this made it difficult to project reliable commuter figures.

Other solutions which had been introduced, or were being considered, were the lengthening of carriages and the introduction of three-door carriages; improving the signalling system so that more trains could be used efficiently, and operating trains on shorter runs.

Mr Kirsten said the last plan was a viable proposition. When it came into operation it would provide more trains during peak hours.

Railways' policy was to provide passengers with the best possible transport service in the greatest comfort.

'I have objections to removing seats for standing space because generally speaking, South Africans like their comfort,' he said.

22/7/80
Plain
trains
disrupted
again

APR 11/80

THE recently introduced Mitchell's Plain rail service suffered its second serious disruption in two days when a fault in the automatic signalling system caused trains to run up to 90 minutes behind schedule today.

Some commuters who make use of the service, which only came into operation three weeks ago, described the situation as 'ridiculous' and said 'continuous delays were making things chaotic.'

FIRED

One commuter — Mr Thomas Jacobs of Lentageur — claimed he has to be at the station at 5.30 am to make sure he gets to work in Woodstock by 7.30 am.

'Things are becoming chaotic,' he said 'and I know of some people who have been fired because

(Continued on Page 3, col 3)

22/7/80
Trains

(Continued from Page 1)
they are continuously late for work'

While the public continues to complain about the service, the railway operation staff say they originally warned commuters to expect disruptions during the first six weeks.

'Nobody in his right mind can expect a new suburban rail service to work without any teething troubles or other hitches,' said one railway official.

SIGNALLING

Railway operations explained that a fault in the signalling system caused the hold-up yesterday and today.

Answering complaints that too few trains from Mitchell's Plain are routed into Cape Town via Pinelands the railway official explained that the Mitchell's Plain trains had to be dovetailed into the schedule, which also included trains coming into the city from Bellville and the Cape Flats.

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Railways remove Reef embargo

STAR
22/7/80

(269)

By Kevin Murray, Transport Reporter

Railways officials slapped a countrywide embargo on all freight bound for the Witwatersrand last week because they could not cope with a severe overload on the Reef rail system.

The embargo was lifted today after a four-day delay in goods, during which time extra staff had to be brought to the Transvaal to help clear the huge backlog of trains in the Western Transvaal.

"We have never had to resort to such a wide-scale embargo on goods but then we have never experienced this kind of pressure," a Railways spokesman said today.

Imports through Cape Town, Durban, Port Elizabeth and other ports were simply not accepted for Johannesburg and other centres on the Witwatersrand.

MASSIVE

The massive congestion on Reef lines was caused by record maize crops, increased coal production, an upswing in imports due to the improved economic climate and a natural increase in rail transport during the winter months.

But the situation became critical when train drivers and other employees on the Reef were put out of action by flu — and the Reef rail system quickly became overloaded.

"We had to place restrictions on goods for the Witwatersrand to give ourselves time to clear the trains out of the Western Transvaal (or Witwatersrand) rail network," said the spokesman.

"We also had to bring extra staff from Cape Town, Durban and other centres to help cope with the problems here."

● The Star reported in May that the economic boom had caused a countrywide shortage of rail transport that had affected all major industries.

Sources close to the Railways administration said the economic boom had meant the Railways were facing a sudden increase in demand for transport of about 25 percent.

At the time...

23/7/80
Trains
late — ^{ARMS} **thousands**
delayed ⁽²⁶⁹⁾

THOUSANDS of commuters making use of the recently introduced Mitchell's Plain-Cape Town rail service were late for the third time in three days as a result of a break in the power supply system today.

Railway operating staff said the power supply was disrupted from 7.30 am until just on 8.30 and as a result 18 incoming and five outgoing trains were affected.

They explained that certain speed restrictions were also enforced because of the break in the electricity supply.

Some trains were caught between stations and passengers had either to wait for the current to be restored or to get out and try for a lift to work.

No option over use the poor service

24/7/80 ARCMS

Plain's anger over late trains

ANGER is rising among Mitchell's Plain 100 000 people over late trains on their new train service.

Frequent delays because of power failures and disruptions in the automatic signals system have been a feature of the line since it became operative three weeks ago.

Commuters have arrived for work up to two hours late. Our bosses are no longer prepared to accept what to them sounds like a lame, old excuse. The Argus was told. They are actually deducting money from our wages when we arrive late.

STRAIN

The grievances were summarised by one commuter with the words: "The introduction of the service has changed our whole life-style. We're getting up earlier, getting to work later, and still losing pay or working longer hours to make up for it."

Many, instead of losing pay for arriving late at work, work longer hours

resulting in their arriving home late — through no fault of their own.

NO SAVING

Mr Basil Bailey of Mitchell's Plain said: "Because wages are being deducted, we are not really saving by using the train service."

Mrs Nabeweya Holmes of Lentegaur said: "We

have no other option but to make use of the poor service. When we wait at a station, we don't know whether a train is coming or not, or how late it will be."

The South African Railways admits that it has problems with the service, which was introduced on June 30, and says faults

still have to be ironed out.

The Railways appealed to commuters to allow time for teething problems to be solved.

Mr W F van Aswegen, Assistant Chief Superintendent (Operating) of the Western Cape, said the Railways was still trying to correct the fault in

the signals system which had caused delays this week.

He pointed out it was a new service which still had to be 'proved' in operation.

Unforeseen problems had occurred in a very sensitive system, delaying the use of the system at its full potential.

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Angry scenes as power failure delays trains

Staff Reporter

A POWER FAILURE delayed 39 peak-hour trains travelling from the Cape Flats and Bellville to the City by up to an hour yesterday morning, a spokesman for the South African Railways said.

This meant that thousands of commuters using the new Mitchell's Plain line were late for the third successive day yesterday. Power failures caused delays of up to half-an-hour on Monday and Tuesday.

The SAR spokesman said a power failure at Cape Town affected trains from about 7.00am to 9.30am.

Sixteen trains travelling from Mitchell's Plain, Nyanga, Langa and Bishop Lavis via Esplanade to Cape Town were delayed an average of 62 minutes

Fourteen trains from Bellville were delayed by about 21 minutes and nine trains on the Cape Flats line were each about 18 minutes late

There were angry scenes at Salt River station yesterday morning when a large number of black passengers boarded the white carriages of a train. They complained that their trains were late and they were forced to board the nearest carriages.

According to a commuter, the passengers moved through to the black carriages, but after these became crammed, the rest remained in the white compartment

When some of the black commuters tried to pass through the barrier gates at the "white" station concourse in

Cape Town, those with third-class tickets were turned back. Several commuters, chanting "why must we suffer?", remonstrated with ticket attendants, arguing that they were late for work because of the train delays and would be held up longer if they walked the length of the platform to reach the "black" station concourse

Third-class passengers who managed to pass through the gates were brought back and told to walk out through the "black" concourse.

The SAR spokesman said the train delays "might have caused over-crowding in black carriages and other problems".

A spokesman for the Cape Town Chamber of Commerce said no complaints of employees arriving late for work had been received.

CAPE TOWN 24/7/80 (269)

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SAR backlog hits coal dealers

By JEREMY BROOKS

THE coal shortage in Johannesburg has assumed such critical proportions as a result of the Railways backlog that one merchant is hiding bags of anthracite from the public to supply hospitals

"All I get are empty promises from the Railways — one moment they tell me they can't deliver my order because so many of their trucks are stranded up in Zambia, and the next time it's because their train drivers are down with flu," he said yesterday

"If I don't get more coal and anthracite by Friday, then I'm in it up to my neck

"I usually need a stockpile of at least 6 000 tons to last me through the winter. I have nothing now and the few bags of anthracite which are left have been covered up and hidden away to be kept for the hospitals"

Coal and anthracite are not the only commodities affected by the Railways backlog, which an SAR spokesman said should be cleared "within a few

weeks". Building materials are also in short supply on the Witwatersrand

Last week South African Railways officials slapped a four-day embargo on all freight bound for the Witwatersrand and imports at Cape Town and Durban harbours were turned away

The embargo was lifted this week but there is still a two-day delay for goods being railed from Natal to the Witwatersrand. A three-day delay exists for goods travelling southwards

A Railways spokesman said "Perishables are given preferential treatment but obviously, if we are likely to have trouble railing them, we won't accept them."

A general upswing in the economy, coupled with an improved climate for the building industry and a record maize harvest are some of the reasons put forward for the backlog

SAR employees have also been hit by an outbreak of influenza

SA strengthens routes to the north

SW 27/180/269

By Geoff Shuttleworth
Trade and freight
sources in South

Africa say that the recent spate of conferences and resolutions aimed at lessening the dependence of Zimbabwe, Zaire, Mozambique and Zambia on South African transport, are unlikely to have a material effect on the infrastructure of the region for some time.

The ending of the war in Zimbabwe has had a major impact both on the infrastructure and on trade itself.

There has been a decided improvement over the last three months in Mozambique's port and railway efficiency, road and rail transport has picked up with a consequent decline in air freight and a new rail link between Botswana and South West Africa-Namibia is entering a detailed feasibility study stage.

In Mozambique, the Cabinet reshuffle, bringing in a former engineer L. M. Alcantara-Santos as Minister of Port and Land Transport, has been instrumental in improving that country's port efficiency and urgent attention

has been given to the electrification of the Maputo to South Africa rail link.

Damage to the country's two rail lines to Zimbabwe has reached an advanced stage of repair.

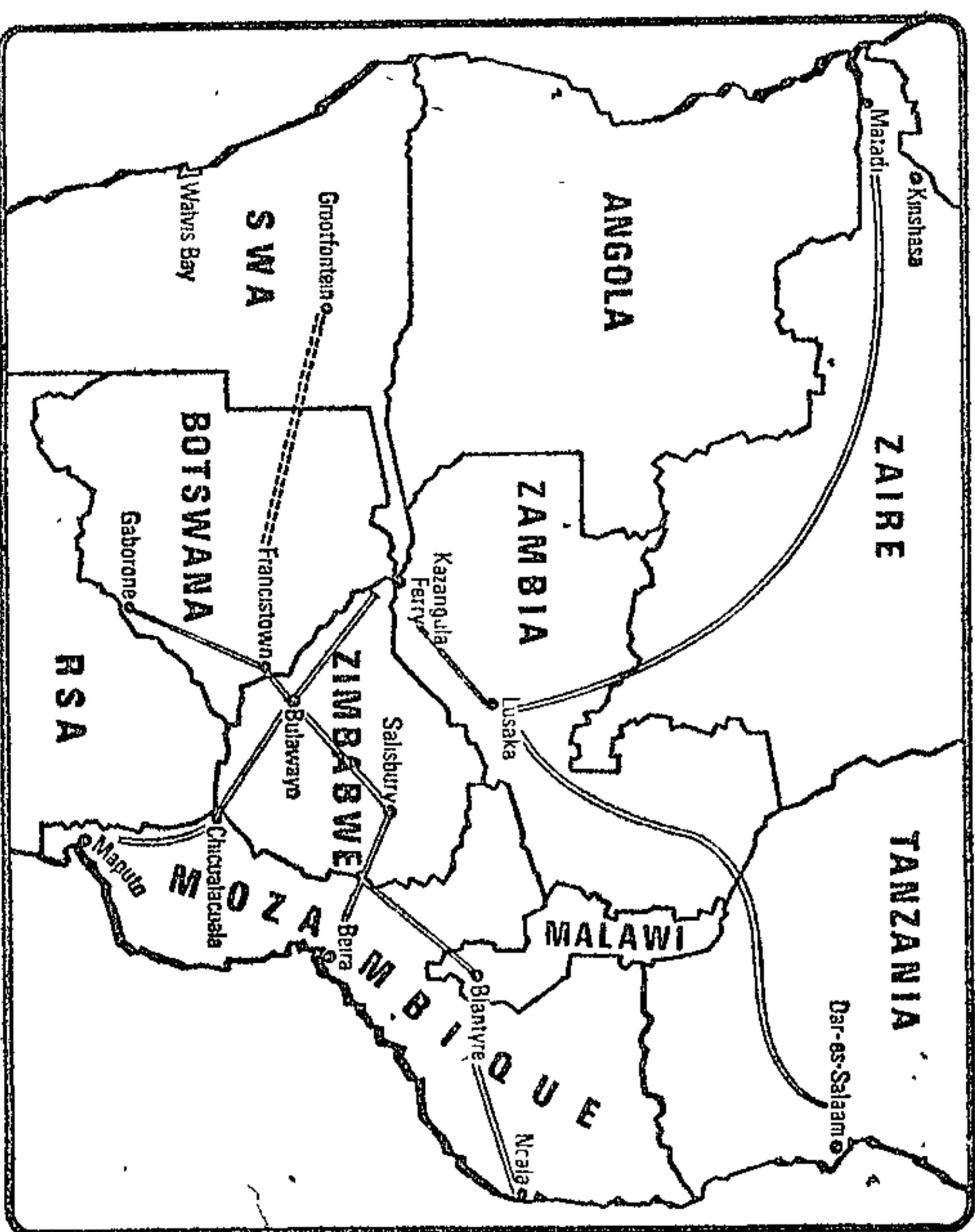
The Salisbury/Beira link is now operating, albeit at small capacity — one train in each direction a day.

They say Mozambique claims of being able to run three a day are unrealistic as the line still needs ballasting and it does not have enough traction units for more trains.

Trains have to travel slowly with cargoes not exceeding 750 tons. The port of Beira still has a problem of a shortage of material handling equipment, though this should be alleviated shortly as soon as its forklift trucks are returned from Cape Town where they are being refurbished.

The port's two dredgers were sunk during the war in Zimbabwe but one has been recovered and is being repaired in Maputo.

A smaller unit has been transferred from Quelimane but is unable to keep the port clear of silt. The drought in the area has however prevented the Pungue river from adding to the problem. The port of Nacala is



Major existing and proposed rail routes in southern Africa, north of South Africa.

functioning efficiently and is Mozambique's only container handling facility. It experiences no problem with silt and is one of the deepest Eastern seaboard ports.

Malawi imports and exports about 40 percent of its goods through Nacala, and the railway to Malawi, which was financed by South Africa is still being paid back. It is however

restricted, because of its light gauge, to small cars and slow speeds.

Shortly before 1975 it was to have been converted to heavy gauge but independence for Mozambique saw the abandonment of the project.

Recently a Canadian company has been evaluating the change over and sources believe it could be converted by 1981/2. A gantry crane, being built in South Africa, is expected in August.

The bulk of Malawi's imports and exports (less than five per cent is handled by air) come through Beira, where about two percent of Zambia's railways are handled.

It is severely, as are Mozambique's railways in general, hampered by a shortage of traction units. It has recently ordered 20 diesel units and 13 electric locomotives from GEC Brazil.

Last year it ordered a total of 57 units. There is still a shortage of rolling stock, despite it having impounded and used some 640 ordinary DZ trucks and about 300 tankers which were stranded in Mozambique after the closure of the border with Zimbabwe in 1976. Sources believe most of these trucks will not be restored to normal service because of their deplorable condition.

The Maputo line to Chicalacuala in Zimbabwe is, according to Mozambique, ready to handle traffic, though sources say the

war damage to at least two bridges has only been repaired by Bailey bridges and doubt whether they can take fully laden trains.

To date no trains have travelled the line. On the Zimbabwe side of the line considerable work has to be done to replace 60 km of track which was lifted to replace other worn sections. It is not expected to open before the end of the year.

The link between Malawi and Umtali in Mozambique has not been made available for Malawi cargo and is only used for Mozambique/Zimbabwe trade. One exception has been for the current transport of 85 trucks of South African maize to Malawi.

Mozambique is still desperately short of personnel and despite its own training programmes has been recruiting extensively in Eastern Europe for skilled staff.

Zimbabwe's two lines through Beit Bridge and Francistown are congested and a shortage of traction has resulted in an order for 20 units from Krupps.

In the last ten days South African Railways has imposed restrictions on Zimbabwe, Zambia and Zaire because of the slow turnaround times. Zaire imports almost exclusively through South Africa while exports are evenly split between South Africa and its own port of Matadi, which is unable to increase capacity. Some exports will probably in time be diverted to Mozambique at South Africa's expense as Zaire pursues a policy of keeping all transport options open.

The land route to Zaire via the Kazangula Ferry is now operating, having been destroyed in the Zimbabwe war. Traffic is thin and handled by South Africans and Zambians who have Botswana and not Zimbabwe permits.

Zambian imports outweigh tonnages exported and is almost dependent on the South African link.

The Tazara line is extremely limited because of turnaround delays at Dar es Salaam and malfunctioning of much of the equipment which was installed second hand. Payments for the line are due next year for Zambia's portion of the R380m cost.

Sources believe the line will never reach designed capacity and efficiency has deteriorated to the extent the Chinese have been recalled as supervisors.

Boom puts strain on all train spoor

Transport systems in South Africa have been stretched to capacity by the large increase in imports brought about by the country's booming economy.

Shipping has, for the first time since the implementation of the containerisation programme was implemented, been running at almost full capacity on the south run, while the north run is operating at about 70 percent capacity.

Airfreight is running behind demand in many cases — the two main centres which are subject to delays in Frankfurt and London. Freight forwarders say this situation will worsen in the summer months, a traditionally peak period for the airlines.

The pinch has however really been felt by South African Railways to the extent that an embargo for four days was placed on freight bound for the Witwatersrand from all over the country as the Reef system became overloaded.

There were large freight buildups at Cape Town, Durban and also at Port Elizabeth and East London as railway officials battled to clear congested lines on the Witwatersrand.

Extra staff were brought in, and, as the lines were cleared, the embargo was lifted. But officials are still experiencing delays between the Reef and other centres, particularly Durban.

The country's container ports are easily able to cope with the buildup in freight and Captain Phil Penn, general manager of

time for freight in Durban is 36 hours, freight actually reaching Johannesburg is taking eight instead of the normal four days because of rail delays.

He notes that for the remainder of the depots there is still a considerable under-utilisation

There has, however, been a shortage of containers in Europe as the shipments of South African fruit exports have now been completed and these containers are not available for the south bound trip.

One of the Europe/South and South East Africa Conference ships, the Waterberg, is undergoing 24-hours a day maintenance to ensure that it is back in service as soon as possible. The City of Durban is to sail to Europe with a full load of containers to bring the supply of containers there back to balance.

Road hauliers claim they are operating at maximum efficiency and have been struggling to keep up with demand

which grows from day to day.

Imports, by value show that in the first six month period of the year the increase amounted to 48 percent to R6 347,3m compared with last year's R4 288,9m.

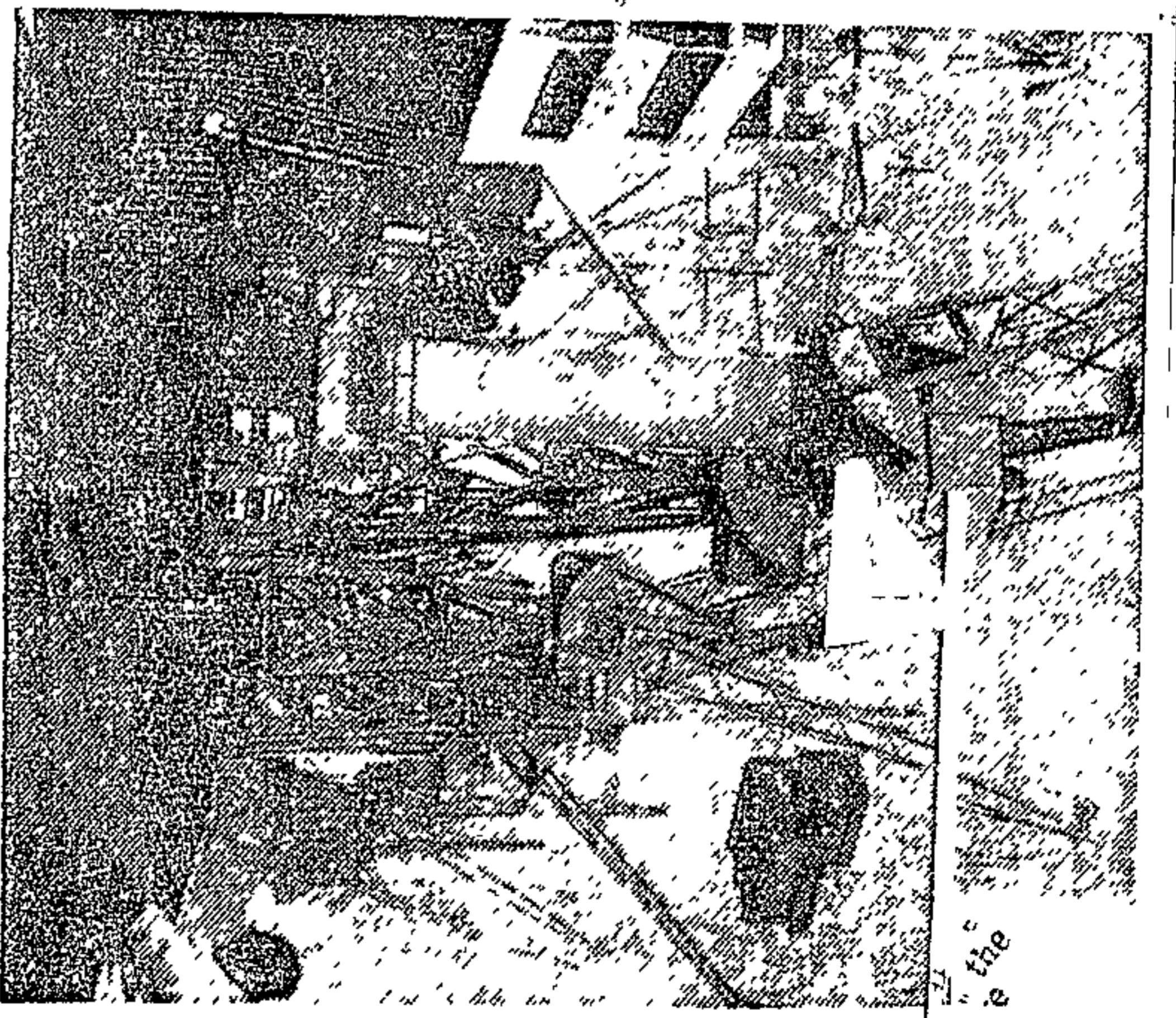
Although no reliable figures are available to determine volume freight and trade sources estimate a growth in imports of around 10 to 15 percent.

They say exports are running at slightly above last year's levels in terms of volume while the value of exports have risen by 47 percent to R9 734,4m.

NEW TREK

Several economists feel that the relaxations on import controls this month will accelerate the increase in imports and they have expressed concern that the present transport bottlenecks could worsen as a result of the anticipated increase.

Railways spokesmen said the unprecedented embargo placed on Reef bound traffic has had the



The containerisation service which was inaugurated in 1977 is at last coming up to full capacity, though the flow of traffic especially to the Witwatersrand has been bottlenecked on the rail routes.

desired effect and that they will from now on be able to handle the flow.

"Due to record maize crops, and a heavy demand for the transport of coal and building materials, the general economic boom and a shortage of staff on account of the flu, we found our-

selves under intense pressure for a few weeks," a spokesman said.

He said that 700 000 tons of export maize was despatched between April 1 and July 5, more than double the amount railed last year. Coal movements were up by 12 percent over the same period.

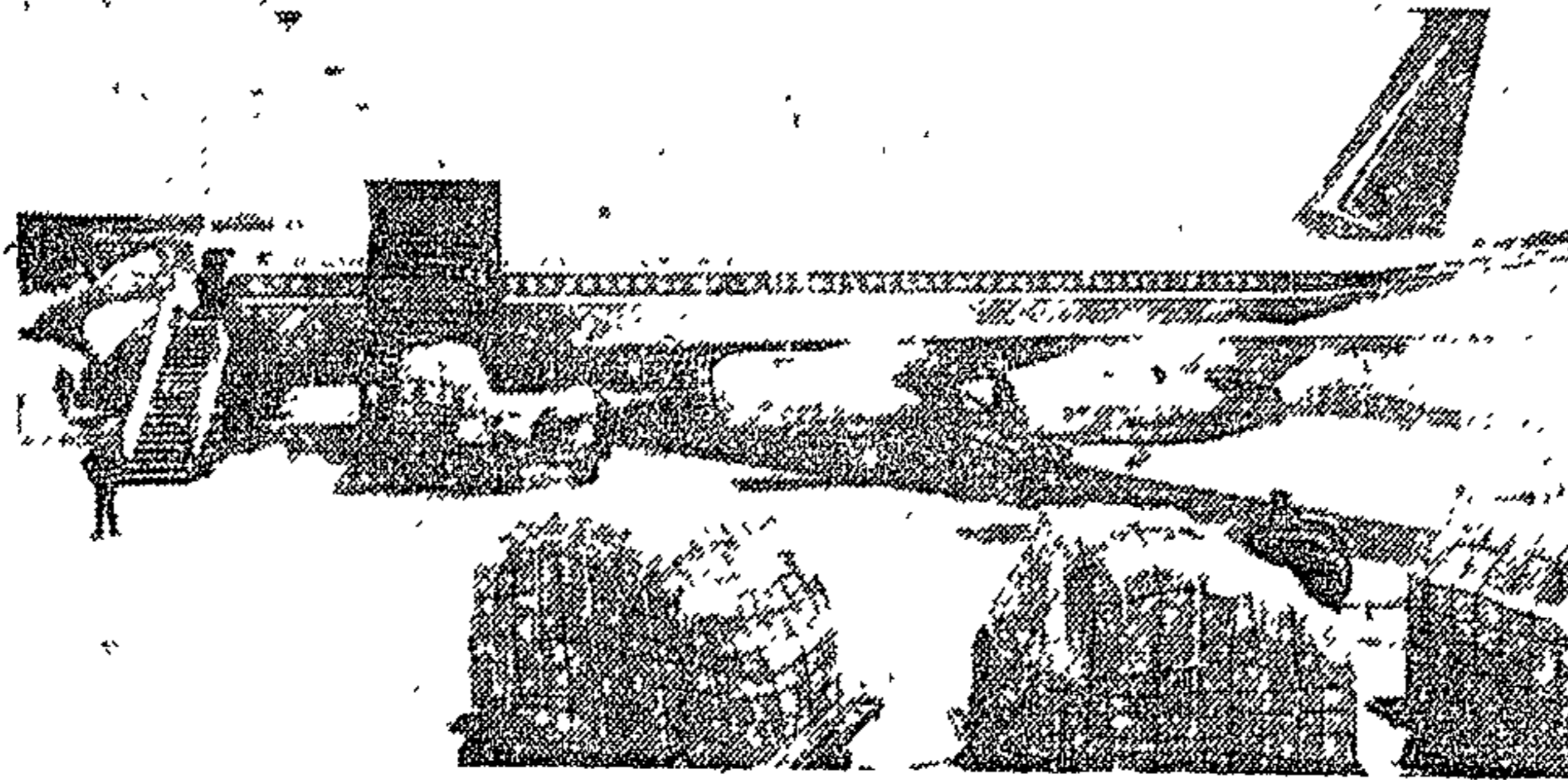
SA Airways is boosting its freight service to the world

269 Saw 28/7/60

The South African Airways has decided to give more attention to and make more space available for air cargo on its international flights

With the introduction of two new Boeing 747 Combi in November this year, SAA will be increasing its international cargo capacity considerably and will thereby be offering cargo links to 28 destinations on the five continents served by it, including 11 in Europe

Every Combi will be able to convey as much as 38.5 tons of cargo, apart from a substantial complement of passengers and baggage. Four weekly return Combi services between South Africa and Europe, serving Frankfurt, Madrid, Paris, Brussels and Amsterdam are to be introduced



South African Airways believes that the introduction of Combi on the New York run will alleviate some of the air freight bottlenecks by November.

One of the four return services a week between Johannesburg and New York will also be operated by a Combi in November. The SAA says the immediate effect of this

should be the elimination of bottlenecks presently encountered in coping with air cargo flow from the US and Europe, in particular Frankfurt

The annual growth rate

on the Johannesburg/New York run has risen sharply to 60 percent — which although the SAA regards this increase as exceptional, it also believes that the introduction of the

additional space in November is timeous.

It believes that the annual average growth rate will flatten out to around seven percent per annum on average after the addition to the service.

SAA says the headache of coping with a predominance of seasonal and particularly perishable cargoes will ease as a better balanced two-way trade is developed

In the US the deregulation of air services has meant that the SAA now charge five percent less than their competitors for cargoes conveyed between Johannesburg and New York.

This increases the keenness of competition and should ensure that every item of cargo that they accept, instead of some having to take the longer route via the UK or Europe, will be channelled via direct flights

Council wrangle over bus fares

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EAST LONDON — Election fever seemed to grip the city council here last night, with virtually every councillor determined to have his say.

Their main vehicle was the bus service — they took more than 20 minutes to postpone a proposal that bus fares be increased by 22 per cent.

The decision was not an easy one. Councillor after councillor stood up to say a few words, most of them taking an opportunity to hit out at the bus service, until the man responsible could take it no longer.

"Every time we deal with bus fare increases, we get the same old complaints," said Cllr Glen Warner, who holds the transport portfolio.

"But the fact remains we are losing R600 000 a year on our bus service

and this has to be cut."

Cllr De Lange (snr) was not prepared to let things ride.

"We are cutting off our noses to spite our faces," he warned.

"People will realise it's cheaper to use lift clubs than to use public transport."

He was supported — "for once in my life" — by Cllr Fred Stakemire, who said the municipality should encourage people to use buses, not scare them away.

"We should keep the fares low to try and secure mass utilisation," he said.

The deputy mayor, Cllr Errol Spring, backed Cllr Stakemire but said the bus service led them in a vicious circle.

They were putting up prices to cut losses, but

the higher fares meant a cut in passengers.

"Where do we go?" he asked in desperation.

After Cllr Warner had his say, the matter was put to the vote and, after much deliberation, the proposed increase was turned down.

The mayor, Mr Donald Card, apologised for the abnormally long meeting last night after lengthy discussion on a number of minor issues.

"As you've probably noticed, election day is drawing near," Mr Card said. Nominations for the elections must be submitted to the town clerk, Mr J. J. Human, by noon today.

Nomination day, when the names of candidates will be announced, is August 12. Election day is September 3. — DDR

Trade surge balloons SAR traffic

By ELIZABETH ROUSE

REVENUE is burgeoning for South Africa's harbours and airfreight terminals, both hard-pressed to cope with the massive surge in imports and exports.

The harbours' total revenue rose by 46% to R77 776 547 in the quarter ending June from R53 290 685 during the same period in 1979. Airfreight revenue increased by 25,8% to R23 858 835 from R18 966 940, according to latest figures supplied by SAR headquarters.

The swift gearing-up of harbour activity, in particular, reflects the astonishing increase of South Africa's imports by almost 50% in the first half of the year to R6 347-million and the 47% increase in exports to R9 734-million.

While exports are expected to decline later this year because of recession in the West, imports will accelerate as industrialists scramble to get capital equipment into the country during the next few months and other imports increase as a result of the relaxation of certain controls.

This paints a pretty picture for SAR, which chalked up a surplus of R38 661 987 for April and May — compared with a deficit of R22 238 629 in April and May last year — as total SAR revenue rose by 35% to over R741-million from R549,4-million during the same period last year.

Budget estimates were that there would be a small surplus of R3 550 000 for the 1980-1981 fiscal year, with total revenue at R4 389-million and total expenditure at R4 385 450 000. However, SAR could well achieve a record surplus.

May was the watershed

month that pitched transport into swirling activity. Heavy seasonal exports of maize and coal, plus the unexpectedly sharp spurt in imports, caused wharfage income to soar by 119% to R21 230 299 from R9 695 835 in May 1979.

This sudden upswing contributed handsomely to the 69% rise in wharfage revenue to almost R55-million in the period April to June from R32,5-million during the same period last year.

To cope with the flood of traffic, harbour authorities started diverting ships from Durban to East London and Port Elizabeth, and a section which makes a comparatively modest contribution to harbour income — tugs and lighters — also experienced an unprecedented advance in revenue.

The increase in this sector has been 44% to R5 753 848 in the quarter ended June compared with R3 995 678 in the comparable 1979 quarter.

Only dry-bulk handling installations did not benefit. Income for April to June was slightly down at R7 166 268 from R7 343 249 during the same period last year.

However, if maize exports increase later this year, the position will probably change.

To summarise, it looks as if 1980 and at least half of 1981 spell prosperity for SAR, which faces a R12 390-million expansion programme over the next five years.

Industry, now harassed by transport delays which will not be cleared up until the middle of this month, will reap much of this spending.

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Air fare war exposes SA prices

JUST HOW MUCH the South African traveller suffers under the monopoly price framework of flying between South Africa and Europe has been exposed by the transatlantic air fare war, which has led to dramatic price cuts.

The incredible success of the Skytrain pioneer, Sir Freddie Laker, whose success outstripped all opposition, has forced the major national airlines to drop fixed price cartels and scramble for business.

British Airways said that it would slash its stand-by fare for London-New York to R156 from September 15

Transworld Airways immediately announced a fare about R4 cheaper, but within hours British Airways had cut their fare to match TWA's almost exactly, — and it will cost only R10,80 more to fly to Washington

AIR SPACE

by

David Douglas



British Airways has introduced an advance-booked London-Los Angeles return fare of R505. This is about the same distance as the London-to-Johannesburg service, but the Apex ticket from here costs not far short of double, at R892 return

The London-to-Johannesburg 19-to-75 day excursion return fare is R1 164 — an appalling price compared to the equivalent transatlantic fares

But the stand-by fares are the ones which cause South Africans to stand and stare. The high-season standby fare to

New York is R172, and R153,80 in the low season. Low-season fares to Miami cost R155,40 and R208,60 to Los Angeles and San Francisco

With transatlantic and internal European air fares set to go still lower, a new world of travel has opened up. Sir Freddie Laker, who can still beat the state airlines hands down, has even been offering a R91 single fare to Miami

But although the air business on the Europe-South Africa run is good business with high passenger loads and big earnings, travel business sources say there is no sign that indepen-

dent operators will in the foreseeable future force ticket prices down. For that matter, they will not even be allowed to try

So what good do these cheap fares do if the South African traveller has to pay the sky to get to Europe? And in the other direction, there could be a healthy increase in tourism to this country if fares could be cut. As it is, tourists are looking elsewhere, and this is understandable. Why should they pay a large portion of their holiday savings just to get to a destination, when there are places to which it is much cheaper to travel? That is probably why Kenya is getting more tourists. It is interesting to watch the number of people who get off at Nairobi these days

We could use a south-bound Freddie Laker along our way.

Assault: King policeman not guilty

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7/16/50

EAST LONDON — A King William's Town South African Railways police constable was found not guilty of assault when he appeared in court here yesterday.

Constable Joseph Johannes Stander, 30, pleaded not guilty to assaulting Mr Aron Mantshiyose on March 1.

Mr Mantshiyose said a friend of his had been assaulted in a furniture shop in Oxford Street. When he intervened the manager of the furniture shop threatened him with arrest.

He defied the manager to call the police. He was then told to wait outside the shop while the police were being called.

While he waited Constable Stander approached him and told him not to set his foot inside the shop or he would be arrested.

He also defied Constable Stander to arrest him and asked why Constable Stander allowed somebody to be assaulted if he was a policeman.

When Constable Stander got into his car Mr

Mantshiyane told the policeman he would take down the registration number of his car and report him for allowing such things to take place in his presence.

Constable Stander got out of his car and punched him, Mr Mantshiyose said.

Mrs Nobantu Mantshiyose said she saw the policeman hitting her husband twice.

Constable Stander said after he got into his car Mr Mantshiyose grabbed him by the front of his chest. He managed to free himself by hitting Mr Mantshiyose with the car's door and by pushing him away. He denied punching Mr Mantshiyose.

The magistrate, Mr J. A. Hamman, said the State failed to prove its case against Constable Stander and that there were discrepancies in the evidence of the two witnesses as to how many times the policeman hit Mr Mantshiyose.

He accepted the evidence of Constable Stander as the possible correct version. — DDR

The State failed to prove its case against Constable Stander and that there were discrepancies in the evidence of the two witnesses as to how many times the policeman hit Mr Mantshiyose.

No end to the railway rip-off yet

By MATHILDA MASIPA
THE SAR rip-off and harassment of commuters, exposed by SUNDAY POST two months ago, still goes on unabated despite a promise by railway officials to put a stop to it.

Two months ago SUNDAY POST brought to the attention of the railway officials that:

- Passengers alighting at Oakmoor Station with Tembisa tickets had to part with some money despite the fact that the two stations were within the same distance from a common point of departure.
- Individual barrier attendants used their own discretion in deciding on the amount.
- Barrier attendants were rude and often beat passengers up.
- Passengers who paid were given no acknowledgement for their money.

Last week railway commuters at Tembisa Station again became victims of rude and threatening barrier attendants. And each time someone turned up with a "wrong" ticket he was told to pay R1 to a white official.

Esther Masuku from

Khalambazo had to part with R1 after she was told that her Oakmoor ticket was not valid. When she asked for a ticket she was threatened with violence. Another passenger had to borrow R1 from other passengers to retrieve his ticket confiscated by attendants.

A deaf and dumb man had to empty his pockets to convince the barrier attendants that he had nothing left after giving them a few coins before he was allowed to leave.

When asked why the commuters were not given some form of acknowledgement the white official replied: "This is not a dry cleaner," and beckoned to a railway policeman nearby to arrest me as I was "interfering" with his work.

But when he realised I was from the Press he instructed the barrier attendants to make entries in the ticket book for those who insisted.

Mr I Devries an SAR PRO said something had been done after the first complaint to remedy the situation although he didn't know exactly what measures were taken.

SAR to ^{(269) RDM} meet 14/8/80 new service demand

By JEREMY BROOKS

A SUDDEN surge in the number of mainline and suburban passengers has made the South African Railways introduce a major reshuffle in train schedules.

An indication of the increase is contained in the latest figures for May this year which show an 84,1% growth for passengers travelling first class on mainline services compared with the same month last year.

The latest figures show that a trend of steadily declining mainline passengers, which has continued for nearly two decades, has suddenly been reversed. This, according to SAR officials, can probably be attributed to the petrol price increase last year.

SAR's assistant chief superintendent for passenger services, Mr Dawid Kruger, said yesterday: "This month we will increase the frequency of some of our long distance trains — one example is our Cape Town-Johannesburg service which will now operate daily instead of four times a week."

The new timetable, which comes into effect on August 25, will be available from booking offices at all stations next week. Its introduction will be marked by an intensive publicity campaign through the media to make the public aware of the changes.

The Pretoria/Johannesburg-Cape Town service is to make daily runs from the Reef, one travelling via Bloemfontein and the other via Klerksdorp, Kimberley, and De Aar.

"Some major changes have also been made to our Blue Train, scheduled to cope with the long waiting list," Mr Kruger said.

"Altered running times in the PWV area will also mean that schedules for suburban trains will change. The introduction of a new service to Mitchell's Plain near Cape Town will also necessitate changes to services in the Cape Town area."

The latest moves by the SAR are part of an on-going programme to increase capacity to cope with growing demand.

Half of the 48 trains running between Soweto and Johannesburg have been increased from 11 to 14 coaches. The railways will be able to extend the remaining half once longer staging facilities have been built at stations on the route.

"The increase in passengers travelling on suburban services has not been confined to blacks alone — we are getting suggestions from white passengers who have obviously just begun to commute by rail and are new to our suburban services," Mr Kruger said.

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We do our best says Railways

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n n s d

DEAR SIR — I write in connection with the letter from George M Duiker, of Orlando, published on Page 6, July 14, 1980.

In regard to Mr Duiker's opening remarks, inconveniences suffered by passengers using crowded trains is a problem common to all the railways in the world.

The SA Railways is aware of the conditions on the Soweto services, and everything possible is being done to alleviate the position.

Your correspondent is, no doubt, aware of the platform extensions that

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are being undertaken and the lengthening of trains in order to be better able to cater for customers, both black and white.

In reply to Mr Duiker's other specific remarks, I wish to comment as follows:—

1 Tickets are sold to stations beyond the destination asked for.

A system of zone tickets has been introduced at the request of representatives of our black customers (with whom we consult regularly) so that a passenger can use the ticket to another destination on a different route should he suddenly elect not to travel to the destination originally intended.

The station names printed on the zone tickets, although not in all instances equidistant from the issuing station, are in the zone to which the applicable fares are in fact identical.

There may be malpractices as Mr Duiker's letter seems to imply, and the possibility is being looked into.

2 Ticket examiners blow whistles before everybody is safely inside.

The Soweto train service is run on a tight time schedule, especially during the morning and evening peak periods.

Train staff do, however, have strict instructions not to set a train in motion until everybody is on board. The whistle is blown as a warning to passengers and not to start the train.

It must in all fairness be pointed out that a number of our black patrons have fallen into the risky habit of boarding trains only when already in motion, clinging to the door-frames and in so doing, jamming the door mechanisms.

3 The competence of train drivers is questionable because their driving is causing headaches and backaches.

All SAR train drivers are fully trained with long experience and service and if occasional "jerkings" does occur, it is usually attributable to technical causes rather than human shortcomings. This problem is common to all trains and varies with loading and working conditions.

4 Poor maintenance of SAR property such as proper lighting on bridges, subways, waiting rooms and platforms; Orlando subway lighting is specifically mentioned. SAR must train black maintenance electricians.

The SAR has sufficient staff of all races for the maintenance and upkeep of, for instance, electric light installations. It is, unfortunately, the experience that no sooner have lights and lighting fittings been restored and repaired, than they are damaged or removed, apparently out of sheer vandalism.

Every endeavour is being made to try to keep abreast of the irresponsible damage to SAR pro-

erty and Orlando subway lighting will receive special attention.

5 Removal of segregation signs from trains and other property.

In so far as these signs on SAR premises are concerned, present policy is to remove such signs and to open facilities to all races wherever possible and when we are sure that it will not cause racial friction.

Segregation on trains can, unfortunately, not be abolished as it will, undoubtedly, lead to unnecessary incidents.

Mr Duiker will appreciate that it is an impossible task for the SAR to cater for a sudden unexpected onrush, or to ensure that all coaches are equally loaded at all times.

G J LE GRANGE,
(Director Public Relations),
SAR.

pieces of paper or other material into the examination room are so instructed.

to communicate with other any person except the invigilator.

NOTE CAREFULLY

- 1 Enter at the top of each of the block on this question you are answering.
2. Blue or black ink must be used for answers. The use of a red or green ink is not allowed. Underlining, emphasis, etc. which pencil may also be used.
3. Names must be printed on each separate sheet (e.g. graph paper) where sheets additional to examination book(s) are used.
4. Do not write in the left hand margin.

- 3 No part of an answer book is to be torn out.
4. All answer books must be handed to the commissioner or to an invigilator before leaving the examination

Any dishonesty will render the candidate liable to disqualification and to possible exclusion from the University

(269) DD B 14/8/80

SA may have road tolls

CAPE TOWN — A toll system may be introduced at key points on South Africa's major roads.

A team of investigators from the Department of Transport recently returned from Europe where they studied toll systems and their report is to be submitted to the National Transport Commission next month.

The commission's recommendations will be submitted to the Minister, Mr Chris Heunis, for consideration.

Mr H. Kleynhans, press officer for the Automobile Association, said that the motoring organisation would be totally opposed to a toll-gate if there was no alternative route to bypass it.

However, a spokesman for the Department of Transport said yesterday he did not foresee a toll system across the length and breadth of the country, but rather at specific installations, such, as at tunnels and bridges.

Mr Kleynhans said he hoped motoring organisations would be consulted. The AA's attitude was that tolls might be acceptable if there were suitable alternative routes but not if motorists would be forced to pass through a toll gate.

"The motorist is already under siege — just look at the increasing petrol prices — and we hope he will not be used as a milking cow. We would most certainly like to be consulted," he said. — DDC.

269 M.H. 15/8/80

Times are changing . . .

Staff Reporter

A DIRECTIVE issued to South African Railways booking clerks years ago, and which has become a sore point with blacks travelling by rail, is being phased out, a spokesman for the SAR said yesterday.

He was reacting to complaints by black passengers that they were unable to buy one ticket which included the fares for more than one person — unlike Indians, coloureds or whites, where the head of a family can pay for and be is-

sued with one ticket which covers the fares for his wife and children.

"If each member of the family buys his own ticket separately, the process is time-consuming and frustrating," one passenger said.

"In the end, one invariably finds the train has been missed altogether."

The Railways spokesman said: "This directive was issued decades ago as part of the station account instructions.

"We found migrant workers

travelling to and from South Africa and Mozambique or Zimbabwe would buy one ticket for a group. Once they arrived at the border, the travel documents of some members of the group would not be in order and they would have to be split up. This created tremendous administrative and practical problems.

"However, times have changed and instructions have already gone out that the directive should not be enforced," he said.

AP

Power cut holds up trains

12/18/80

APCWS

THOUSANDS of commuters from Mitchell's Plain were thrown into confusion this morning when the train service between Mitchell's Plain and Nyanga station was disrupted for more than three hours.

The breakdown was caused by the derailment of four empty passenger coaches at Strandfontein station just before 5 am. The coaches canted over at a steep angle and breakdown staff said it was only the stop block which had prevented them overturning.

The derailment ripped down five poles supporting overhead powerlines, cutting off the power. The driver — the only person on the derailed train —

received minor injuries, but was taken to hospital.

The first train able to use the line between Nyanga and Strandfontein left only at 8.30, and at that stage only a single track was open.

As passengers milled about at the four stations on the affected line, a fleet of 20 railway buses

was brought in to operate a shuttle service between Strandfontein and Nyanga.

The overload of passengers at the already crowded Nyanga station caused fights among frustrated commuters as they struggled to board the trains.

Hundreds of passengers clung to the outside of coaches as the trains pulled out of the station.

Railway operating staff said the derailment had not affected the normal service to Nyanga and that trains operated as far as Lentegeur station between Nyanga and Mitchell's Plain.

Breakdown crews sent to the scene restored power to one of the two lines to enable the first train to operate by 8.30.

Railway authorities said it was hoped to have the second line in operation today.

The coaches derailed were at the front of the train.

Picture on Page 3.

No free ^{SINK} travel ⁽²⁴⁴⁾⁽²⁶⁹⁾ for servicemen

Free rail or air concessions to national servicemen to travel home on leave would not be granted, the Minister of Transport, Mr Heunis, said today.

Mr Heunis said the South African Railways, which was already operating at a loss of R484-million a year, had to be kept as viable as possible.

Mr Heunis was commenting on the reaction to the death of a young

national serviceman in a car accident this month. The serviceman's mother had earlier written to the SAR asking for free travel for national servicemen because of the number of them involved in road accidents.

Mr Heunis said free concessions for some people would mean that the general public would have to pay higher fares to keep the Railways viable.

SABC denies bias on TV programmes

S. Post
17/8/80
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SUNDAY POST Reporter

A SPOKESMAN for the SABC-TV this week denied claims that the resignation of Miss Donna Wurzel was a result of the network's bias towards programmes featuring blacks.

Miss Wurzel, presenter and producer of the "Woman Today" programme, resigned this week after her programme featuring domestic workers was not shown as scheduled.

The spokesman, Mr Eric Van der Merwe said: "We have no bias at all towards programmes featuring blacks. We have done many programmes on blacks."

Miss Wurzel was reluctant to discuss her resignation which she described as an "internal and private matter".

DD 15/8/80
264/332

Top-level talks on EL harbour

EAST LONDON — The future of the city's harbour will be discussed at a top level meeting of government officials and local businessmen in Cape Town next month.

The chairman of the East London Chamber of Commerce's transport committee, Mr George Orsmond, said there were too many rumours floating around for anyone to know for sure what was going to happen to the harbour.

He would not disclose any of these suggestions, as he said it might be prejudicial to the area's future.

The chamber's secretary, Mr Jock Allison, would issue a statement explaining the full story after the meeting on September 2, Mr Orsmond said.

Delegates were still to be named but Mr Orsmond said they would represent both commerce and the municipality at the

meeting, which will also be attended by shipping executives.

He described weekend press reports hinting at a possible end to the exporting of copper through the harbour as "mere speculation".

"There's more than one side to the story and we feel it would be better to thrash things out before making them public," he said.

The weekend reports said there had been a number of "hints" that copper exports would no longer go through East London harbour but would be routed through Port Elizabeth. — DDR

Probe ^{STW}
into ^{20/1/50}
Transkei ²⁶⁹
derailment

Own Correspondent

EAST LONDON — The railways have not yet established the cause of the derailment that turned six fuel tankers into a blazing inferno near Butterworth in the Transkei yesterday. Damage is estimated at R500 000.

Sabotage is not suspected

Investigations into the cause have been delayed by the searing heat of the burnt-out tankers.

A tanker in which the fire appeared to have been put out burst into flame again today when attempts were made to haul it from the line.

Apparently the line between East London and Umtata will now not be opened until this afternoon. The system manager, Mr J A Jonker, said there were still three tankers in the cutting where the derailment occurred.

Mr Jonker said there was no reason to suspect sabotage was the cause of the derailment. There were a number of technical causes that could have led to the derailment.

The six tankers, part of a 20-truck train, burst into flame after one of them had become derailed. Another seven trucks carrying coal, maize and general goods were also badly damaged in the fire.

The rest of the train was uncoupled and moved to safety before the blaze could reach it.

INFERNO

20/8/60

DD

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EAST LONDON — Six rail tankers carrying petrol, diesel and paraffin went up in flames when a 20-truck goods train left the rails early yesterday near Butterworth.

The System Manager in East London, Mr. J. A. Jonker, said he could not give a monetary estimate of the damage but the loss was considerable. An unofficial estimate put it at R500 000.

and driven on before the blaze could reach them. The driver, a passenger and the guard, all Transkei citizens, were unhurt.

One petrol, two diesel and three paraffin tankers, carrying between 20 000 and 40 000 litres, burned out. The other seven trucks that were destroyed carried coal, maize and general goods. The guard van was also burned.

truck had become derailed, leading to a chain reaction of fire, but superintendent operating Mr. C. J. Olivier, said he could not say what had happened.

"We'll have to see when we can get in there," he

Report SYLVIA HAGERTY: Pictures ROGER TAYLOR

said before leaving for Butterworth where water carriers and sleepers for track repair were being organised.

Mr Jonker, who visited the scene yesterday afternoon, said sabotage as a cause of the accident

appeared most unlikely. "It looks as though one truck came off the rails causing the others to push in from behind."

A coal truck near the back of the train forced its way past tankers to wedge itself near the front of the wreck.

line back in use by 10 am today or soon after.

On the railway line 200 m down a steep dusty hillside a kilometre below the main road at Eagles Nek, 10m flames roared out of a diesel tanker lying on its side of the track. A coal truck burned

An SAR bus-service was provided to ferry passengers between Amabele and Butterworth and between Umtata and Queenstown for people wanting to make mainline connections.

It was hoped to have the

alongside and dense grey smoke, which turned black later as the fire became fiercer, rose vertically into the sky to drift south.

Further back along the track tankers and trucks lay blackened and twisted

with bogies torn away, some of them wedged in a small gully in the steep hill. Most were burned out although soap, washing powder and general goods burned in the skeleton of a goods truck at the back of the train. Maize was still burning at mid-afternoon.

alongside the track, cutting communications. But soon after a pair of technicians replaced the dangling wires.

A bulldozer brought from East London made its way down the hill to start pulling the rear trucks clear. The first truck, said to be carrying the remains of a refrigerator and batteries, came away easily. The cable snapped while the operator worked to free the second truck.

Heavier cables were attached and a long night's work under floodlights lay ahead to free the wedged rolling stock and make a start on re-laying the track.

Rolling 10 metre flames
boil from burning diesel
tanker lying behind
wrecked in ver. for
goods train. Accident
between the Kei Bridge
and Ndabakazi, near
Butterworth.

MORE PICTURES
PAGE 2

Damaged rail line reopened

EAST LONDON — The railway line between Kei Bridge and Ndabakazi which was damaged in the derailment and fuel tanker fire on Tuesday, was opened to traffic yesterday at 4 10 pm

The System Manager, Mr A. J. Jonker, said the cost of the damage had been estimated at R28 500 for replacement of rolling stock and R147 380 for the contents, totalling R428 880

An SAR board of inquiry has been constituted and will sit on Monday in East London or Butterworth. Senior officials who will be members of the board made preliminary investigations on the spot on

Tuesday and the full board will also visit the scene

Mr Jonker said the finding would be a domestic matter

One petrol, two diesel and three paraffin tankers and seven other trucks carrying coal, maize and general goods were burned out. The engine and six trucks and tankers were uncoupled and saved from the blaze

No one was hurt

Mr Jonker paid tribute to operating and engineering staff who had worked continuously for 36 hours to bring the line back into operation as soon as possible. — DDR.

Driver's account, page 2.

Police shoot way out of roadblock

FORT BEAUFORT — Police fired birdshot to shoot their way out of a roadblock in the Tinas township here where violence continued into the night on Tuesday after five days of sporadic stonethrowing and public violence

Major Gerrie van Rooy, police liaison officer for the Eastern Cape, said a police vehicle was stopped by a roadblock in the township

A crowd which gathered then started making another roadblock behind the vehicle to trap it. Police fired birdshot. A youth aged 16 was wounded and in the left knee and

taken to hospital. No further injuries were reported

Early yesterday a roadblock which forms part of the Wezobiso Primary School here was gutted by fire. Damage is estimated at R1 000. — DDC

57

clear? at job responsibilities and what

QUESTIONS: CATEGORY WHICH MOST NEARLY FEELINGS WITH REGARD TO EACH

h might appear in an attitude ion. Following are two examples ne out of several pre-established ned in such a way that a respon- ot be made public. The questions n, or that the identity of the e disclosed to any other member kept secret, i.e. that individual e promised that their personal are requested to respond to the ide coverage of the organization. nique, striving at a much more ngs of people, but is a more es not serve for probing in members of the organization. The

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them alone, but to the organization as a whole too. Many heads of organizations often disregard these attitudes, either consciously or subconsciously. When the situation conspicuously deteriorates, only then will they start to become alert as to "what the people say", "how do the workers react", etc. When this happens with certain heads of organizations, the situation has already reached such a critical point that it is sometimes impossible to act according to considerations influenced by the attitudes of organizational members. This is because by that time other considerations, like economic survival, dictate what is to be done—even when many people or indirectly hit by it.

This is why it is so important to study the studies of their actions and relations of members of the organization as a con- organizational structure. If two people between them, for example, a close inform which happens to be functionally neces formal structure and they contribute to the operation of the organization in productivity, this is not a

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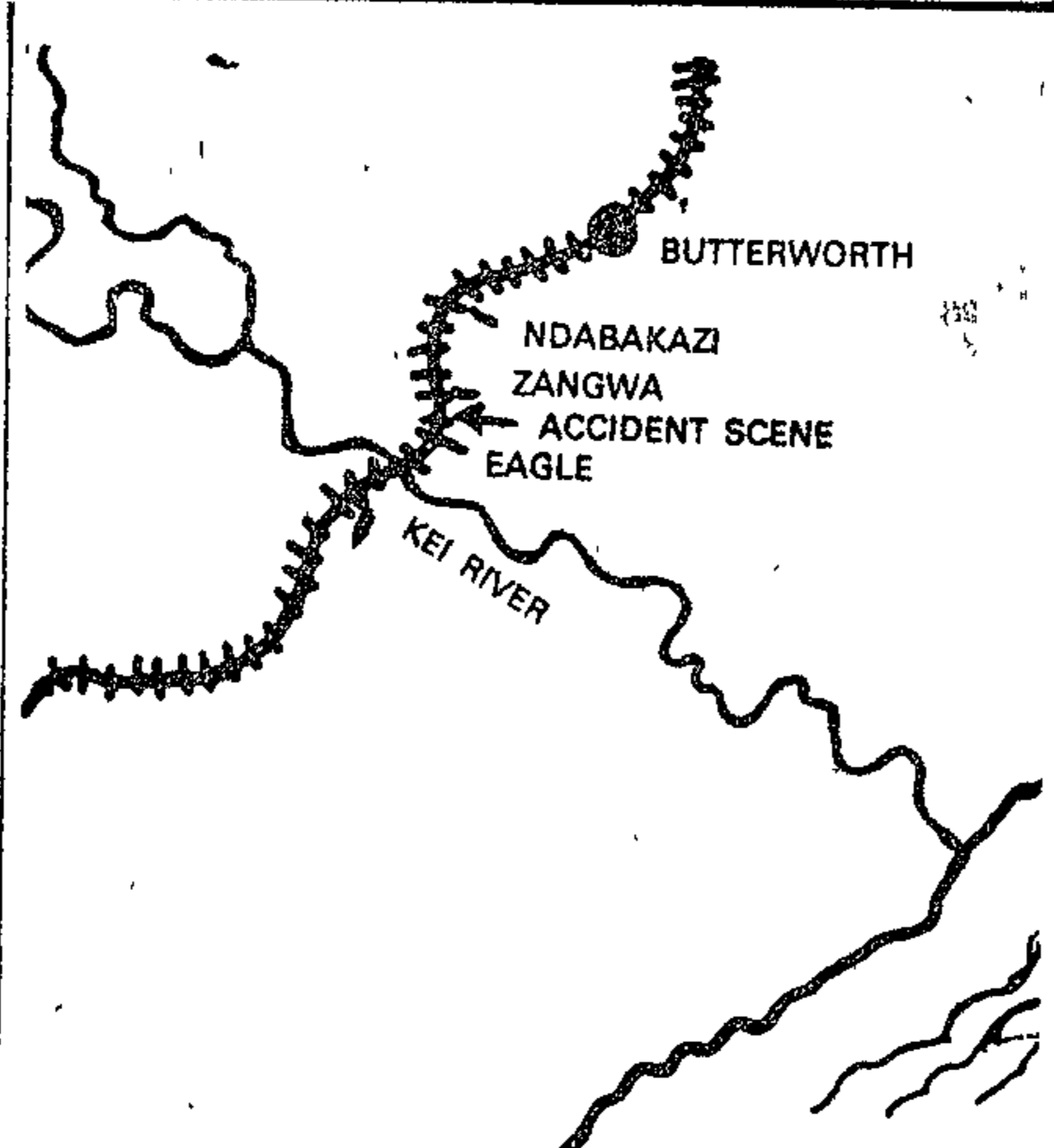
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WITH REGARD TO EACH WHICH MOST NEARLY

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A map showing the location of Tuesday's crash.

Transkei train crash unexplained

BUTTERWORTH — Neither the train driver, Mr H. M. Maduma, his assistant Mr Elliot Ciliwe, nor the guard, Mr Hullet Lubedu, could yesterday explain how their 20-truck goods train caught fire and left the rails near here on Tuesday.

Mr Maduma said all he could remember was that he was winding through the Kei Cuttings near Eagles Siding when he and Mr Ciliwe heard a bang from behind.

On looking back at the trucks they saw a huge cloud of dark smoke with angry red flames from one of the six tankers carrying petrol, diesel and paraffin.

"Without wasting any time I stopped the engine," Mr Maduma said. "Mr Ciliwe and I rushed to the other trucks that had not caught fire and disconnected them from the tankers. All six fuel tankers were already in flames at this stage."

Mr Maduma could not say whether the fire started before the derailment or if it all happened simultaneously.

Mr Maduma rushed to Butterworth station with the remaining engine and trucks to report the accident. A railway spokesman said yesterday the line should be cleared by today. — DDC.

feelings; namely, t in this "open inter organization. The i performed by a pe national members i The best way to the organization. publicly their opi and they are certa publicly their attit they feel. People : and foresee only if of organizational n drop in labour pro collapse of the labo Who can forgetl evolving out of a damage exceedi moment, causing a s feelings of hatred that the two hate thing is all right am productivity, this is to the operation of formal structure ar which happens to between them, for e organizational stru the studies of their of members of the o This is why it is so or indirectly hit by it is to be done—even when many people are directly considerations, like economic survival, dictate what zational members. This is because by that time other considerations influenced by the attitudes of organi that it is sometimes impossible to act according to situation has already reached such a critical point this happens with certain heads of organizations, the people say", "how do the workers react", etc. When then will they start to become alert as to "what the attitudes, either consciously or subconsciously. Many heads of organizations often disregard these them alone, but to the organization as a whole too.

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SCAR 22

HEBURNIS SPRETTIS IT OUT

State's thinkings on public transport

What is the Government stand on public transport in the 1980s?

The Government is fully aware of the attraction of the private car. The Government is also aware that private transport is as cheap as people are inclined to think and that the motorist does not pay in full for the use of the roads and seats as well as for facilities such as parking spaces, etc. There is no doubt that there is a need for better utilisation of cars which have to be used every day, and if the motorist would make better use of these vehicles such a step should be encouraged.

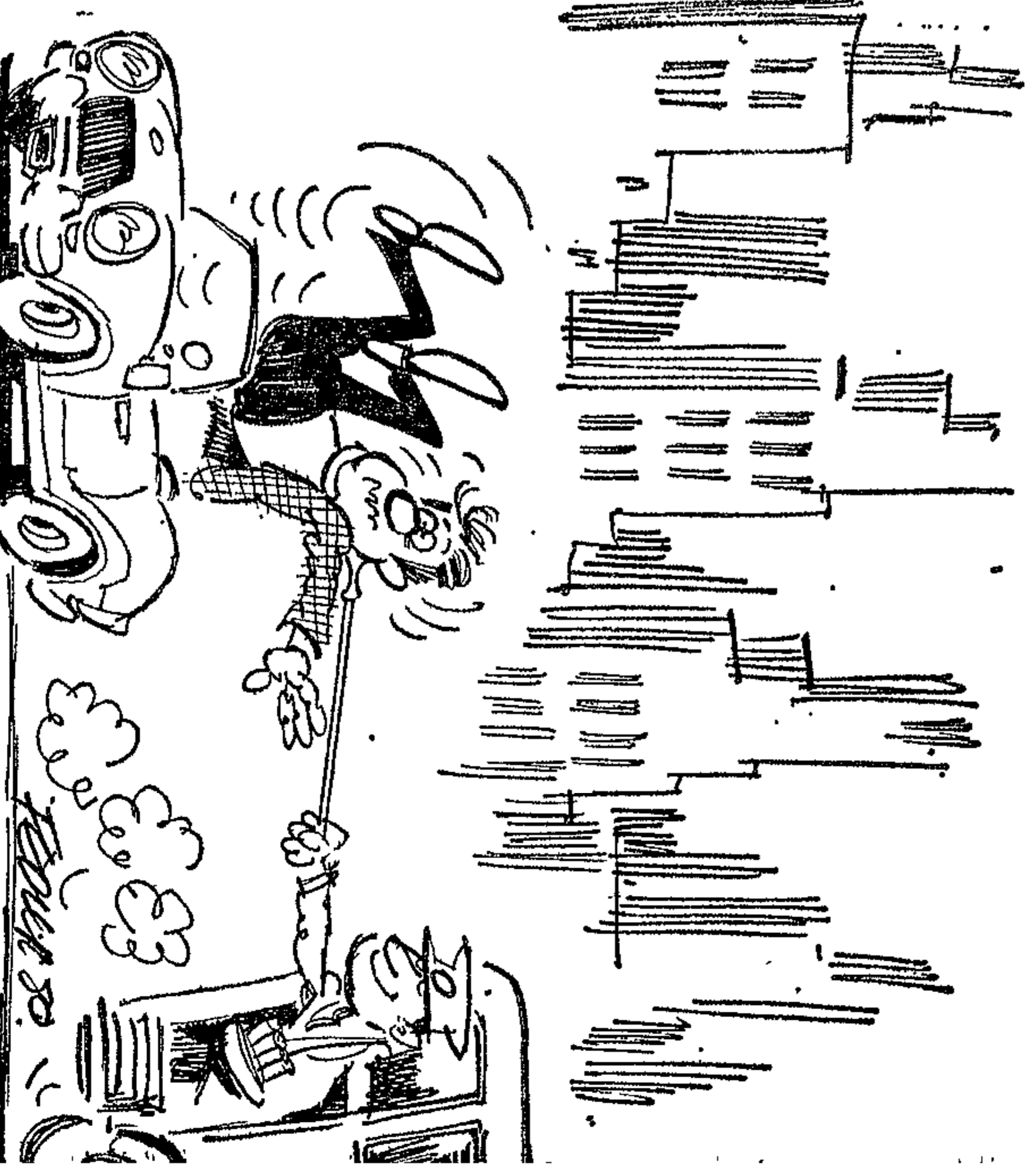
There is also a great need for efficient public transport and the Government is aware of the problems which the operators of bus services are experiencing. To lure the private motorist into the bus will not be easy and to force him into a bus is not very desirable. The operators of bus services are facing a real challenge in this respect. Under-utilisation of white services naturally affects their efficiency. In the case of black transport, the Government is aware of a need for improvement of quality of service and will encourage, and is in fact pressing for needed improvements.

In this case, as in so many other instances, we are all conscious of needs for improvement and would like to improve matters as soon as possible, but there are so many different projects or needs competing for the available funds so that changes cannot be brought about as quickly as one would like to see.

Is it seriously considering the implementation of the recommendations of the White Paper which followed the Committee of Inquiry into Urban Transport Facilities report in 1974, particularly as far as financing is concerned, to solve urban transport problems? If so, to what extent? Why has the Government so far spent only a small portion of the amounts recommended in the White Paper?

The Government has shown that it is seriously considering implementation of the White Paper in that an Urban Transport Branch has been created in the Department of Transport and that increasing allocations of funds for this purpose have been made over the past few years. Any such organisation cannot be brought into being overnight and growth and consolidation will naturally take time. The ability of local authorities to handle the allocations, the procedures to be followed, standards to be set, control measures, project priority determination, and various such matters require careful consideration.

To date, a large proportion of the available funds has gone into planning which is an essential preliminary to any meaningful physical measures which might not be required. No doubt there could be concern over the fact that the allocations made so far are not as large as the figures mentioned in the White Paper, but I can assure you that the expen-



use of the services of consultants whenever required. In addition, the Department periodically appoints private independent cost accountants to investigate the activities and financial positions of bus companies to determine whether the fares for which the companies applied are reasonable. The major planning functions in respect of the Metropolitan Transport Plans are, however, done by various Core Cities which also make use of consultants when necessary. The various functions of the Department of Transport are integrated and it is not possible to give a precise percentage of the work done for public transport as a proportion of all the work done by the Department. However, it does comprise a substantial part.

Bus operators are consulted continuously. For example, the original management information system proposed by the National Institute for Transport and Road Research was submitted to the Urban Passenger Transport Association for comments and suggestions, and it was drastically pruned to suit the requirements of the industry. There is continuous contact with the operators supplying management information data to the Department and this contact will expand now that more information is being received in the required form. A significant achievement over the last three years has been the identification of a lack of expertise in the bus indus-

try. The Department has shown its concern in this regard in a practical manner by instigating training courses for bus management and producing training manuals.

★ 22/8/80
What is your view on the move to co-ordinate public transport in metropolitan areas and what support — financial or otherwise — will your Department give such a move?

The co-ordination of public transport in Metropolitan Transport Areas is very desirable in order to choose a proper level of service. This co-ordination is essential in order to avoid duplication and to ensure their efficient interchange and integration.

The matter has already been the object of research by the National Institute for Transport and Road Research and study by the Johannesburg City Council. It has been decided in order that a truly representative opinion on this policy may be obtained, that the relevant reports on the co-ordination of public transport in Metropolitan Transport Areas be referred to the proposed Transport Advisory Board for comment before formalising the position.

★
Would it be accurate to say that public transport has been “written off” by planning authorities, with

the emphasis remaining on the private vehicle? If so, how can this be justified? If not, what is actually being done?

No, it would not be correct to say that public transport has been “written off” by planning authorities. The importance of the private vehicle is a reality which no one can deny — did you come to work by bus today? (Yes-LL) But what I can say is that public transport has never before been so topical as it is today. The energy situation is a reality. The capacity of our roads and streets cannot be increased very much without considerable expense. Growth in transportation is part of our existence and the future well-being of our cities depends on it.

To regard transportation merely as the movement of cars is no longer acceptable and there is no doubt that the role of public transport will have to increase in future. It would be unwise to write off the future.

To answer your question as to what is being done in this respect, I can say that in the approved Metropolitan Transport Plans, the question of priorities will always be looked at critically and the application of the funds at our disposal will be based on such priorities which will naturally give emphasis to public transport.

★
What is the current Government thinking on

rapid rail transit for metropolitan areas?

I can only repeat that the Government realises the need for efficient public transportation for metropolitan areas and in the consideration of the various means of achieving such mobility, rapid rail transport is a possibility that cannot be ignored. For that reason the subject has been studied in the light of various practical considerations. On the other hand, there are many advantages in the flexibility of the urban passenger bus and it must be realised that if bus systems can be operated on preferential rights of way — which is essential to rapid rail — then the performance of a bus system could be improved considerably and it could compete more favourably with rapid rail, especially if seen in the light of the capital requirements involved.

To date, the reality of the situation has been that the allocation of funds to the Urban Transport Fund has ruled out all possible Government involvement in Mass Transit Systems due to the considerable capital requirements of such schemes. I would like to point out, however, that the South African Railways is playing a vast role in respect of the moving of people to and from work, and in comparison with other countries the percentage of people making use of rail facilities is very high. Any future schemes for rapid rail which might be considered will most certainly have to be closely aligned with and integrated with the SAR system.

After six years, the Government is still “treading lightly” when it comes to urban public transport.

This emerges from the replies by Mr Chris Heunis, Minister of Transport, to the series of questions on urban transport from The Star.

Mr Heunis admitted that allocations made so far are not as large as recommended in the White Paper on the Driessen Report. It was, however, rising at an accelerating rate and there were “many different projects or needs competing for the available funds so that changes cannot be brought about as quickly as one would like to see.”

For some experts, the Government's options are clear: either pump large sums of money into public transport to reduce urban traffic congestion and save fuel; or help throttle city centres to death with traffic and exacerbate the country's fuel position.

Mr Heunis's answers indicate that he is aware of both sides of the story, but unwilling to do anything in a hurry without the necessary (laboriously slow) research. One would have hoped that after six years all the necessary research would already have been done, but it seems that it is only now getting off the ground, and to a limited degree at that.

The Driessen Report recommended that the Government should spend R92-million (at today's prices that would be about R160-million) a year on urban transport. The White Paper cut the amount to R52-million a year. This year, urban transport got R18-million, the highest ever.

In addition, the Driessen Report recommended that bus operators should get 50 percent subsidies on capital equipment, 60 percent on the cost of land and the construction

★
The Minister of Finance recently said on SABC-TV that subsidies, particularly for bus operators, were a "bottomless pit." Does this reflect current Government policy?

The Minister of Finance was perhaps well justified when he called bus operating subsidies a bottomless pit, if the experience of Western countries can be taken as a guide. In fact, according to the American Public Transport Association's own figures the annual operating assistance received by the bus industry in the United States has increased steadily from nothing in 1965 to nearly 2,5-billion dollars in 1979! Even in American billions this is a considerable sum of money.

To answer your questions on whether this is Government policy, I can only say that we are fully aware of what has happened elsewhere and the taxpayers will surely not wish the Government to rush into a situation in which there appears to be no turning back.

If subsidies are to become part of the operation of bus services then the requirement of the White Paper that subsidies should be related to productivity in some way will have to be kept in mind. The National Transport Commission has in fact made provision for the payment of a limited amount to be spent on an experimental payout of subsidies later in the

present financial year, based on the performance of bus operations taking part in a management information system presently coming into operation.

22/8/80
★
269
Bus operators have for nearly a year now submitted monthly management information details to the Department of Transport in what they hope is a move towards the granting of a larger/more subsidies. Why the delay in gathering this type of information (recommended in the 1974 White Paper) and how long will it take before the bus operator can expect any results?

One or two operators have been submitting monthly returns for a period of almost a year now and a further number — at present there are some 20 operators participating — have been submitting these returns for a few months and to date only a very limited number have been able to submit the full details required.

The scheme is a management information system drawn up by the National Institute for Transport and Road Research. The system has been designed as a fairly simple information system for the management of bus undertakings and it is an attempt to assess the efficiency of such undertakings. This is by no means a simple and straightforward exercise and results depend on active and positive partici-

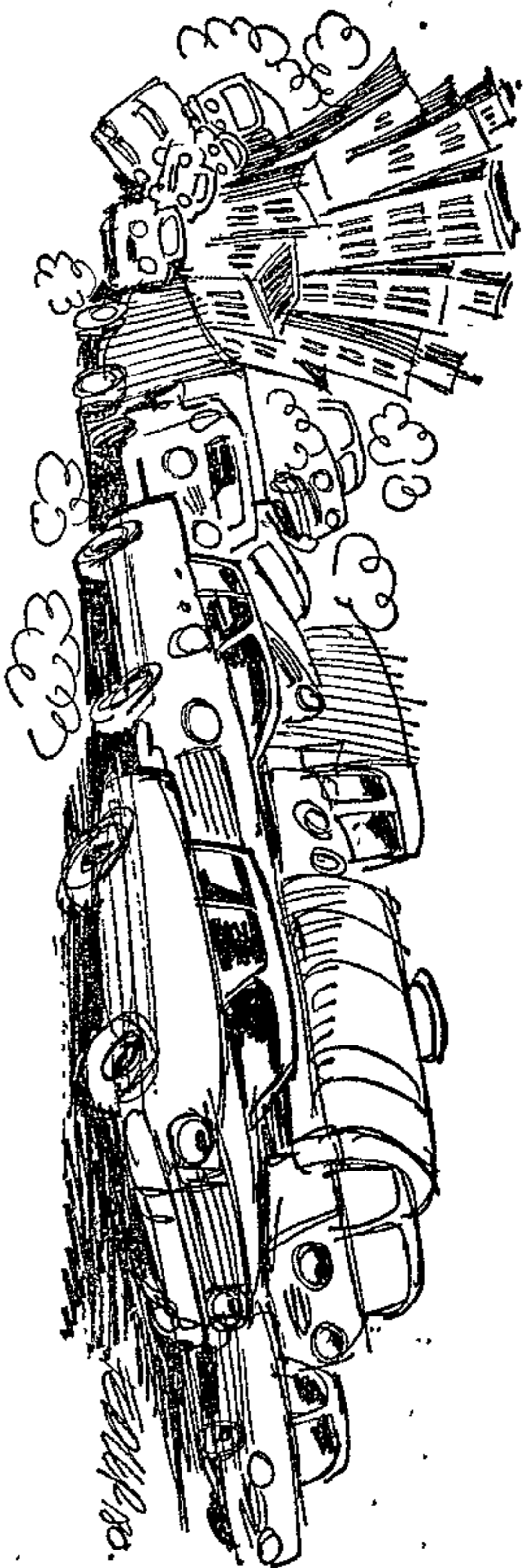
pation by a number of subsidised passengers conveyed by the bus operator and it therefore follows that one operator will be paid more than another based on the number of passengers conveyed and the distance travelled. The subsidies are not based on a cost per km or cent per passenger kilometre (CPPK) formula. The economic fare of the bus company is based on a CPPK formula and the tariffs charged are calculated on this formula. The private operators are profit orientated whereas public operators are instituted to deliver a necessary social service. It can be mentioned that the losses of public operators are subsidised by the rate-

★
Could you briefly explain the criteria used when granting subsidies to bus operators? Why do some get more than others? If it is true that the passengers and not the operators are subsidised, why are the subsidies based on costs per km? It seems anomalous that private companies receive the highest subsidies but are usually also the only operators to make profits.

When an application for a subsidy is considered by the National Transport Commission, the economic tariff which is required by the bus service to operate efficiently must first be determined. Thereafter, the financial position of the passenger in the area where the bus company operates is investigated in order to establish which portion of the economic fare the passenger is able to afford and the difference between the portion the passenger then pays and the economic fare is supplemented by means of a subsidy. The amount of the subsidy paid to bus operators depends on the number of

★
How many of the senior staff in the Department of Transport have experience and training in public transport? Or are consultants used? In either case, what percentage does their work make up of the work done by the Department as a whole and what have they achieved for public transport over the last six years? Are bus operators, who best know the conditions in their field, consulted?

The senior staff dealing with urban transportation are qualified civil engineers trained in traffic engineering and transportation and related fields, as well as administrative staff dealing with subjects such as finance and legal aspects. Like various other departments, the Department of Transport is also making



As others see it

of facilities like bus depots, and 20 percent on current revenue.

The White Paper cut the first two by half. It would appear that none of these subsidies have yet been received. Mr Hennis did, however, say provision had been made for "a limited amount to be spent on the experimental payout of subsidies later in the present financial year."

Professor Richard Brown of the University of the Witwatersrand said the answer showed that the Government was still a long way from taking urban public transport seriously.

"The primary reason for the setting up of the Driessen Committee by the then Minister of Finance was the financial incapability of the large urban areas to provide the transport infrastructure necessary for the ef-

icient functioning of a modern city," he said.

"What we appear to have achieved since then are more controls and still no significant funds. 'I would like to see greater parity in the funds expended by central and provincial governments on roads and public transport.'

"For example, in 1977/78 — a year of fiscal restraint — the provincial and central government spent over R535-million on road construction and maintenance. In 1980/81 — a year of overflowing Government coffers — R18-million was provided for urban roads. At current prices, this is about 10 percent of the sum recommended in the Driessen Committee Report.

If the Government could not provide the necessary finance, Profes-

sor Brown said it should allow the local authorities to raise the necessary money themselves by implementing some of the proposals in the Driessen Report.

"For the continuing well-being of our cities, it is necessary to achieve a transfer from car usage to bus usage for commuting purposes. This will only be achieved by a stick and carrot approach — the all-day parker must pay the economic price, and possibly more, for the high level of service provided for him in terms of road and parking facilities. At the same time, public transport must be upgraded," he said.

Experts point out that Mr Hennis's comments on the car versus the bus — "to lure the private motorist into the bus will not be easy and to force him into a bus is not very

desirable" — were those of a good politician.

He was not prepared to rock the status quo and piece the pieces of a more people to use buses square of the operators of the bus operators. How they can do anything meaningful without financial assistance is another matter.

Experts would like to see the Government put "its money where its mouth is" — immediately. This would help operators to buy more buses, provide more bus lanes and launch of "captive" market in "carpools" to "serve" public transport to the public.

Funds are also needed now for future planning and the provision of the necessary infrastructure to meet tomorrow's needs, which include the coordination of public transport in metropolitan areas

— an objective Mr Hennis agrees is desirable in order to cut out duplication and improve services.

Professor Brown said that viewing subsidies as a "bottomless pit" was an "emotive avoidance of the issues."

"There is no doubt that public transport is as essential to the quality of life in cities as are roads, parks, gardens, libraries and sewerage systems," he said.

It has also been pointed out that large sums of money pumped into public transport in America — as pointed out by Mr Hennis — came after years of neglect and in a bid to revive decaying city centres.

Professor Brown said the financial viability of public transport was closely allied to density of development. Without development, the only profitable bus routes are those that go through high density areas like Hillbrow and Berea.

Professor Brown said he, "and, I am sure, many others, would prefer to live on our quarter acre stands and subsidise public transport out of rates and taxes than live on the 10th floor of a 20 storey block of flats so that the public transport system could operate at a profit."

"On the other hand, subsidies are no substitute for inefficiency and there is no doubt that there is room for improvement in the case of public transport operations."

Special Services Unit New Mexico

2/27/69

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Bruce Page
Municipal Reporter
APARTHEID on Durban's buses — which has kept the black and white services separate for 13 years and cost ratepayers millions of rands — will be scrapped if Mr Marshall Cuthbert succeeds with a recommendation to the Durban Transport Management Board.

Mr Cuthbert, the board's general manager, will submit his recommendation on Wednesday.

A memorandum on the issue called for an application to be lodged with the Local Road Transportation Board for the desegregation of the white and black services while both retained their existing fare structures.

DTMB chairman Mr Rod Draper said yesterday the recommendation would not have been prepared unless it had 'a reasonable chance of approval' by other members.

The board has plenary power to apply directly to the Road Transportation Board or refer the matter

to the City Council's Management Committee for a policy decision.

In the memorandum, Mr Cuthbert pointed out that the black service duplicated many white routes.

'In this climate the only way public transport can and must be run is on a cost-effective basis of matching passenger demand with the necessary level of service.'

Thus it became difficult to justify the cost of duplicated services which involved R470 000 and 230 000 l of fuel a year.

Mr Draper said the board felt the white service's annual loss — expected to be R1.76 million this year — was higher than it needed to be and the council would like to see a reduced deficit.

Mr Cuthbert's memorandum explained that passenger demand was growing.

'In respect of the white service, however, there has been a fall-off in passengers over many years and this is related primarily to the quality of life enjoyed in this country.'

The recommendation coincides with a 13-

percent reduction in the level of the white service.

As from tomorrow, the service will be trimmed by 1389 trips a week — 915 weekday trips and 474 weekend trips.

Warning

The new timetable warned commuters that further cancellations may be necessary if trips were poorly patronised.

'The effect, because of constant diminishing support, will be that the size of the white operation will reduce to the point where it becomes minimal.'

There is no service at nights and little service at weekends — but the black operation does provide a service at these times.

'It is logical from a cost, public service and energy conservation point of view to consider seriously the integration of services.'

Mr Cuthbert recommends integrated black and white services at existing fares in preference to a completely integrated service or an integrated white service.

He says a completely integrated service would be ideal but extremely difficult as an initial step because of the need for a common fare structure.

Integration would be no justification for increasing black fares and lowering white fares would reduce revenue by an estimated R1 128 000 a year.

The fact that subsidies from the Department of Transport formed the base

of the black fare structure was a further complication

An integrated white service would be little more than window dressing as it would be of little benefit to the community as a whole.

'Small numbers of the coloured community may avail themselves of the service, in spite of the fare structure being considerably higher than they pay on the non-white service.'

Alternative

His recommendation would provide an alternative service for whites at a lower fare, and give them a service at night and weekends. It would give blacks a 'premium' type of service at the higher fare.

It was unlikely to make significant operational savings immediately, but as the general public's travel pattern evolved, buses and staff could be withdrawn to effect savings.

As economic fare levels adjusted through these developments, a common fare structure could well be introduced.

If the DTMB approves the recommendation, it would be making its second application for integration. The first, in 1975, when Mr Noel Flanagan was general manager, was refused by the Local Road Transportation Board.

Durban's buses were segregated in 1967 after a directive from the Road Transportation Board.

23/8/80

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Half DTMB members

support

mixed buses

NM 25/8/80

R 69

[Handwritten signature]

Municipal Reporter
THREE of the six Durban Transport Management Board members are known to favour Mr Marshall Cuthbert's plan for integration of the city's bus services.

Wholehearted

Mr Cuthbert, the DTMB's general manager, recommended integration at existing fares to save R470 000 and 230 000 l of fuel a year and to improve the service.

The board will consider the recommendation on

Wednesday.

It has the wholehearted support of the chairman, Mr Rod Draper, who believes it has a 'reasonable chance' of approval.

The plan also has the support of the vice-chairman, Mr Paul Mossmann, and one of two City Council representatives, Mr Jock Reilly.

Complaints about cut-backs in the white service were among the strongest Mr Reilly heard while canvassing for the municipal election.

'I'm with it because people have said they don't give a damn as long

as they can get a bus.'

The other council representative, Mr Lew Phillips, said yesterday he would oppose it. The idea of integration to save fuel and expenses was ludicrous.

Recently the Transport Department had opposed an application by a private entrepreneur who had wanted to run a bus service at night and weekends, he said.

There was an element on the council which was trying to grind the bus service to a halt so it could implement its integration policies.

Mr Cuthbert said the entrepreneur's application, in February, had been opposed by the DTMB and turned down by the Local Road Transportation Board. The RTB said the routes specified had lacked continuity.

The other two DTMB members, Mr Jeremy Horne and Mr Martin van Rensburg, could not be reached for comment yesterday.

Campaign

Mr Bernie Law, who was the DTMB's general manager when the buses were segregated at the Local Road Transportation Board's insistence in 1967, there

cut-down of the white service.

Councillor Cornelius Koekemoer, who presented 10 000 signatures to the Local Road Transportation Board in a campaign against proposed bus desegregation five years ago, declined to comment.

Parkhill Burgess's Association chairman and aspirant councillor Mr Randal Knox, who presented the DTMB's case to the Road Transportation Board in 1975, said he saw integration as the only viable way of maintaining a bus service.

(269) (AMM)

Prices fixed, says transport board

nm 25/8/80

Municipal Reporter

THE Durban Transport Management Board has discovered 'patently obvious' tyre-price maintenance which it will report to the Department of Consumer Affairs.

In a letter which will be submitted to the City Council's Management Committee today, DTMB general manager Marshall Cuthbert says a tender inquiry considered by the board on August 13 showed some form of price maintenance was still being applied because prices submitted by various manufacturers were identical.

This was in spite of the Government's abolition of tyre-price maintenance in 1978.

The contract involved more than R400 000 and the DTMB was in no doubt that the council was being prejudiced.

'The board felt so strongly about this matter that it decided the situation should be reported to the Department of Commerce and Consumer Affairs for reference to the Competitions Board,' Mr Cuthbert said.

The Tender Board adjudicated the inquiry last week and recommended the contract be awarded to Dunlop SA Limited.

Of all the tyre manufacturers, Dunlop was in the best position to offer a lower price for bus tyres.

Because it was situated in Durban, it incurred little or no transport delivery costs whereas other manufacturers had to make provision for transportation from the Eastern Cape.

'If only for this cost aspect alone, the council is being prejudiced by the price-fixing practice of the tyre manufacturers,' Mr Cuthbert said.

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Booking on SAR is to be updated

Staff Reporter

THE South African Railways will soon unveil a new, computerised booking service to cope with the summer rush as passengers flock to holiday resorts.

The central computer, located in Johannesburg, is to come on stream on September 3 after almost a year of preparation. There will be terminals in all major centres.

SAR's Director (Passenger Services), Mr B J Lessing, said yesterday that with record numbers of passengers snapping up seats on country-wide rail services, the computer would not only streamline booking procedures, but would eliminate features which have, in the past, become the bugbears of the travelling public.

"A big problem has been the fact that a passenger could only book in advance for a journey within a period of three calendar months," he said.

"Thus, if he is booking well in advance, he might book a forwarding trip to Cape Town for his holiday. If his return journey is outside that three-month period he will have to return to the office several days later. And until he does return to the office, he has no guarantee that he will be able to get home again.

The system will also enable the public to make bookings in, for example, Durban, for a journey between Johannesburg and Bloemfontein.

Recent petrol price increases have meant that the Railways are breaking successive records with the number of passengers carried each holiday season, with frantic staff organising special trains and extra bookings to cope with demand. This year their work will be a great deal easier during the peak season which is expected to fall between December 3 and January 19.

The new system will be officially opened by the General Manager of the SAR, Dr J Loubser.

R100 m Bellville station project

Municipal Reporter

WORK ON a greatly expanded Bellville railway station — an idea conceived 10 years ago — is proceeding apace and it is expected that the cost of the completed project will be in the region of R100 million

This is part of a R200 million plan announced in 1975 to improve and expand railway services in the Western Cape

Talks to speed up operations and to create greater liaison between Bellville Town Council and South African Railways were held recently between the mayor and town clerk of Bellville and the SAR's Western Cape assistant system manager, Mr Bertie Heckroodt

Mr Heckroodt said Bellville station was destined to become the chief central goods-distribution area for the Cape Town metropolitan area. A large slice of the money would be spent on facilities for containerization. Another feature of the project was the provision of a depot to house and service diesel units which will replace steam locomotives

Last year a R5 million contract was awarded

to a steel-construction company for the design and construction of a massive goods shed at Bellville. The Cape Town-based steel company has already erected similar giant buildings for the Railways in Port Elizabeth, East London and Ladysmith (Natal). It has also erected a large rolling stock repair workshop in Saldanha

The Bellville goods shed along Modderdam Road between the Bellville railway complex and the University of the Western Cape, will measure 185 by 495 metres and cover a total area of nine hectares

Bellville's town clerk, Mr J Marshall, said his municipality sought close liaison with the SAR as the municipality was involved in concurrently running projects such as providing sufficient parking. Already, 500 cars were being parked at the station daily

A new major road, the Tienie Meyer Drive, costing R9½ million, was already halfway completed and formed part of the greater plan

Other facets of the massive project were the planning of a new bus terminus and a new building for the SAR Police, Mr Marshall said

60 injured as train rams train in Soweto

27/8/80

Reviews

(29)

Argus Correspondent

JOHANNESBURG — About 60 early-morning commuters and a white train driver were injured when a train rammed a stationary train at Dulbe station in Soweto today.

The accident happened about 6:40 am when a non-stop train to Naledi smashed into the stationary train which was to pull away from Platform 4.

Within minutes firemen against the windows and the seats. Miss Dorothy Maisabe

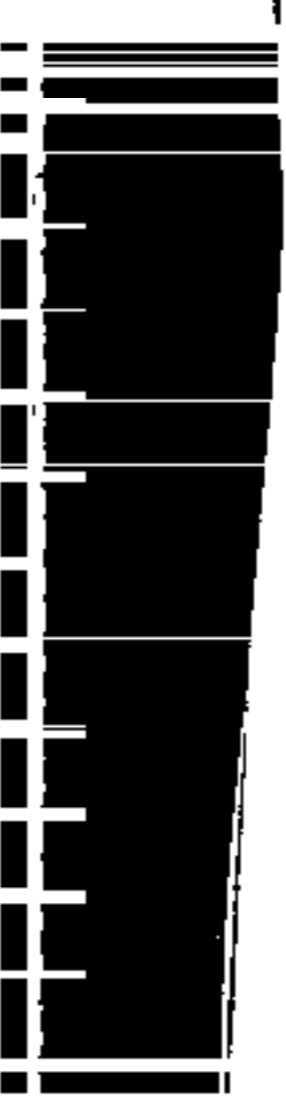
of 433B Zone 4, Meadowlands, was in tears when she said: "We were seated at the first two coaches and waiting for the train to pull off when suddenly there was a loud explosion and people fell all over the place."

"I was thrown against the window and injured my left arm," she said. A woman carried away on a stretcher said she thought a bomb had exploded. "There was pandemonium. People screamed."

and others jumped through windows, injuring themselves," she said. Railways policeman said he helped to carry injured people to ambulances.

The smash caused a train-traffic jam. A spokesman for Barragwanath Hospital said all the injured were brought in within 30 minutes. In the rush to treat all the injured, he saw only one

patient in a serious condition. Most of the 60 admitted had scratches, bruises and shock. There was only one stretcher case, he said. Many were discharged within an hour.



PO has exciting multi-million system on order

By John Murray

"Exciting" multi-million plans for futuristic telephone systems, cutting capital costs by 500 percent, were announced yesterday by the Minister of Posts and Telecommunications, Mr Henne Smit.

He had just returned with a high powered delegation, including Postmaster-designate Mr Henry Bester and Postmaster-General for Telecommunications, Mr Rudi Raath, after a month-long tour of computerised telecommunication installations in Europe.

Mr Smit said that three 15-year contracts, described collectively as "the biggest ever business venture signed in South Africa," were already in full swing.

The British, French and German systems now being installed at exchanges in Johannesburg and Pretoria would cut capital costs per telephone line from R55 to R11,20, Mr Smit said.

This would have far reaching consequences for all communities in the Republic.

"For instance, where cable networks are already available, residents in Mitchells Plain in the Cape and in Soweto, can have a telephone within two days.

INSULATED

Disasters such as the recent destruction by fire of the 14 000 line Yeoville exchange could be rectified within hours with ultra-modern, six-by-two-metres mobile containers, Mr Smit said.

These containers could be completely insulated from fire and the possibility of terrorist attack, he said.

"The next two decades of development in telecommunications will be comparable to the first 30 years of this century, with the development of the car and the aeroplane."

These developments included the digital, fully electronic systems under construction in Johannesburg and Pretoria, three-party telephone conversations, video-telephone facilities, and computer programming for personal telephones.

The Minister said the latest German and French digital electronic systems would mean the eventual computerisation of the entire network.

There would be cost-cutting, manpower saving and enhancement of reliability and quality.

Victims in hospital

• From Page 1

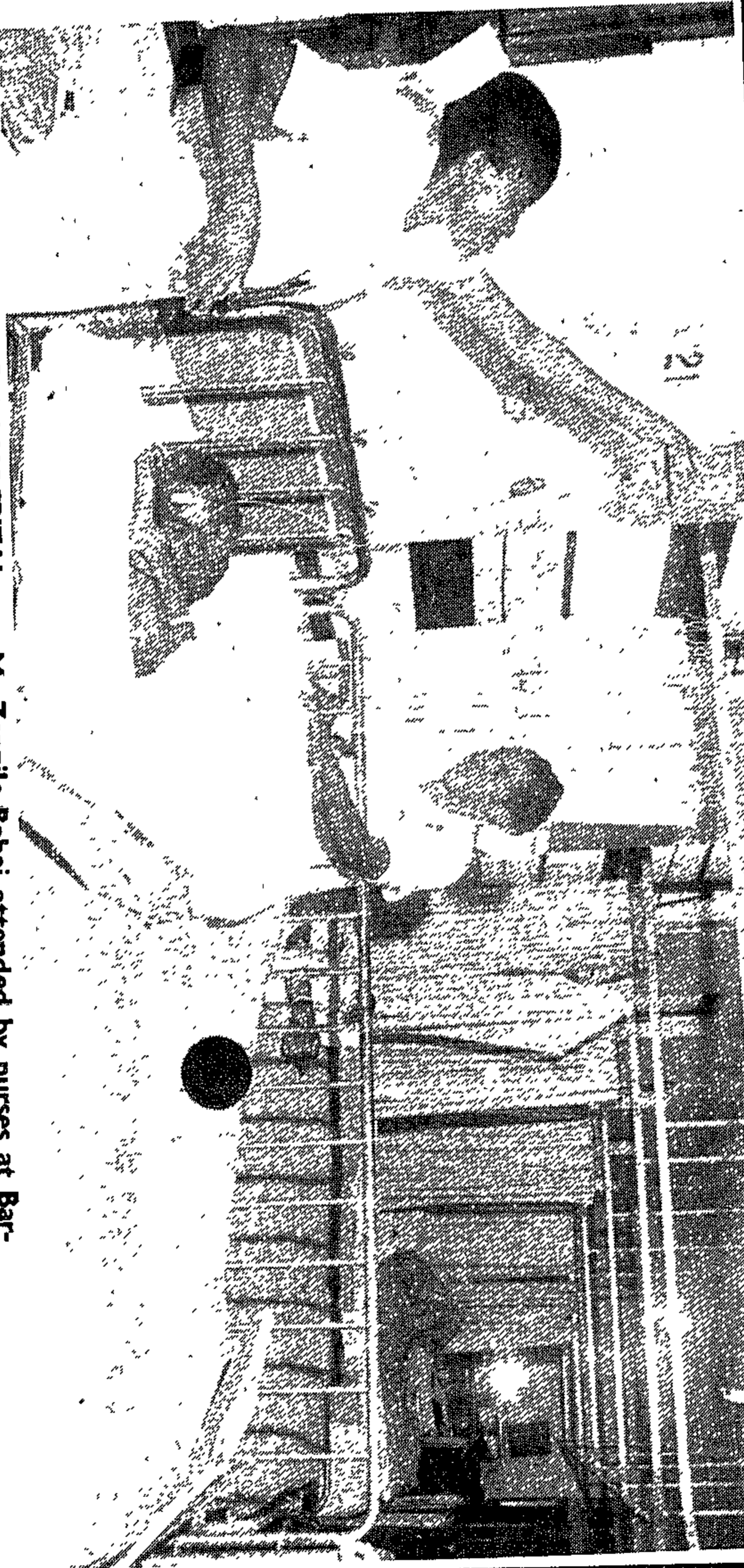
Dube train crash

form to catch the train. Suddenly, all hell broke loose.

"There was a loud bang and, in no time, panic swept through our coach as passengers were flung against the frame-work of the train and against each other. We were very scared. For a moment I thought death had caught up with me. I thought of my family — my children. If I were to die who could care for my little ones?" he asked.

"I saw women being thrown about like feathers but I was in no position to help. It was agony as we battled to keep on our feet. We ended by dragging ourselves to safety in case there was an explosion or a fire. All this time we did not know what had hit us. We just knew that our lives were in danger and that we had to act fast to be safe from whatever might happen," said Mr Masingweni.

Some commuters tried to get to work after the accident. Mrs Cynthia Tshazo (40) of 668A Zone Four, Meadowlands, said she was very dizzy after the collision but



she boarded another train to go to work. But, once in town she began to suffer from severe headaches.

"I managed to get to work but, once there, I collapsed and lost consciousness. My employer took me to hospital where I recovered. But I am thankful to God that He spared me and my fellow commuters," said Mrs Tshazo.

Dorothy Matsape (23) of 443 Zone Four, Meadowlands, is among the few workers who defied pain and went to work

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IN HOSPITAL... Mr Zenzile Babai attended by nurses at Baragwanath. More pics on Page 6

after the accident.

But she was not so lucky. Half-way to the city, at New Canada station, she could not go any further. She took the next train to Soweto and found herself at the scene of the accident. Luckily an ambulance was still waiting for casualties and she was taken to hospital.

From his hospital bed, Mr Zenzile Babai (31), said he did not see or know what happened. He was injured while in a city-bound

train. Asked how he got to hospital he said he realised he was at the hospital only when he was being wheeled around on a stretcher. He does not know how he got there.

THE NAMES and addresses of the injured are: Johannes N'uli, 636 Emdeni North, Mary Kobedi, 770 Zone 3, Meadowlands; Alice Mwasese, 1109 Motolo; Moses Mdololo, 618 Motolo; Johanna Mokoatla, 618 Motolo; Monica Mncube, 2255 Dube; Lena Tsoetsi, 5238 Zone 7 Meadowlands; Margaret Phakathi, 631A Zone 4, Meadowlands; Johannes Zwane, 657C CWJ; Alina Tswa, 2148 Zone 9, Meadowlands; Thomas Ramasitla, 239 Zone 6, Meadowlands; Jacob Mphaka, 3307 Zone 10, Meadowlands; Mary Sebese, 370 Dube; Alice Maseu, 625A Motolo; Michael Khromb, 136 Zone 8,

Meadowlands; Hilda Lebeko, 2340 B Zone 9, Meadowlands; Eimnah Mtshali, 1023 Emdeni South, Miriam Thebe, 1441A Zone 1, Meadowlands; Florah Tshabalala, Emdeni; Eimnah Tseeke, 1326 Motolo; Maria Sithole 158 Zone 4, Meadowlands; Evelyn Moganabe, 1183 Motolo; Jessy Sibye, 846 Motolo; Henry Masangweni, 492B, Zone 7, Meadowlands; Regina Ledwana, 2040 Zone 9, Meadowlands; Angelina Mochadiji, 3948, Zone 4 Meadowlands; Ncube Malele, 2255 Dube; Miriam Letiswa, 494 Zone 8, Meadowlands;

Oloombe Phuthumbi, 3018 Emdeni Extension, Richard Ngubane, 254, Zone 5, Meadowlands; Themba Masina, 692 Zone 1, Meadowlands; Danneria Msoe, 758 Zone 8, Meadowlands; Saritina Sithole, 3343 Zone 10, Meadowlands; Julia Ngwenya, 771B Zone 5, Meadowland; Slias Matlala, 516 Motolo; Elizabeth Xaba, 144 Dube; David Morutha, 2304 Zola 2; Joseph Morutha, 1334A Zone 9, Meadowlands;

Gladys Bayl, 1893B Zola 2; Busisiwe Ndlovu, 578B Zone 6, Meadowlands; Margaret Motlouta, C/O Dube, Police; Rebecca Neka, 1762 Zone 9, Meadowlands;

Annah Mkhwenazi, 375 Dube; Nellie Makwe, 531 Zone 4, Meadowlands; Johannes Motolo, 2257 Zola, 200D Zone 2, Meadowlands; Cecilia Rabuyane, 2153 Zone 1, Meadowlands; Gritle Mazibuko, 828A CWJ

Sophie Khumalo, 556 Motolo; Rose Mashimbye, 715 Zone 4, Meadowlands; Esther Kurene, 706 Motolo; Amos Zulu, 2045 Jabulani; Philemon Mokoagane, 6598 Zone 7, Meadowlands; Nombulelo Nipa, 608 Zone 4, Meadowlands; Dorothy Matsaba, 433B Zone 4, Meadowlands; Miriam Pooe, 797A Zone 2, Meadowlands; Thembi Mverwe, 590 Dube; Cynthia Tshazo, 668A Zone 4, Meadowlands; Ecliese Motlouso, 326B Zola; Themba Mabele, 529 Motolo; Esther Moleleke, 851 Motolo; Stephen Moleleke, 851 Motolo.

Some of the train accident victims wait for attention at Bara.

63 injured as trains collide in Dube

'Thank God we're alive'

BARA Hospital yesterday released the names of the 63 people who were injured — nine of them seriously — when train No 9383 was hit by a non-stop Naledi bound train.

The accident happened at 6.35 am, causing trains to be delayed and thousands of people to be late for work.

Mr Andries Steyn, public relations offi-

By CHRIS MORE

cer for the Railways, said the injured were taken to Baragwanath Hospital immediately after the collision. A Railways committee was investigating the cause of the accident, he added.

Mr Steyn said that one train was standing in the station and another ran into it but there was no derailment. Both trains were slightly damaged.

Among the injured were a train driver, Mr J de Beer, who suffered shock; a train guard, Mr Berg; and a railway technician.

After the accident Soweto-bound trains were

running out of schedule but, according to Mr Steyn, the delay was not serious.

"Thank God we're alive," was the immediate reaction from the hundreds of commuters in the two trains after the collision.

Many injured passengers spilled out on to the station platform and the rails after the impact and some were further injured in the ensuing chaos.

Miss Busisiwe Ndlovu (25) of 578 Zone Four, Meadowlands, told POST that she just missed seeing the head-on collision as she tried to peep through the window just before the im-

pact. She was flung across the width of the train and lost consciousness. She did not revive until she was being put on a stretcher before being taken to hospital.

She said: "Moments before the impact, I saw some men and boys jump out of the train. I thought I should put my head out and see what was happening. But I didn't get the chance."

Mrs Evelyn Mogagabe (51) said it was the worst moment of her life. She does not recall clearly what happened except that she was thrown heavily against an iron bar and lost consciousness.

"I was terrified," she said. "I thought we were going to die. I'm surprised that I am still alive at this moment."

Mr Henry Masangweni (68) said: "I was waiting for my usual train, No 9383, which was city-bound, but there was something unusual about the train yesterday morning. It should have come into platform 3 or 4 but it came into platform 1. An announcer told us to get across to that plat-

62 hurt as express train hits another in Soweto

28/8/80

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By DIAGO SEGOLA

SIXTY-TWO people were admitted to hospital — two in serious condition — after a passenger train rammed into another at Dube Station, Soweto, shortly before 7am yesterday.

Moments before the collision, Mr L J de Beer, the driver of the speeding non-stop train to Naledi, and Mr Richard Neshnemi, a ticket collector, battled frantically trying to bring the train to a halt.

When they saw they would not succeed, they quit the driver's cabin and fled for their lives.

"I don't think we would have survived the impact," said a shocked Mr Neshnemi.

"After the train had gone round the curve as we approached Dube Station, I could feel the driver struggling with the brakes. I looked out of a window and saw we were going straight towards a stationary train.

"I ran to the driver's cabin and together we tried to bring the train to a stop. We had no chance. We ran to the nearest coach just before the impact, threw ourselves on benches and clung to them. There was a tremendous bang and we were thrown on the floor."

Within minutes of the accident, firemen, six ambulances and an ambulance bus were on the scene. The injured were taken to Baragwanath Hospital

Railway police from all over Soweto were on the scene helping to carry the injured.

Most of the injured received bruises or hand and leg injuries.

A doctor in the casualty section at Baragwanath Hospital — where most were treated and discharged — said they had found only two serious injuries. One man had a fractured skull.

A hospital spokesman said all the injured were brought to the hospital within 30 minutes of the accident.

The Rand Daily Mail interviewed some of the injured at the hospital. All told how they were thrown down by the impact.

Mrs Julia Ngwenya, 68, of Zone 5, Meadowlands, said she was sitting when she heard a loud bang and was flung from her seat, knocking her chest against the opposite bench.

Another commuter, Miss Theresa Mwenye, of Dube, who had head and leg injuries, said she was flung from where she was standing, knocked her head against somebody, and landed on the floor, hitting her leg against a rail.

"People were screaming, there was a mad scramble as they ran out of the train. Others jumped through windows, falling on to the platform," she said.

A Railway spokesman, Mr J C van Rooyen, said yesterday that the cause of the accident

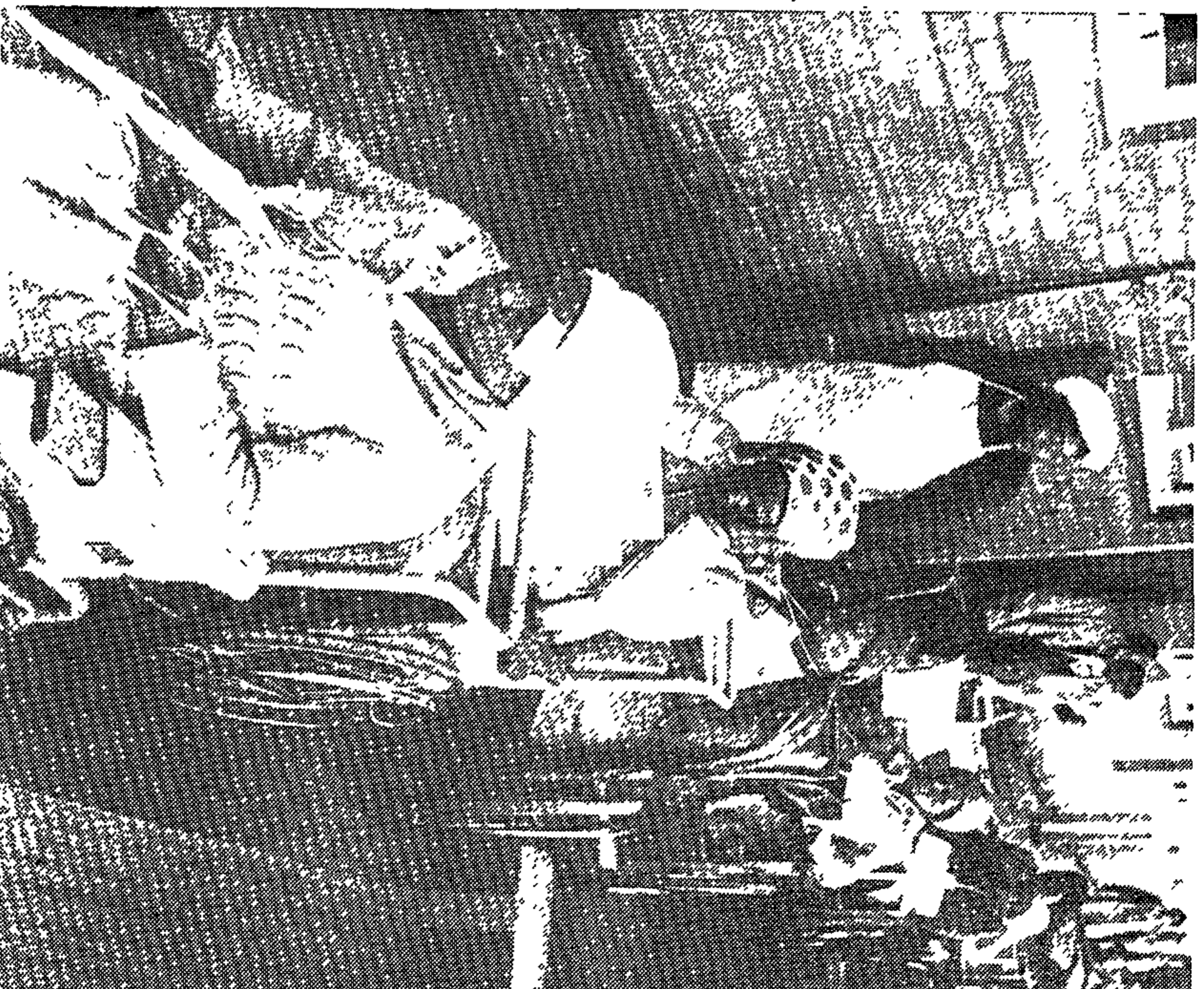
was being investigated. "At this stage we don't know what it was."

Baragwanath Hospital has released the names of those treated. Most were discharged. The names are:

- Johanna Ntuli, of Emden, North Mary Kobel, Zone 3 Meadowlands; Alice Mvase, Mofolo Village; Moses Mofolo, Dube; Johanna Mkgallia, White City; Jabavu, Morija; Mochabe, Dube; Lena Tsotetsi, Zone 7 Meadowlands; Margaret Phakathi, Zone 4 Meadowlands.
- Johannes Zwane, W. C. Jabavu, Alirah Tswa, Zone 9 Meadowlands; Thomas Ramashipa, Zone 8 Meadowlands; Jacob Mhlatsha, Zone 10 Meadowlands; Mary Sebesho, Dube; Alice Mzeli, Mofolo; Michael Khrombhi, Zone 8 Meadowlands; Hilda Lebeko, Zone 9 Meadowlands; Ammah Mshah, Emden; South Mirram, Thebe, Zone 1 Meadowlands; Fiazah Tshabalala, Emden; Expansion, Elma Tsakele, Mofolo; Maria Sihole, Zone 4 Meadowlands.
- Evelyn Mdogagabe, Mofolo; Jessie Sibuya, Mofolo; Henry Maswengeni, Zone 7 Meadowlands; Regina Ledwaba, Zone 9 Meadowlands; Angeline Mojjer, Zone 4 Meadowlands; Mochabe, Mkhale, Dube; Mirram Letswe, Zone 8 Meadowlands; Golombe Phuthumani, Emden; Est. Richard Ngubane, Zone 5 Meadowlands; Temba Masinga, Zone 1 Meadowlands; Dantana Msooe, Zone 8 Meadowlands.
- Seraphina Sihole, Zone 10 Meadowlands; Julia Ngwenya, Zone 5 Meadowlands; Elizabeth Xulu, Dube; Silas Mestala, Mofolo; David Moraria, Zola; Joseph Dube, Zone 9 Meadowlands; Gladys Brayi, Zola; Busiswo Ndlovu, Zone 6 Meadowlands; Margaret Molekane, Dube; Rebecca Meka, Zone 9, Meadowlands; Anna Mkhwanazi, Dube.
- Nelia Makwe, Zone 4 Meadowlands; Johannes Mofolo, Zone 9, Meadowlands; Paulus Molelele, Zone 2 Meadowlands; Cecilia Raboyane, Zone 9 Meadowlands; Gilla Mzabuko, W. C. Jabavu; Sophie Khumalo, Mofolo; Rose Mashumba, Zone 4 Meadowlands; Esther Kunene, Mofolo; Anos Zulu, Jabulani.
- Philemon Mokagane, Zone 7 Meadowlands; Nombulelo Mmphe, Zone 4 Meadowlands; Dorothy Matshe, Zone 4 Meadowlands; Mirram Pooe, Zone 2 Meadowlands; Theresa Mwenye, Dube; Cynthia Tshazo, Zone 4 Meadowlands.
- Echore Maritause, Zola; Thamba Mabel, Mofolo; Esther Masana, Mofolo; Steven Maleleki, Mofolo; Village.



Miss Busisiwe Ndlovu, of Zone 6, Meadowlands, waiting for treatment at Baragwanath Hospital yesterday. Picture RALPH NDAWO



Commuters injured in yesterday's Dube Station accident wait in wheelchairs outside the X-ray unit at Baragwanath Hospital

Picture RALPH NDAWO

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Probe starts on Dube crash

THE public will not know the outcome of the investigation into this week's Dube train crash unless the matter comes up in court, a spokesman for the Railways said yesterday.

Mr Andries Steyn, chief PRO, told POST that the board of enquiry had al-

ready started work but they would not disclose the outcome unless the Attorney-General decided that there should be a prosecution.

Prosecution and the release of the investigation would be considered should any of the crash

victims submit claims for compensation.

"Boards of enquiries on such matters never disclose the results of their investigation except in court," he said.

The collision between two trains injured about 63 people.

They were treated at Baragwanath Hospital.

Three were kept at the hospital for observation and by yesterday one was still at hospital. He is Mr Zenzile Babayi (31). His condition is "satisfactory."

Railway commuters cheer Quakers

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22/8/80

By Tom Duff

Political Reporter

Black commuters cheered a multiracial group of Quakers who were arrested recently for travelling in a third-class coach on a train from Pretoria to Johannesburg.

"We felt the white members of our party should expose themselves to the same kind of situations as blacks had through using the 'wrong' facilities on a segregated train," said Mrs Ann Stever from Seattle, Washington State, US.

She and Mrs Lois Forrest of New Jersey are white. Mr Jim Fletcher of New York and Mr Jerry Herman from Philadelphia are black.

Two local Quakers in the party were Mr Scarnell Lean of Johannesburg and Mr Eddie Mvundlela of Soweto.

An account of what happened on this journey has been given by Mr David Thomas, editor of the South African Quaker News.

They were asked to leave the third-class coach by black conductors, and when they said they wanted to stay together as a party a white conductor was called.

They spoke to this conductor and at Kaalfontein station a policeman boarded the train and ordered them to leave.

An argument ensued with the Quakers insisting that they were obeying a law "written on our hearts" in refusing to split their party between the black and white sections of the train.

They then had to accompany the policeman to the police station commander's office.

The station commander listened to an explanation of the incident and told the Quakers they were free to resume their journey and to travel in any part of the train they wished.

EL to ^{3/9/80}
stay ^{DD}
wool ⁽²⁶⁾
port ^{Marsh}

EAST LONDON — The development of a deep-water container berth on the West Bank and the acquisition of a portainer-crane to handle containers would help combat the under-utilisation of the East London harbour, a top level delegation to Cape Town was told yesterday.

The Deputy Mayor, Mr Errol Spring, Mr Max Phillips, immediate past president of the Border Chamber of Industries and Mr George Ormond, representing the East London Chamber of Commerce, met the Director General of Transport, Mr A. B. Eksteen, and the managing director of Safmarine, Mr Marme Marsh, for talks on the future of the harbour.

In a statement on the delegates' return last night, Mr Spring said Safmarine would continue to ship wool from East London to Port Elizabeth. Safmarine had 80 per cent of this traffic.

On copper, Mr Marsh had stated that it was more economic for his organisation to ship Zambian copper through Port Elizabeth in containers. There was a problem of the draft of the East London harbour.

Zambian copper, which formed the larger part of the total copper exports, would continue to be shipped through East London as far as he was aware.

Japanese interests were against ro-ro style or smaller cellular vessels but the existing service would continue to call at East London. The same applied to the US-South Africa service and back up ships on the UK and north-west Continent service would make use of East London.

"Mr Eksteen undertook to put our case to the Minister of Transport but said he believed East London and the Border area needed overall stimulus, not just from his department, to overcome our problems," said Mr Spring — DDR

(P.A.) 31/12 4/9/80

SAR opens an era of bullet trains

The forerunner of South Africa's high speed "bullet" train was unveiled at the South African Railways test centre in Koedoespoort today.

The train which can reach speeds of up to 200 km/h is expected to be introduced into

general service in 1986.

The train is being developed over two years by an SAR research team at a total cost of about R15-million.

Dr J Loubser, general manager of the Railways, said today three high-speed trains had

been developed and would be phased into general service over a four-year period.

An inter-city pilot scheme between Johannesburg and Pretoria using a locomotive capable of speeds up to 150 km/h will be introduced in 1982

In 1983 locomotives travelling up to 120 km/h will be introduced on the Johannesburg — Durban and Johannesburg — Cape Town routes.

In 1986 the first of the 200 km/h bullet trains will be commissioned.



General Manager of the Railways, Dr Kobus Loubser and Dr Herbert Scheffel (Assistant Chief Mechanical Engineer, design and development), with the shape of things to come for SAR customers — a model of a bullet train power car which can do 200 km/h.

Margo civil aviation report to go to Parliament next year

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Pretoria Bureau

The report of the Margo Commission of Inquiry into Civil Aviation is expected to be tabled in Parliament next year.

One aspect being investigated thoroughly will be the formulation of a long-term aerodrome development plan to ensure adequate facilities in the future.

This was announced in Pretoria yesterday by the outgoing Minister of Transport, Mr Heunis.

The development of aerodromes has been receiving the attention of the

Standing Committee for the Planning and Development of Aerodromes since 1973.

However since the economic slump which set in in 1975, the committee had not had the funds to meet the needs of deserving cases, Mr Heunis said.

As a result there was a backlog in essential facilities such as runways and navigational aids. There were 52 requests from local authorities for these improvements to date.

Because of the revival of the country's economic situation and the fact that

the Committee's policy was too restrictive, Mr Heunis said he had approved in principle:

- The 50 percent requirement of costs for the development of airports be scrapped in the light of present conditions

- Essential surface capital works such as toilets and waiting rooms be included in the Committee's subsidising functions.

- The normal procedure of giving priority to airports on a regional basis subsidy be considered on an ad hoc basis.

SAR unveils 'bullet' test train

269

120m

5/9/80

By JEREMY BROOKS

A HIGH-SPEED test train capable of reaching speeds of 240km/h was unveiled to transport officials and journalists by the South African Railways outside Pretoria yesterday.

The train is being used by the SAR in a massive R15-million research programme which will vastly cut the travelling times of rail passengers by the early 1980's and enhance the advantages of rail travel.

The Minister of Transport Affairs, Mr Chris Heunis, and the general manager of the Railways, Dr Kobus Loubser, were among the party which travelled from Rosslyn to De Wildt at a speed of 210km/h.

"The idea of speeding up rail travel in South Africa was first mooted in 1976, when a committee was formed to investigate the possibility," Dr Loubser told journalists.

"It was realised then that the high-speed train came into its own over trips of about 400km, taking into account the high cost of air travel and the time spent in getting to and from airports.

"This fact has been even more accentuated today when high costs are crippling airlines in America and elsewhere overseas — a tragedy which has to be faced."

The SAR has drawn up a three-phase programme, beginning with the inter-city pilot scheme between Pretoria and Johannesburg in 1982 with speeds of up to 150km/h.

The second phase, in 1983, involves the introduction of locomotives travelling at speeds of up to 120km/h on mainline routes between Durban and Johannesburg and Cape Town and Johannesburg.

By early 1986 the "bullet train" prototypes for the third phase, travelling at speeds of 200km/h, should have been developed.

Also present yesterday was Dr Herbert Scheffel, the inventor of the "Scheffel Bogie" which has been patented worldwide. The bogie has enabled South African trains to travel at greater speeds with better stability and safety.

Locomotives will be aerodynamically shaped and will have the characteristic nose cone or bullet shape similar to other high-speed trains overseas.

Design engineer Mr R D van der Meulen said of the operation "We have studied all major high-speed services in countries like Japan, Italy, Germany, France and elsewhere. The shape of the locomotives, brakes, wheels and suspension systems have all been improved while our main emphasis has been to provide a safety factor of 100%."

Margo civil aviation report to go to Parliament next year

5/9/80 269

Pretoria Bureau

The report of the Margo Commission of Inquiry into Civil Aviation is expected to be tabled in Parliament next year.

One aspect being investigated thoroughly will be the formulation of a long-term aerodrome development plan to ensure adequate facilities in the future.

This was announced in Pretoria yesterday by the outgoing Minister of Transport, Mr Heunis.

The development of aerodromes has been receiving the attention of the

Standing Committee for the Planning and Development of Aerodromes since 1973.

However since the economic slump which set in in 1975, the committee had not had the funds to meet the needs of deserving cases, Mr Heunis said.

As a result there was a backlog in essential facilities such as runways and navigational aids. There were 52 requests from local authorities for these improvements to date.

Because of the revival of the country's economic situation and the fact that

the Committee's policy was too restrictive, Mr Heunis said he had approved in principle:

● The 50 percent requirement of costs for the development of airports be scrapped in the light of present conditions.

● Essential surface capital works such as toilets and waiting rooms be included in the Committee's subsidising functions.

● The normal procedure of giving priority to airports on a regional basis subsidy be considered on an ad hoc basis.

Ticket-examiner fined for assaulting woman

Staff Reporter

A TICKET-EXAMINER and Sunday school teacher was convicted in the Magistrate's Court yesterday of indecently assaulting a coloured woman he found sitting in a "whites only" tram carriage

Dirk Johannes Coetzee, 21, no address given, was fined R300 (or 100 days) and sentenced to a further six months suspended for three years

The woman, a 37-year-old mother of four, testified that Coetzee had put his hand under her dress, touched her private parts and tried to kiss her. He also tried to drag her into the tram toilet in order to have sex with her. She pulled free and fled into an adjoining carriage.

The woman, who boarded the Cape Town-bound train at Woltemade station, said she begged Coetzee to leave her alone. She did not scream because there were no other passengers in the carriage.

While Coetzee was trying to force her into the toilet, she dropped her handbag, kicked it ahead, pulled free and ran into the next carriage. She reported the incident to the police at Cape Town station.

Coetzee, who has since been suspended by the South African Railways, told the court he had asked the woman to leave the white carriage, but she looked at him "stupidly" and did not move. He offered to unlock the door to the black

carriage when she refused to leave.

Coetzee said he had only touched the woman lightly on her upper arm as he showed her the door to the black carriage. He denied having assaulted her indecently, and said he later allowed her to remain in the white carriage because the train was very near Cape Town station.

Asked under cross-examination what the procedure was when a black passenger refused to move from a white carriage, Coetzee said he had to stop the train at the next platform with a "danger hand signal". A ticket examiner from the black carriages then had to ask the passenger to leave. The train had to remain stationary until the passenger had left the carriage.

Asked why he had not let the woman remain in the carriage, Coetzee said he would be fined if an inspector boarded the train and found her sitting there. He said he knew from experience that "when you get into that sort of situation with non-whites, they usually argue".

The magistrate, Mr R H Peckham, described the woman as a "credible witness" and said Coetzee had offended her dignity as a woman and harmed her psychologically. He said Coetzee was an unconvincing witness who often contradicted himself.

Mr N H Jones appeared for the State. Mr L Kesselaar appeared for Coetzee.

SAR wagons in short supply

R10m 8/9/80

269

SALISBURY. — For more than a month, South African Railways has been restricting the number of its wagons allowed to be loaded with goods for shipment to or through Zimbabwe.

The partial embargo on the use of SAR wagons, combined with a heavy increase of freight traffic through Zimbabwe, has created a backlog of about five days in loading, Mr Nigel Leacock, general manager of the National Railways of Zimbabwe, said in a report yesterday.

"The situation causes concern, but there have been similar situations in the past and we have always managed to handle them," he said.

The SAR restrictions were being enforced because the winter seasonal peak demand for freight wagons in South Africa was unusually high and had caused an acute shortage of wagons there.

NRZ wagons were being used to a greater degree than usual for loading.

"Up to now there has not

been any substantial difficulty in moving traffic at all, though the situation is starting to get tight," he said.

The amount of freight traffic moving through Zimbabwe had doubled over the last two to three months, to 60 000 tons a day.

The congestion on the South African Railways was expected to ease in about two months. Demand for rail transport in Zimbabwe was also expected to ease at that time, NRZ officials said. — Sapa.

10/1/80
Survey
on why
they
go off
the rails

Crime Reporter

THE Railways is to conduct a nationwide survey to assess the extent of crimes committed against commuters in trains or on Railways premises.

The survey will be conducted through questionnaires which passengers will be asked to fill in anonymously. The information will be sifted by a commission of inquiry into better protection for passengers and the findings will be used to plan counter-action.

Very few victims report cases of assault and robbery at present, says a statement from the System Manager's Office. The result is that the Railways Police cannot assess the extent of these crimes because victims were afraid of being identified and victimised by their assailants.

Completed questionnaires in English, Afrikaans and several African languages should be filled in and returned to station masters, barrier attendants, ticket collectors, Railways policemen or deposited in specially provided collection boxes at stations.

It is in the interest and to the benefit of every passenger to participate in this all-out effort to combat crime, thereby securing fearless train travel, especially on pay days and at weekends, says the statement.

Meanwhile, any crime on trains and platforms should be reported immediately to telephone Durban 310-2713 day or night.

Re: Term 3: Here it is suggested that a discount factor equal to (or slightly higher than) the interest rate on a comparable loan should be used for this term. This stream is riskier than the stream in Term 2 because the lessee requires to have a taxable income to get the cash flow.

Re: Term 4: The riskiness of this flow is likely to be equal to that of Term 3 thus the same discount factor is suggested. To facilitate a fair comparison with leasing the most rapid method of depreciation allowed by the tax shield arising from the interest on an equivalent loan.

The general approach follows 530 which follows.

Re: Term 5: The riskiness of this flow is likely to be equal to the same discount factor is suggested. To facilitate a fair comparison with leasing the most rapid method of depreciation allowed by the tax shield arising from the interest on an equivalent loan.

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(269) SIM 10/9/80
SAR crime crackdown

Railway authorities will start a survey in Johannesburg on Friday into crime in trains and at stations.

It was announced in Pretoria that the first step in a campaign to reduce railway crime is the appointment of a special committee of inquiry into the problem. Its main task is to conduct a survey of the incidence of crime on

suburban and main line trains serving the country's major centres.

Surveys are already being conducted in Cape Town and Durban and another covering the Pretoria area will start next week.

A spokesman said. "Questionnaires are distributed to black and white passengers using trains in the major centres."

**Fewer rail
accidents**

STAR
26
1960
Labour Editor
Tram accidents have been reduced in spite of the rise in traffic in recent years, amid the increasing appointment of blacks in work previously reserved for whites.

This appears from figures released by the Minister of Transport Affairs, Mr Chris Heunis, when he opened the congress of the Running and Operating Staff Association in Johannesburg.

September 14 1980 13

How safe are you on a train?

14/9/80

SUN TIM

269

By VAL CARTER-JOHNSON

A COMMISSION of inquiry into the safety of passengers on trains has been launched by the outgoing Minister of Transport, Mr Chris Heunis.

The first information sheets and questionnaires were handed out in the Western Cape this week.

The public relations officer for the South African Railways, Mr J C van Rooyen, said the commission had been launched because of the increasing crime rate on trains.

The purpose of the inquiry was to establish about how many crimes there were and at what times, so security could be stepped up, he said.

Anonymous

The South African Railways is also trying to establish how much crime on the trains is not reported.

As the questionnaires are anonymous, it is hoped people who have not reported assaults or other crimes before will now come forward.

The first few thousand questionnaires were handed out to passengers in Cape Town this week. Many have been returned already.

Passengers in the Western Transvaal and central Johannesburg area will also be given the forms this week.

The inquiry will then move to Natal and other regions.

"You can understand the enormity of our task," Mr Van Rooyen said. "It will take months to get all the questionnaires back and then computerise them."

"Everyone believes crime will not affect them. We are trying to establish to exactly what extent crime does take place on the railways."

"We intend to stamp out crime on the trains and in the stations," he concluded.

Move to
curb crime
on trains

2169
SAR
15/11/61

More than 50 000 questionnaires on crime on trains are to be distributed to railway passengers in the Transvaal as part of an SAR investigation into passenger protection.

SAR public relations officer, Mr J C van Rooyen said today the investigation was being co-ordinated by a committee set up in May this year by the Minister of Transport to inquire into better protection of passengers on trains and at stations.

The questionnaires had already been distributed in the Western Cape, and returns were coming in at the rate of about 150 a day.

"The questionnaire asks for passengers' experience of crime on trains and at stations, and their suggestions for combating it," Mr van Rooyen said.

The questionnaires, which can be returned by handing them to any railway official, will later be distributed in Natal and the Free State.

5:12
15/11/80 (269)
Tollgate
freeway

proposed

▶ from page 1

the province did not receive enough subsidies and income to finance its road-building programme.

The National Transport Commission will also consider whether to impose tollgates on the Du Toit's Kloof tunnel at present under construction, which will carry traffic from the Cape to the interior.

The commission will consider a report recommending that tollgates only be constructed on roads to be built in the future and where the motorist will enjoy a saving greater than the amount of the toll by using the road.

Such tollgates will therefore be on roads which have alternative routes should the motorist wish to use them instead of paying tolls.

Mr. Martins also stressed that the proposed new Transvaal tollgate road would not be a compulsory route for motorists.

5:12
15/11/80 (269)
Tollgate freeway in
Tvl to be discussed

Pretoria Bureau

A new tollgate freeway stretching from Krugersdorp to Springs and passing through the middle of Johannesburg's mining area, will this week be considered by the Transvaal Provincial Executive Committee.

This was said in Pretoria today but Mr Theo Martins, MEC in charge of roads, who announced that the committee would consider on Thursday whether to commission a

feasibility study on the new tollgate system.

The new freeway would be the first in the province to collect tolls.

At the same time, the National Transport Commission will this month consider a report recommending tollgates on new roads to be constructed in the Cape and Natal.

Mr Martins said that the proposed new East/West route could be financed by tolls because

To Page 3, Col 7

Tollgate plan backed

S. TRAIL 16/9/60
269

This week's announcement that a tollgate system on South African highways is being considered has been accepted by the Automobile Association without objection.

Mr Hennie Kleynhans, a spokesman for the AA, said there was no objection to the principle of introducing tollgates as long as motorists were not obliged to use these routes and could make use of alternative routes if they desired.

Both the Department of Transport and the Transvaal Provincial Administration, which are considering tollgates on future roads, have stressed that tollgates have so far only been mooted for roads with alternative routes.

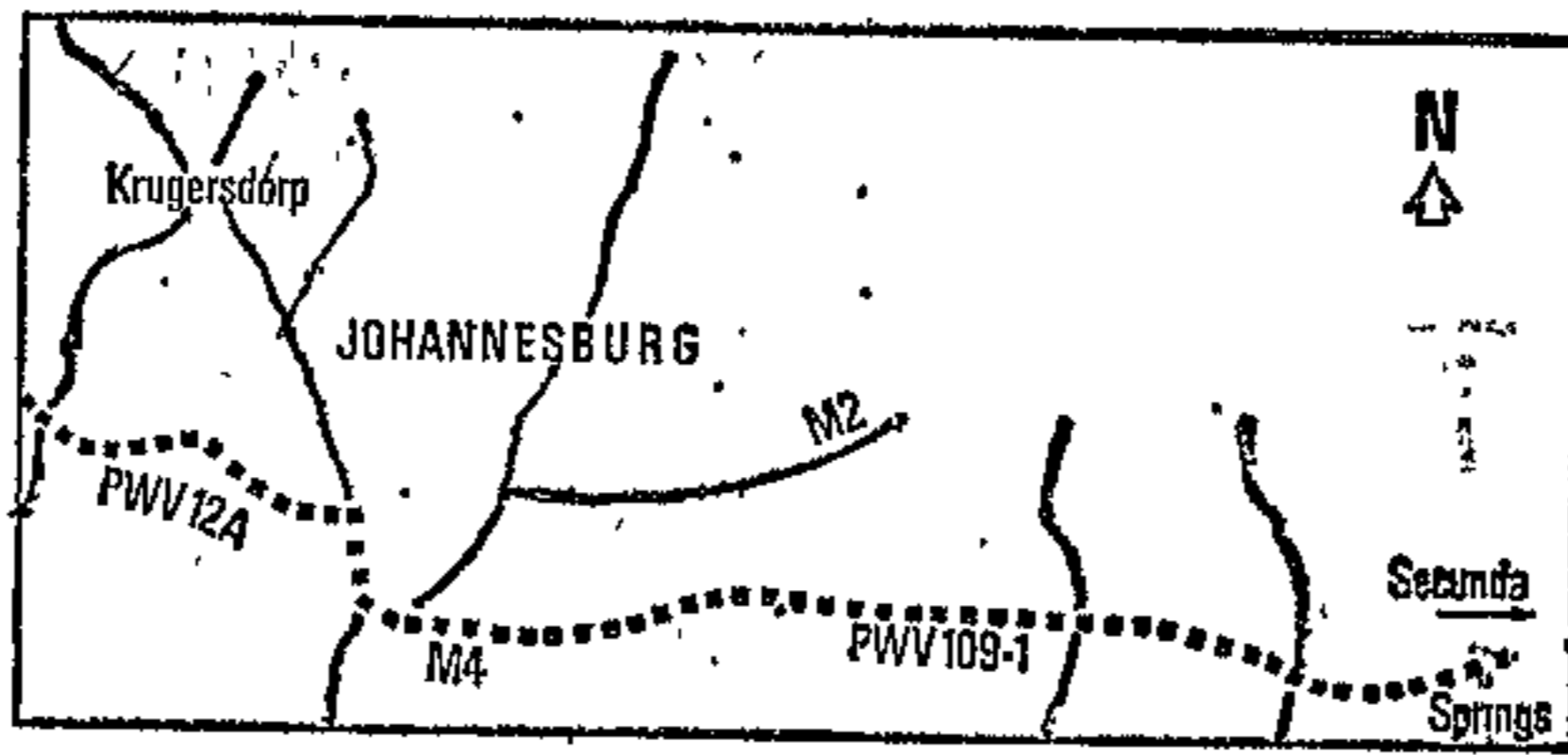
This month, the National Transport Commission will consider a report recommending tollgates to help pay for new roads in the Cape and Natal.

Later this week, the Transvaal Provincial Executive Committee will consider whether to appoint a consultant to report on a proposed east-west freeway from Krugersdorp through Johannesburg to Springs, financed by a tollgate system on the freeway.

Experts have warned that in some cases in the United States the erection of tollgates cost more than the money collected from them.

South African tollgate planners believe that tollgate tariffs should not be higher than the amount the motorists would save by using that road instead of alternative routes.

● Page 19: Few support tollgate on highway.



The proposed tollgate highway will stretch from Krugersdorp as the PWV 12A, pass through Johannesburg's mining land as the M4 and go on to Springs as the PWV 109/1.

Few support tollgate on highway

269

16/9/80 STAR

Municipal Reporter

The idea of a tollgate highway through Johannesburg has had a lukewarm reception in the city.

"It might be worth investigating, but I do not think it is a feasible idea. The province should instead consider increasing licence fees," said the chairman of the Johannesburg City Council's management committee, Mr J F Oberholzer, MPC.

He was reacting to the announcement yesterday by Mr Theo Martins, MEC in charge of roads, that the executive committee would this week consider whether to commission a feasibility study of the new tollgate system.

The proposed highway will begin near Krugersdorp as the PWV12A, pass through Johannesburg's mining land as the M4 and go on to Springs as the PWV109/1.

Mr Martins said the highway could be financed by tolls because the Province did not receive enough subsidies and income to finance its road-building programme.

Mr Oberholzer said the M4 was an urgent priority because the M2 was overloaded, but he doubted whether the toll system could be made to work

without manning every interchange and prosecuting motorists who slipped on and off inbetween tollgates.

"It would be simpler and cheaper to increase the licence fees."

Professor Richard Brown, associate professor of transportation engineering at Wits University, said that on the face of it the highway would not carry enough traffic to make a tollgate profitable, and motorists would use alternative routes rather than pay the toll.

Mr Sam Moss, MPC, leader of the PFP in council, said he resented the fact that the city council had not been consulted about the possibility of a tollgate highway before the executive committee met.

"This system may have its merits, but public participation is needed. The executive committee has no right to ride roughshod over the council and no right to impose something like this on the public without asking their opinion," he said.

Mrs Flo Bird of Jönag questioned whether the M4 was actually needed, particularly as the Southern By-pass would be built just south of it.

R150 m for city rail plans

NATAL
MIRIAM

17/9/80

269

Improvements for the commuter

Property Editor

SOUTH African Railways is expected to spend about R150 million on improvements to Durban metropolitan commuter and goods systems over the next few years.

This expenditure does not include improvements to the new Berea Road Station or the cost of construction of the new Durban Station in Umgeni Road — estimated at roughly R80 million.

Mr D A Yeats, resident engineer, construction, for the SAR in Durban, told delegates attending a civil engineering congress entitled The Decade Ahead yesterday, that while the emphasis on railway development was shifting to the Transvaal, there were still a number of projects to be undertaken in Natal.

Commuter and goods services between Isipingo and Umgeni had to be upgraded and a number of additional lines installed.

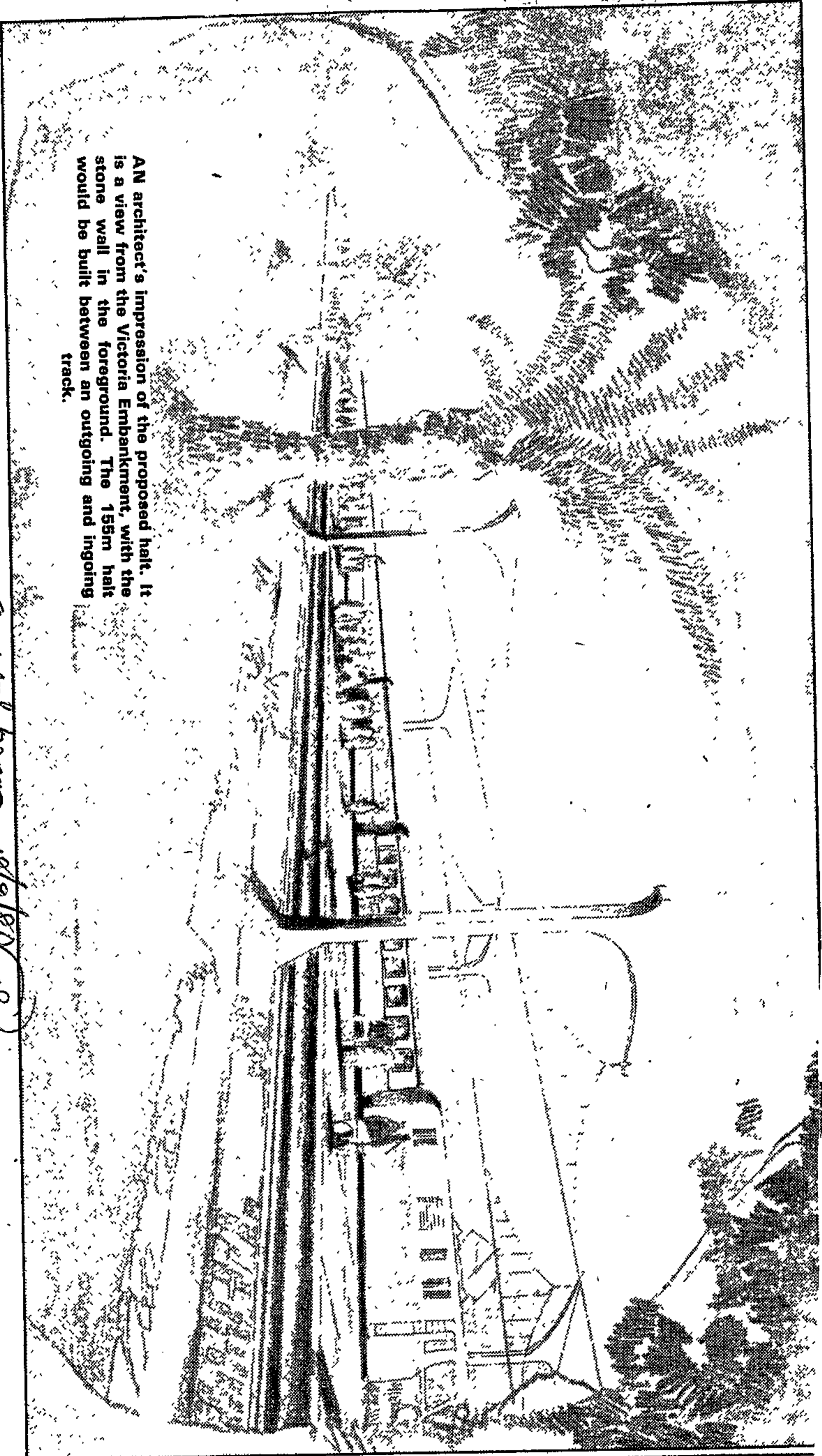
Costs

The land and compensation costs will amount to R40 million. About 30 road, rail and river bridges will have to be constructed or reconstructed at a cost of approximately R50 million. Financial authority has been received for work between Rosburgh and Umgeni.

Mr Yeats said a new branch line from Springfield Flats to Inanda to serve the developing black townships to the west of Kwa Mashu was proposed. The line would be 17,5km long and built over extremely rough terrain. Several tunnels and a long viaduct will form part of the route.

'This project, which still requires parliamentary approval, is expected to start in 1981 and be completed in 1985 at a cost of R53 million.'

Other proposals include a possible branch line from Isipingo to the Malakazi black township adjacent to Umlazi — still under investigation — and improvements to the Durban/Volksrust main line involving longer crossing loops and a sophisticated signalling system.



AN architect's impression of the proposed halt. It is a view from the Victoria Embankment, with the stone wall in the foreground. The 155m halt would be built between an outgoing and ingoing track.

That Victoria Shuttle

The North House, 18/9/80 269

SURVEYS conducted by the South African Railways have shown that about 9 000 people are in favour of a passenger halt on the Victoria Embankment, according to Mr Gert van der Veer, SAR System Manager for Natal.

He announced that the Railways was keen to provide a shuttle service from the Berea station to a halt on the Victoria Embankment because it would benefit commuters who work in the city centre when the old Durban station closes in November. Commuters would find it difficult to reach the city centre from the new station in Umgeni Road.

The Metropolitan Transport Advisory Board was informed in June by the Railways that they would be prepared to meet the costs of the service — about R800 000 for the infrastructure and R4 000 000 for trains — and once the MTAB gave the go-ahead, the double-track line from the Berea would be operating within six months.

A spokesman for the MTAB said the board would decide on the matter at its next meeting on October 22. Mr van der Veer said the proposed halt, envisaged as

**... and 9 000 want
it, survey shows**

Embankment. Black commuters travelling from places north, like Kwa-Mashu, presently pay R1,16 to Durban station. If the shuttle service was provided they would have to pay 6c more because the journey to the Victoria Embankment would be longer.

Should the shuttle service be provided, the passenger halt would not encroach on the grassed area of the Embankment. The platform would be built on the harbour side of the wall presently separating the tracks from the road.

Mr van der Veer said trains would operate at six and 15-minute intervals between 4.30 a.m. and 11 p.m. and the noise which would result would be negligible, considering the traffic noise already being experienced in the area.

An overhead pedestrian bridge might be built over the Victoria Embankment road because of the heavy traffic there and the railway crossing at the Yacht Mole might be closed because of the proposed increased train traffic. If the crossing was closed a road extending from Maydon Road would be opened to the Yacht Mole.

8/9/80

2690

a 155m platform opposite Aliwal Street and Gardiner Street, would be 'nothing elaborate'.

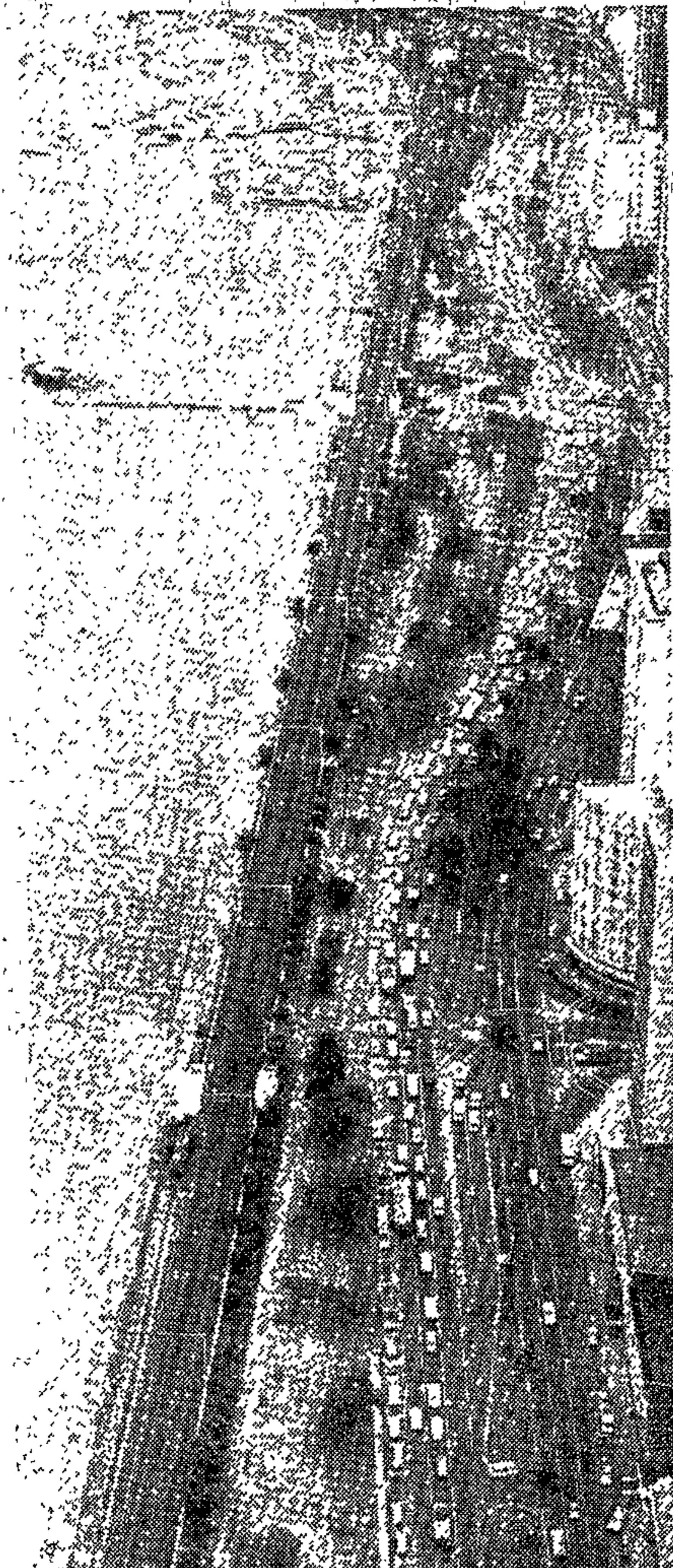
'We might put up a rain shelter and a toilet, but there will be no ticket office there. It will simply be a flat platform between the two tracks.'

Mr van der Veer believed few people would buy tickets at the halt because most would have bought tickets from their 'station of origin'. However, tickets would probably be sold at an office or shop on the Victoria Embankment.

Mr van der Veer explained that of the 128 million people who used the suburban train service last year, 120 million were blacks.

At present blacks travelling by train to Durban from places south — Amanzimtoti, Crossmoor and Umlazi — were paying R1,29 to Durban station.

If the shuttle service was introduced these commuters would pay 10c less to travel to the Victoria



A bird's eye view of the existing railway line along the Victoria Embankment.

18/9/80

269

member of the Lebowa
Legislative Assembly,
and a ruler of Moshate
and Tsamahansi, has
also ordered people to
boycott bread from a
bakery owned by the
LDC. *POST 25/9/80*

Chief Kekana's stand
comes in the wake of a
hardening of attitude
among people in the
Northern Transvaal to-
wards the Government-
backed Development Cor-
poration, which is seen
as a white monopoly
that is strangling black
enterprises.

In all the other areas
where the boycott is
taking place commuters
are no longer calling
for a reduction of fares
but demand the removal
of the Lebowa Trans-
port Company in favour
of black bus owners.

Chief Kekana made
his declaration at a
meeting in his kraal
over the weekend. Fur-
ther meetings are plan-
ned for both Saturday
and Sunday at Moshate
and Mahwelereng.

The thousands of wor-
kers boycotting these
buses yesterday braved
the chilly morning wind
and walked the 10-kilo-
metres to Potgietersrus.
Bicycle traffic on this
route has more than
doubled.

In Lenyenyé and sur-
rounding areas, where
temperatures were also
cold yesterday, workers
walked, and boarded
trucks, vans and black-
owned buses.

The boycott still con-
tinues in Seshego, after
four weeks of walking.

25/9/80

269

(264)

4.8

Fission
 In the process of fission, a heavy nucleus such as ^{235}U is split into two or three lighter nuclei, releasing energy and free neutrons.



● **Women in Mahwelereng slog it on foot in protest against increased bus fares.**



● **People waiting for transport.**

If we consider a system of energy, the energy of the particles is conserved. In the case of a fission reaction, the energy of the system is conserved, but the energy is converted into kinetic energy of the fission fragments and the energy of the neutrons. The energy of the fission fragments is converted into heat, and the energy of the neutrons is used to sustain the fission chain reaction.

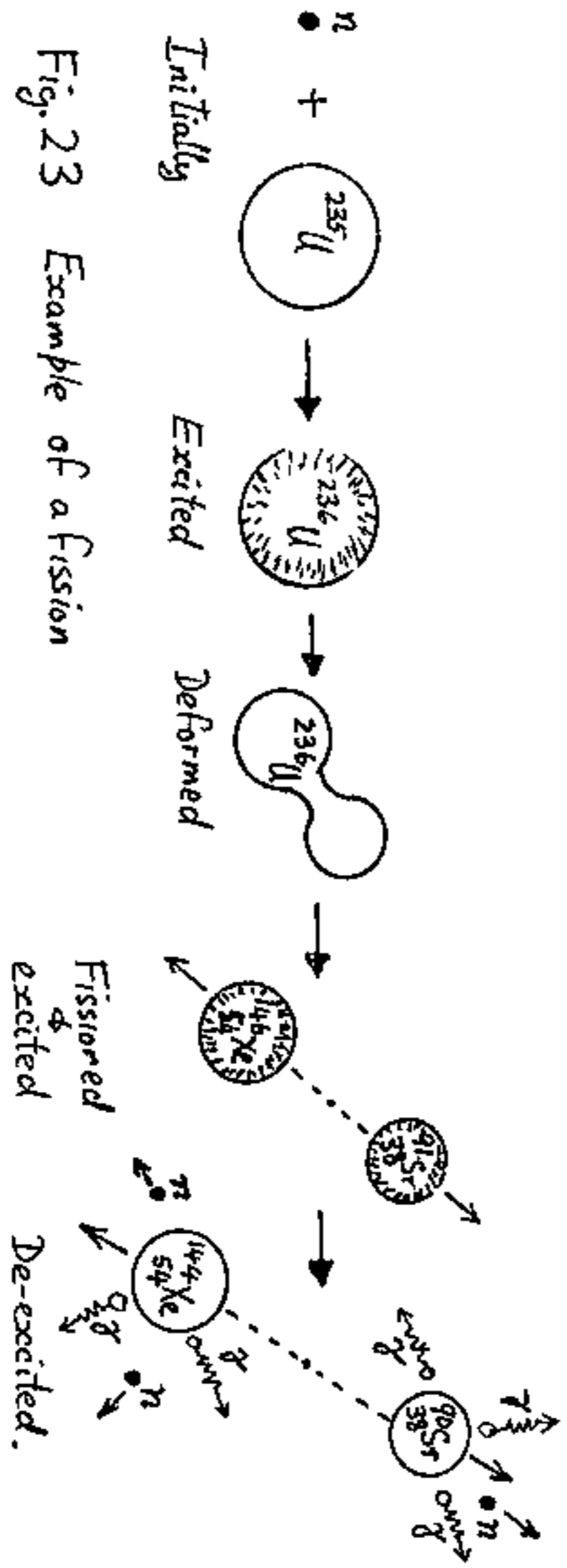


Fig. 23 Example of a fission

processes and it will carry on losing energy brought to rest (assuming that the absorber is thick enough to completely stop the particle (thickness) required to bring the particle to rest is the range of that particle (in that particular incident energy).

The range of the particle therefore depends on the energy loss per unit distance ($-dE/dx$) on the energy path. The energy loss ($-dE/dx$) depends on the medium and the charge and the velocity of the particle. The energy loss is higher for a higher charge or a lower velocity. The energy loss is lower for a lower charge or a higher velocity. The energy loss is also higher for a higher velocity and lower for a lower velocity. Therefore, in a given medium, the range of a particle is larger for a higher charge and lower velocity, and smaller for a lower charge and higher velocity.

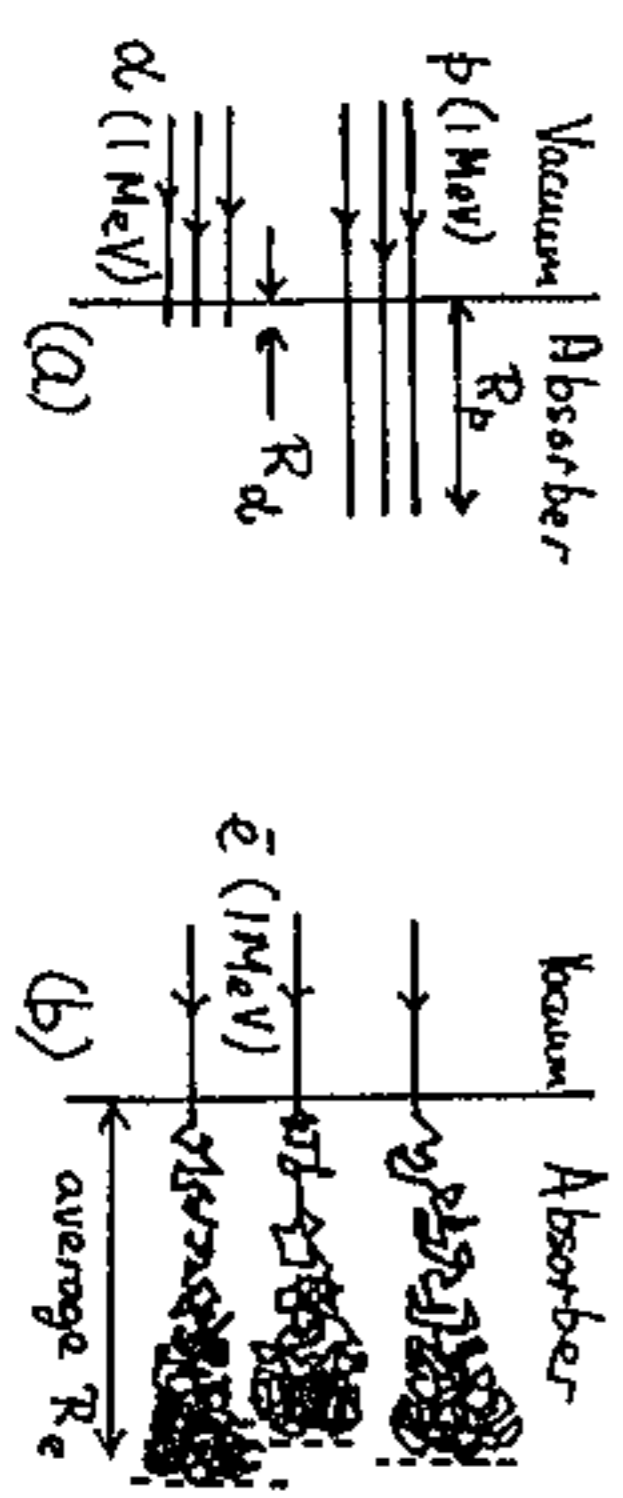


Fig. 24

Chief pledges support for the boycott

AS the boycott of buses in the Northern Transvaal entered its fifth week, a Chief, near Potgietersrus, has pledged support for the workers and has ordered all his subjects not to use the buses owned by Lebowa Development Corporation (LDC) in the area.

No more blacks in white coaches, rules the SAR

STAR 26/9/80 (269)

By Mike Derry

The Railways has withdrawn its staff's power to allow blacks to sit in white train coaches.

Dr Anton Moolman, SAR's Assistant General Manager (passenger services and road transport) said the staff's exercise of this authority "gave rise to friction and complaints."

He said it had been

decided to introduce reversible boards in a restricted number of trains.

This would enable train staff concerned to decide which of a determined number of coaches were to be allocated for use by white or black commuters.

Dr Moolman was replying to a letter to The Star complaining that white first-class coaches remained empty while the

black coaches were overcrowded.

The letter complained that "non-white" commuters are insulted, abused and embarrassed by conductors, inspectors and railway policemen if they are found occupying white coaches.

Dr Moolman said the Railways administration had to comply with certain laws and regulations to provide separate accommodation for white and non-white passengers.

In an attempt to solve the problem, Dr Moolman said, personnel had been authorised to exercise discretionary powers when non-white coaches were full and white ones empty.

But the authority had had to be withdrawn, he said.

CAPE TOWN 1/11/80

Schoeman; Search was in line of duty

227 269

PRETORIA — The Minister of Transport, Mr Hendrik Schoeman, said yesterday SA Railways policemen had been only performing their duties when they searched a Canadian passenger on a SA Airways flight, Mrs Rosalyn Tetley, on her arrival at Jan Smuts

Commenting on recent press reports concerning the incident with Mrs Tetley, a member of a Canadian study group, he said the Railways Police had been only performing their duty. "in that they investigated a complaint that a law had been violated"

Mr Schoeman said in a press statement yesterday that a passenger on the flight had reported to an airport security guard that a female passenger on the same flight was in possession of communist reading matter and the guard had reported the matter to the Railways Police.

"An officer of the Railways Police cordially requested the lady, a member of a group of Canadian tourists, to accompany him to an adjacent office where he informed her of the complaint.

"She voluntarily handed the reading matter concerned to the police officer who after establishing that it was harmless and of South African origin, returned it to her

"When asked whether she had any other reading matter in her possession, Mrs Tetley opened her travelling case of her own free will and invited him to have a look.

"The police officer then apologized to Mrs Tetley for the inconvenience he had caused her.", but she assured him that she had not been inconvenienced and accepted his apology — Sapa

ADDRESS BY THE HON. J.C. HEUNIS, M.P., MINISTER OF
TRANSPORT AFFAIRS, ON THE ROLE OF THE RAILWAYS TOWARDS
REACHING THE NATIONAL TRANSPORT AND ECONOMIC OBJECTIVES :
SEMINAR OF THE NATIONAL DEVELOPMENT AND MANAGEMENT
FOUNDATION OF SOUTH AFRICA : JOHANNESBURG : 2 OCTOBER 1980

Transport has played and continues to play a vital role
in the social and economic development of our country. In
fact, the very founding of White civilisation at the Cape
was as a result of a need to serve transportation by estab-
lishing a victualling point on the trade route from Europe
to the East. Since those early days transport developed

slowly, as /...

2.

slowly, as did the country, until the discovery of gold and
diamonds and the introduction of railways. This was the
foundation on which the transport infrastructure was built
and which eventually developed into the comprehensive transport
sector of our national economy which we know today.

I would like to deal very briefly with the various
" functions of the transport sector.

The economic /...

The economic function which comprises increasing the utility or usefulness of goods, persons or information by changing their location to a place or places where their utility, that is their ability to satisfy personal and other needs, is the greatest. In other words, from where they have little economic value to where they have greater value.

With regard to the social function, the establishment of a transport service provides a population with greater mobility which /...

4.

mobility which is a necessity for the socio-economic development of a country or region.

The political function is served by promoting national political unity and stability even extending beyond a country's borders.

Defence considerations usually also play an important part in planning a transportation system for a country or region, thereby also fulfilling a strategic function.

The strategic /...

The strategic value of a good transportation system may even be rated higher than the economic value under certain circumstances. Governments are sometimes criticised for providing certain infrastructure, such as a road, an airport or a harbour in excess of place and time requirements. It must be borne in mind, however, that the strategic importance of a transport facility has to be taken into consideration in the decision and planning processes.

These functions /...

These functions may differ in importance in time and place and may at times even be in conflict as a result of events, demands, etc.

As far as the function of the South African Railways, as the national multi-modal transport organisation, is concerned, the Administration until 1980 had a clear mandate in section 103(1) of the Republic of South Africa Constitution Act, which stipulated that the railways and

harbours of /...

harbours of the Republic shall be administered on business principles, due regard being had to agricultural and industrial development within the Republic and the promotion, by means of cheap transport, of the settlement of an agricultural and industrial population in the inland portions of all provinces.

At the time of Union there were very few developed areas in South Africa, apart from the Witwatersrand and the harbours, and it was necessary to develop the interior,

especially as far as /...

8.

especially as far as industry and agriculture were concerned. Hence the injunction to the Railways in the Constitution to function on business principles bearing in mind the development of industry and agriculture.

To comply with this mandate the Railways introduced a differentiated tariff structure; high tariffs for goods of high value and lower tariffs for goods of a lower value. High tariffs were applied to manufactured goods and low tariffs

to raw materials /...

to raw materials and agricultural products. However, since very little manufacturing took place in South Africa in those days and most high value manufactured articles were imported, the higher tariffs were levied on imported goods and lower tariffs on raw materials, thereby encouraging industrial development, mostly in the inland areas closest to the largest markets.

To expedite /...

10.

To expedite this process, special low tariffs were introduced in the past which favoured South African products. It is felt, however, that in this day and age the Railways has largely met the injunction in the Constitution, as powerful agricultural, industrial and mining populations and industries have been established in the interior, and that the operation of the Railways must now become more cost-orientated. /...

orientated. Moreover, new growth points, for instance at the coast, have to be developed.

Bearing in mind the functions of transport which I mentioned earlier and whereas the South African Railways is in fact, and rightly so, a business enterprise which must provide a viable commercial transport service to meet all the economic demands of the country, it should not be restricted to this isolated field in the fulfilling of its functions.

Although the /...

12.

Although the Railways is not part of the Civil Service it is compelled to function in such a manner as to serve national objectives, policy and strategy. For this reason there must be adequate synchronisation of policy directions between the State and the South African Railways. This is especially so in the case of economic policy and strategy as far as growth, employment, inflation and the co-ordination and setting of priorities for the development of the infrastructure are concerned. The reason for this is to be found

in the strategic /

in the strategic value of our transport infrastructure.

This value is not based on purely economic considerations but is of importance in many areas.

In case of emergency when essential services are disrupted, transport and the various related service facilities, workshop repair, maintenance and manufacturing capacity, as well as staff with the necessary technical skills to handle the specific situation, should be available to assist other State sectors.

When national /...

When national problems arise the Railways cannot stand aloof or shirk its responsibility of making a contribution towards solving such problems. I would like to quote a few practical instances in this regard.

With regard to the energy situation which once again gives cause for concern, I wish to reiterate that the Railways commenced with an electrification program many years ago. With the elimination of steam locomotives the

Department depended /...

Department depended on diesel locomotives as an efficient mode of traction in the transitional period between steam and electrification and on those lines of railway on which electrification was not economically justified.

However, in view of the uncertain diesel fuel supplies and the ever-escalating costs thereof, it was decided to accelerate the electrification program and to retain steam locomotives where practicable. At the completion of this program in /...

16.

program in 1985 it is expected that ~~35~~ per cent of the gross ton kilometres achieved by the Railways will be accomplished by coal-based energy, i.e. 80 per cent electricity and ^{five} ~~five~~ per cent steam, the remainder being diesel-based.

The other services - Airways, Road Transport and Harbours - are also users of imported oil-based fuels and here, too, significant conservation measures, for instance, the replacement of an aircraft fleet, were introduced to save fuel /...

save fuel in the national interest, while alternate fuels are being tested by the Road Transport Services and in Railway workshops.

The Railway Administration is also playing a vital role in combating inflation. This can only be achieved by keeping tariff increases at a lower level than cost increases and the only means whereby the Administration can absorb cost increases is by increasing productivity. Although the utilisation of /...

utilisation of our capacity is directly dependent upon the economic climate of the country, the Railways is known for maintaining productivity on a satisfactory level. In view of the present economic upsurge we will be better able to make optimum use of our transport capacity. Since the railways is the main component of the Department's transport services, operating efficiency is essential in ensuring higher productivity and lower costs. The members of the

Railway Management will, no doubt, also refer to operating efficiency in their addresses.

These are some of the measures taken by the Railways or State side of the transport sector. I have endeavoured to develop a transport policy which will ensure greater or even absolute co-ordination of all the available transport media, whether private, semi-private or governmental. It is in the interest of our economy, especially in view of the extra demands emanating /...

20.

demands emanating from the policy to conserve liquid energy by avoiding unnecessary duplication of services, to ensure that the transport media would be complementary to each other rather than in opposition.

The Government has moved in this direction already and the promulgation of the new Road Transportation Act of 1977 illustrates the steps taken towards the so-called freer competition in the transport sector. The Driessen Committee's findings and recommendations is a further example.

The Railways /...

The Railways with its various services can serve the Government-constituted national goals only if it is allowed to function within a climate of healthy competition. It is, therefore, one of the Government's sustained objectives to create a healthy competitive climate in the transport field and to make regular adjustments through transport policy so that the Railways as a component of the larger state machine can serve the national goals.

As you are /...

As you are aware transport in all countries is regulated to some degree by Governments; this varies from providing the infrastructure and the regulation of orderly competitive market structures to the ownership and management of all transport infrastructure and transport services.

The idea that the transport situation in the Republic of South Africa is unique is thus far-fetched. A degree of regulation will always be required and it can be accepted

that a system /...

that a system of free competition is not always to the benefit of the national economy. It is, therefore, imperative in the regulation of transport that space exists in which the Railways can compete according to the rules laid down, but the Railways is a component of the State and will thus have to serve the constituted national goals.

Political stability and economic growth in the Republic is dependent upon internal peace and sound labour relations.

A new labour /...

24.

A new labour dispensation is developing in our country and our labour relations are entering a new phase. With the implementation of this new labour set-up the Government has set it its target to improve the political stability and economic growth.

In the past the Railways strived to obtain sound labour relations and has, in fact, achieved this objective. It is

the intention, /...

the intention, however, to expand and strengthen these labour relations in the future.

Labour is still regarded as one of the most important cornerstones on which the success of the Railways is built. The Department has played a significant role in solving some of the labour problems of the past as is evidenced from the fact that the depression years of the 1930's saw the Railways, amongst others, purposely creating work opportunities. The

Railways has /...

Railways has continued to play the role of a large employer and especially as the trainer of the labour force for the country at large. I say the country at large because the experience has been that well-trained staff, especially in the technical field, has been lured away by private enterprise.

Ek wil dit beklemtoon dat die Spoorweë die grootste werkverskaffer in die Republiek is, as in ag geneem word dat hy oor 'n totale werknemerskorps van 267 891 beskik waarvan

113 492, ofte wel /...

113 492, ofte wel minder as die helfte, Blankes is. Gelukkig is arbeidsverhoudinge op die Spoorweë op 'n gesonde grondslag en dit was moontlik om die afgelope aantal jare 'n aansienlike getal Nie-Blankes, ná behoorlike klaskamer- en indiensopleiding, in Blankeposte aan te stel. Hulle word hoegenaamd nie in minderwaardige poste aangestel nie maar in behoorlik gegradeerde betrekkinge. Die Nie-Blankes het nie die Blankepersoneel uitgedruk of hulle werk by hulle

afgeneem nie /...

28.

afgeneem nie maar is aangestel slegs omdat daar nie voldoende Blankes was om die bepaalde werk te verrig nie. Dit is 'n sprekende voorbeeld van hoe gesonde arbeidsverhoudinge kan bydra dat opgeleide Nie-Blankes komplementêr tot 'n bestaande arbeidsmag ontwikkel. Deur die voorsiening van voldoende arbeidskragte en die handhawing van gesonde arbeidsverhoudinge dien die Spoorweë 'n baie belangrike nasionale doelwit. Die rol wat die sewe Blankepersoneelverenigings, die Indiërpersoneelvereniging, die Kleurlingpersoneelverenigings en

die afdelingkomiteestelsel /...

die afdelingkomiteestelsel vir Swart dienare in hierdie verband speel kan nie oorbeklemtoon word nie. Gelukkig beskik die Spoorweë oor waardevolle ondervinding wat oor baie jare in verband met personeelverenigings, ofte wel die vakbondwese, opgebou is. Soos ek reeds aangedui het is arbeidsvrede in die Spoorweë teenwoordig en ek vertrou dat dit as voorbeeld vir die totale vervoersektor sal dien.

Dit is 'n nasionale doelwit van die Regering om die

welvaartspeil /...

welvaartspeil van elke inwoner van Suid-Afrika steeds te verhoog. Dit is nie noodsaaklik om die holruggeryde idioom van "rykdomverdeling" toe te pas nie. Die ondervinding het geleer dat die onvoorwaardelike oordra van inkomste van een groep na 'n ander nog nooit in die praktyk gewerk het nie. Die klinkklare resultaat van hierdie soort van beleid is onstabiliteit, ekonomiese stagnasie en die verslegting van die ekonomiese posisie van die bevolking. Die rykdomme is

tot die beskikking /...

tot die beskikking van alle bevolkingsgroepe in Suid-Afrika -
geeneen word daarvan weerhou om deel aan hierdie rykdomme te
hê nie maar dan moet bekwaammaking vir 'n taak nie uit die
oog verloor word nie. Die effektiefste manier om hierdie
rykdomme binne die bereik van alle bevolkingsgroepe te
plaas, is deur die beskikbare arbeidsmag in die Republiek
van werk te verskaf, hulle op te lei en beter te benut.

Die Spoorweë is besig met 'n volgehoue poging om sy

arbeidsmag /...

32.

arbeidsmag effektiewer te benut en produktiwiteit te verhoog.
Verskillende programme is en word steeds geïmplementeer om
die beskikbare arbeidsmag na groter effektiwiteit te lei.
Hierdie programme word van die hoogste tot die laagste
vlakke in die organisasie toegepas en alle bevolkingsgroepe
vind baat daarby.

Vanweë die opbloei in die ekonomie van Suid-Afrika word
'n ernstige tekort aan opgeleide persone ondervind en die

Spoorweë is /...

Spoorweë is deurlopend met 'n groot aantal programme van indiensopleiding besig om hierdie tekorte die hoof te bied. Werkevaluering, die stel van realistiese produktiwiteitsvlakke, die rasionaliseer van organisasiestrukture, ens. word gebruik om maatstawwe daar te stel waarvolgens realistieser en kompeterende salarisstrukture toegepas kan word.

Daarbenewens is die Spoorweë voortdurend met die heropleiding van sekere van sy werknemers besig. Die

heropleiding word /...

heropleiding word as absoluut noodsaaklik beskou om by veranderende eise en omstandighede aan te pas. Die steeds toenemende mate van sofistikasie van toerusting wat deur die Spoorweë se verskillende afdelings in gebruik geneem word, is 'n verdere noodsaaklikheid dat opleiding en heropleiding op 'n deurlopende basis plaasvind. So byvoorbeeld is daar in 1979 nie minder nie as 6 600 werknemers deur die Spoorweë se verskillende opleidingsentra opgelei. Die opleiding was

hoofsaaklik daarop /...

hoofsaaklik daarop toegespits om die werknemers beter toe te rus om hul daaglikse taak uit te voer. Gespesialiseerde opleiding op die volgende terreine is ook aangebied - menseverhoudings, leierskap en toesighoudende bekwaamhede, veiligheidsaspekte, ens. Die opleiding van vakmanne in die verskillende ambagte word ook onderneem en die vakleerlingkwota is van 1 361 in 1979 tot 2 755 in 1980 vermeerder, dit wil sê 'n verdubbeling. Daarenbore word 'n groot aantal beurse vir studie aan tersiêre inrigtings jaarliks toegeken.

Uit die voorgaande /...

36.

Uit die voorgaande is dit dus duidelik dat die Spoorweg-administrasie 'n belangrike verskaffer van werkgeleenthede is en opleiding op alle vlakke verskaf om 'n hoë produktiwiteitspeil te handhaaf. Op hierdie wyse dien die Spoorweë een van die belangrikste ekonomiese doelwitte van die Regering deurdat sy personeel in staat gestel word om in die rykdomme van die land te deel.

Suid-Afrika ondervind /..

Suid-Afrika ondervind somtyds 'n tekort aan voldoende kapitaal maar beskik oor oortollige arbeid. Die aanwending van kapitaal en arbeid moet op 'n gebalanseerde gesonde grondslag geskied en gedurig noulettend met mekaar versoen word. Indien dit nie op 'n ewewigtige gebalanseerde basis gedoen word nie, verswak ons die inherente krag van die Suid-Afrikaanse volkshuishouding en word stabiliteit ondermyn. Daarom wil ek vandag 'n beroep doen dat die opleiding van

die arbeidsmag /...

die arbeidsmag versnel word sodat meer mense van 'n heenkome verseker sal wees en dat die beskikbare kapitaal nie net in meganisasie aangewend word nie, maar ook beskikbaar moet wees vir sosio-ekonomiese ontwikkelingsprojekte wat werkgeleenthede skep.

Waar Suid-Afrika een van die belangrikste handelslande ter wêreld is, rus daar 'n besondere verantwoordelikheid op die vervoersektor om die handelsbande uit te bou en in stand te hou. Dit /...

te hou. Dit is eweneens 'n nasionale doelwit van die Regering om die uitbouing van die buitelandse handel, voort te sit en daarmee ook die ekonomiese ontwikkeling van Suid-Afrika te bevorder.

Vervoer lê die grondslag vir die plaaslike en internasionale handel en daarom is die omvang van die huidige plaaslike en internasionale handel ondenkbaar sonder 'n goeie vervoerstelsel. Die handhawing van 'n gunstige

betalingsbalans /...

40.

betalingsbalans op die lopende rekening is uiteraard 'n hoë ekonomiese prioriteit. 'n Vername bydraende faktor tot die huidige gunstige posisie is die welslae wat met die bevordering van die uitvoer van grondstowwe, delfstowwe en vervaardigde goedere behaal is. Die belangrike rol wat die Spoorweë in dié opsig gespeel het en steeds vervul deur middel van die vermoëns van Richardsbaai- en Saldanhabaaihawe en die spoorverbindings na die hinterland is reeds alom bekend.

Die ommeswaai /...

Die ommeswaai wat die afgelope jare in die handelsbalans plaasgevind het, het 'n besondere swaar las op die Spoorweë geplaas. Die Spoorweë moes in ooreenstemming met die gestelde landsbehoefte beplan, infrastruktuur skep en toerusting aankoop. Dit is 'n mooi voorbeeld van samewerking en die saamsnoer van kragte deur die openbare, semi-openbare en private sektore om gemeenskaplike doelwitte te bereik. In 1969 het die tekort op die handelsbalans byna R601 miljoen

beloop (goud, /... ..

beloop (goud, olie en militêre toerusting uitgesluit) terwyl hierdie negatiewe syfer in 1979 in 'n betalingsbalansoorskot van byna *R2 316 miljoen omgeskep is. Die verwagte oorskot vir 1980 word op meer as R5 000 miljoen beraam. Gemeet in terme van die betalingsbalansposisie, is die nasionale doelwit om die hoeveelheid te vermeerder en die basis van

uitvoere te /...:

*Die vergelykende syfers vir die periode Januarie tot Junie 1980 is - Invoere R6 347,3m en Uitvoere R9 734,4m.

uitvoere te verbreed baie suksesvol nagestreef. Die Spoorweë het in die verlede 'n groot rol gespeel om hierdie suksesse te behaal en in die toekoms sal hierdie rol steeds omvangryker word.

Die voordele wat vir die volkshuishouding uit hierdie grootse uitvoerpogings spruit is dat meer werkgeleenthede vir die bevolking geskep en ekonomiese groei gestimuleer word.

Groter ekonomiese /...

44.

Groter ekonomiese groei skep die verdere moontlikheid dat ekonomiese aktiwiteit oor die land versprei en die ekonomiese basis van die Republiek verbreed kan word. Om die verspreiding van ekonomiese aktiwiteit te stimuleer vereis die beskikbaarheid van vervoerdienste en in 'n groot mate is dit die Spoorweë met sy verskillende dienste wat aan hierdie vraag na vervoer voldoen. Dink daaraan dat in gebiede waar 'n spoorstelsel nie beskikbaar is nie en dit

vir ander /...

vir ander karweiers onlonend is om 'n diens te verskaf, bedryf die Spoorweë padvervoerdienste op 'n gereelde grondslag as deel van 'n totale vervoerdiens. Hierby moet die Lugdiens se roetenetwerk en frekwensies gevoeg word om 'n volledige prentjie te skets van die beskikbaarheid en kwaliteit vervoer wat die Spoorweë aanbied om hierdie verspreiding van ekonomiese aktiwiteit te stimuleer en te onderskraag.

Bykomend tot /...

Bykomend tot die beskikbaarheid van 'n betroubare vervoerstelsel wat die uitbou van internasionale handel ondersteun, is daar ook 'n verdere voordeel vir die land. Vervoer maak dit moontlik om met die buitewêreld kontak te maak en is dus in der waarheid ook 'n medium van kommunikasie. In 'n vyandiggesinde wêreld waarin ons vandag woon moet die waarde van hierdie belangrike funksie van vervoer nie onderskat of uit die oog verloor word nie. Die kontak is nie net tot

die subkontinent /...

die subkontinent van Afrika beperk nie, maar ons skepe en vliegtuie brei hierdie kontak wêreldwyd uit. Vervoer in hierdie opsig dien nie net die uitbreiding van die buitelandse handel nie, maar ook die smee van vriendskapsbande.

Tydens die opening van die jongste Parlementsitting het die Staatspresident na die Suid-Afrikaanse Spoorweë se bydrae tot stabiliteit in hierdie subkontinent verwys.

Ofskoon ons soms hieroor gekritiseer word is ek oortuig

daarvan dat /...

48.

daarvan dat regdenkendes sal saamstem dat gesonde handelsbetrekkings, op die grondslag van 'n pragmatiese bewustheid van gemeenskaplike interafhanklikheid maar sonder om individualiteit prys te gee, die sleutel tot voorspoed vir die hele subkontinent is.

Die Republiek is in staat en het dit reeds bewys dat deur sy kennis en ondervinding, vele probleme eie aan die subkontinent opgelos kan word. Ons beleid is nie paternalisties

van karakter /...

van karakter nie. Ons gee nie geld as geskenke weg nie.

Die lande van die subkontinent wil ook alle vorme van kolonialisme afskud en baie eerder op 'n basis van gelykheid sake beding sodat hulle hulself kan ontwikkel.

Die ekonomiese interafhanklikheid van lande van die subkontinent moet as 'n bate beskou en as die basis van samewerking en gelyke bedinging aangewend word. Die aaneengestregelde spoorverbindinge wat meebring dat

trokke en /...

trokke en lokomotiewe nie aan een stelsel gebonde is nie, is vir my, en ek glo u sal met my saamstem, 'n uitstaande kenmerk wat in sigself reeds samewerking op die gebied van vervoer in die hand werk.

Ek vind geen fout daarmee dat die onderskeie lande van Suider-Afrika probeer om elkeen sy eie ekonomie uit te bou en die hoogste mate van selfstandigheid te bereik nie. Die Regering wil dit ten sterkste aanmoedig waar en wanneer dit

prakties moontlik /...

prakties moontlik is want op hierdie wyse word die Republiek se ekonomie ook versterk.

Dit is duidelik dat die spoorwegnetwerk tesame met sy hulpdienste die slagaar van die nasionale ekonomie is want daarsonder sou die ekonomie in duie stort. Minder opvallend maar baie belangrik, is die indirekte bydrae van die Spoorweg-administrasie tot die volkshuishouding. Gedurende die boekjaar 1979/80 het die Spoorweë 175 miljoen ton vrag en bykans 700 miljoen /...

52.

bykans 700 miljoen passasiers vervoer terwyl 266 000 persone in diens was. Die loonrekening vir die personeel beloop ongeveer R1 500 miljoen wat regstreeks na die nasionale ekonomie gekanaliseer word.

Die nasionale doelwit om die Republiek se ekonomie in 'n al groter mate selfversorgend te maak, word by uitnemendheid deur die Spoorweë gedien. Gedurende die vorige boekjaar het die Spoorweë produkte, goedere en materiaal ter waarde van

R995 miljoen /...

R995 miljoen aangekoop waarvan slegs R77 miljoen in die buiteland bestee is. Hierdie aankope verteenwoordig 'n massiewe inspuiting in die volkshuishouding en dit is so dat verskeie nywerhede gestig is om slegs in die behoeftes van die Spoorweë te voorsien. Die voordele van spoorwegaankope is voor die hand liggend maar ek wil ook meld dat gelde in Spoorwegfondse, byvoorbeeld die pensioenfonds, by die Staatskuldkommissarisse belê word. Hierdie gelde word weer

op hul beurt /...

op hul beurt deur die Staat benut en lewer sodoende 'n verdere bydrae tot die nasionale ekonomie.

Uit die voorgaande is dit dus duidelik dat die S.A. Spoorweë al sy vervoermedia nl. spoorweë, hawens, lugdiens, padvervoerdiens en pyleidings ter bereiking van die gestelde landsdoelwitte aanwend. Trouens, dit is juis omdat die S.A. Spoorweë 'n multi-medium vervoerorganisasie is met alle binnelandse vervoervorme tot sy beskikking, dat hy sy taak as nasionale vervoeronderneming na behore kan vervul.

Dit is interessant /...

Dit is interessant om daarop te let dat multi-modale vervoerorganisasies nie net baie effektiewer as enkel-modus organisasies is nie, maar in die praktyk is die suksesvolste vervoerorganisasies ter wêreld in die reël multi-modale organisasies. Dit is dus belangrik dat die S.A. Spoorweë in die toekoms ook sy multi-modale karakter moet behou. Enige beweging na splitsing van die organisasie sal dus nie in landsbelang wees nie en moet ten sterkste teengestaan word.

'n Probleem /...

56.

'n Probleem wat egter met die multi-modale karakter van die S.A. Spoorweë ondervind word, is sy naam. Die huidige naam maak net voorsiening vir spoorweë en hawens en dit is vir die buitestaander moeilik om te begryp hoe 'n spoorweg in beheer van so iets soos 'n lugdiens kan wees. Dit skep ook wesenlike probleme in onderhandelinge in die buiteland oor lugdiensaangeleenthede. Die benaming S.A. Spoorweë en Hawens was as 't ware reeds in 1912, toe die eerste padvervoerdie:

tussen Hermanus /...

tussen Hermanus en Botrivier begin is, nie meer beskrywend van die organisasie nie.

Om hierdie probleme te oorbrug, is daar besluit om tydens die eerskomende Parlementsitting wetgewing in te dien en goedkeuring te verkry om die organisasie se naam te verander. Na hierdie wetgewing gepromulgeer is, sal die S.A. Spoorweë bekend staan as DIE SUID-AFRIKAANSE VERVOERDIENSTE in Engels THE SOUTH AFRICAN TRANSPORT SERVICES. Die benamings

S.A. Spoorweë, /...

S.A. Spoorweë, S.A. Lugdiens, ens., sal steeds behou word as onderdele van Die Suid-Afrikaanse Vervoerdienste.

Waar ek aanstons die portefeulje Vervoerwese verlaat wil ek graag van die geleentheid gebruik maak om elkeen wat my bygestaan het, vir hul heelhartige ondersteuning te bedank.

Mr Chairman, thank you for this opportunity to speak a bit of my mind on transport matters.

Vertical text on the left margin, possibly bleed-through from the reverse side of the page. The text is extremely faint and illegible.

'Let private airlines compete with SAA'

SAA 3/10/80 (269) ~~272~~

By Kevin Murray
Air Correspondent

Private airlines should be allowed to compete with South African Airways on all local and overseas routes to lower air fares and improve standards, delegates to a civil aviation conference in Johannesburg heard today.

"The authorities should have the courage to do more for civil aviation in South Africa by doing less," said Mr T J Markman, a member of the Free Market Foundation.

He suggested that the Air Services Act — which protects SAA from competition — should be

repealed and that domestic services should be deregulated immediately.

"South African Airways should be required to make a profit and eventually be denationalised. Airports should be self-financing, liberal bilateral agreements should be entered into with any willing country and private airlines should be allowed to compete on international routes," said Mr Markman.

He was talking at a conference on Civil Aviation in Southern Africa on planning perspectives for the next 20 years.

"Any airline should be able to operate on domestic

services provided they meet certain minimum safety standards," said Mr Markman.

This would mean they could compete with SAA, without any controls on air fares.

"Judging from international experience, passengers will be better off if there is a free market as fares would be lower or services improved," he said.

Mr Markman said South Africa should also announce its willingness to introduce liberal bilateral agreements with any country — and any airline should be allowed to fly international routes, provided this did not qualify existing bilateral agreements.

SAA 'should remain under Railways control'

SAA
3/18/80

269

By Mike Derry

Top transport spokesmen came out strongly in favour of South African Airways' remaining under the control of the Rail-

ways yesterday.

Speaking at the National Development and Management Foundation seminar on "The Role of the Railways in Perspec-

tive" yesterday, the Minister of Transport, Mr Chris Heunis, condemned calls for the two transport media to split.

Mr Heunis said it was

because the SAR was a multi-media organisation with all inland transport forms under its control, that it was able to fulfil its role as the national transport undertaking so well.

Another station?

The possibility of building a second main-line railway terminus in Johannesburg was raised this week.

The Johannesburg station is already beginning to show signs of insufficient capacity, the Deputy General Manager of the Railways, Mr H A Loots, said.

He said the influx of main-line and suburban trains into the Johannesburg station was affecting the punctuality of suburban trains.

He suggested Booysens as the site for the alternative station.

Container facilities will be increased

Extensive expansion of the South African Railways container handling facilities will be initiated in the next three years.

Seventeen container handling terminals to cope with the increased container flow have been planned and will be completed by 1983.

A container terminal at Capital Park with a satellite depot at Rosslyn is also being planned and is expected to be completed in 1984.

Mr C P van Coller, Assistant General Manager (Commercial) of the South African Railways, said at the National Development and Management Fund seminar on the role of the Railways yesterday that a computer system of container control had also been inaugurated.

Since full-scale containerisation was intro-

duced in 1977, the volume of containerised traffic has increased at an annual growth rate of 20 percent, Mr van Coller said.

The commercial section of the Railways had set itself the goal of ensuring that at least 40 percent of the total high-rated traffic will be containerised within the decade, he said.

He said container handling facilities will be provided during 1981 at De Aar, King William's Town, Standerton, Zeerust, Ermelo, Phalaborwa and Nelspruit.

During 1982 facilities will be made available at Kimberley, Witbank, Worcester and Welkom, and in 1983 at Potgietersrus, Dundee, Empangeni and Pietermaritzburg.

Work at the Bellville terminal has already begun and will be completed in December 1981, Mr Van Coller said.

The Deputy General Manager of the SAR, Mr H A Loots, told the seminar benefits to be derived from combined control far outweighed any disadvantages which might arise. He said combined control was in the best interests of the national economy.

"For instance, all the staff belong to one pension fund and one sick fund. The stores department does the buying for the whole organisation and duplication of functions such as research and development, which can be expensive, is eliminated by proper co-ordination," Mr Loots said.

Mr F J Swarts, Chief Airways Officer of the SAA, said over the years, the emphasis of passenger transport changed from rail to air.

This was partly because fares were so controlled there was incitement to travel by air.

TRAIN FARES ROCKET

P657
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P.L.K.

TRAIN fares are going up again — this time by at least 38,2 per cent.

The increase was announced by the assistant general manager of the South African Railways Mr C P van Coller at a conference in Johannesburg yesterday.

"To maintain the present financial year loss (for the SAR) of R485 million during the period 1981/82 at the present level, bearing in mind the inflation rate of 13 percent, passenger fares will have to be increased by no less than 38,2 percent," Mr Van Coller said.

The last time the train fares jolted up was early in March when first and second class commuters paid an increase of 15 percent while third class commuters paid an extra 10 percent.

Mr Van Coller said if the present SAR annual loss was not kept at its level, the railways would operate at an annual loss of R2 000 by the year 1990.

Average costs of running the passenger service had increased by 34,1 percent.

The outgoing Minister

By CHARLES MOGALE

of Transport, Mr Chris Heunis, told the conference that special low tariffs had been introduced in the past in favour of the country's economy.

But because these objectives had been achieved, the railways "must now become more cost orientated."

"Moreover," said Mr Heunis, "new growth points, for instance at the coast, have to be developed."

Business

He said the SAR was a business enterprise — "and rightly so" — which must provide a viable commercial transport service to meet all the economic demands of the country; it should be restricted to this particular field in the fulfilling of its functions.

The move to increase

the fares should hit hundreds of thousands of blacks who had resorted to the railways to evade the soaring costs of road transportation.

Hardest hit will be Soweto residents who are presently being forced to absorb a (second) rent increase of R4,35 within two months.

When the increase goes into the third and final phase on January 1, Soweto residents will pay a total increment of R13,05.

Meanwhile Soweto leaders, led by the Soweto Civic Association, have threatened to get the people to walk if Putco's proposed fare increases succeed.

In Putco's annual report, the directors of the company warn that increases are a "possibility." This was forced on Putco by sharp rises in fuel costs.



Chris Heunis... Minister of Transport who said the Railways had to be come more cost oriented.

No fares rise, says SAR man

Staff Reporter

THE CHIEF public relations officer of the South African Railways, Mr J C van Rooyen, yesterday denied reports that passenger tariffs were to increase by 38,2%.

The assistant general manager of the SAR, Mr C P van Collier, said at a seminar this week the average running costs of passenger services had increased by 34,1%, and that if the SAR wished to maintain an annual loss of R485-million in 1981/82, passenger fares would have to be increased by 38,2%.

He took into account a pro-

jected inflation rate of 13%, and said if the annual loss was not kept at the present level, the SAR would operate at an annual loss of R2 000-million by the year 1990.

But Mr Van Rooyen said yesterday the SAR would make good its losses on passenger services with Government subsidies.

He said: "We will keep on asking the Government to alleviate our losses because the SAR is a socio-economic service."

He said the SAR would aim marketing campaigns at attracting customers, to rationalise services and cut costs.

"Over the next five years we hope to increase the number of mainline passengers by 15% and the number of suburban passengers by 5%."

The last tariff increases were on April 1 this year, when first and second class fares went up by 15% and third class by 10%.

Footsore Seshego has taken on the system

FOR nine years we shall go in the tenth the Lord will provide.

So said the chairman of the Seshego Village Committee and newly-elected mayor of the town council, Reverend M P Malatji, this week as we talked in the front room of his house about the six-week-old bus boycott in the township. 12 km rest of Pietersburg.

Since August 25, the workers of this township of about 25 000 people have been walking to work — or walking nearly half way to use the buses of a private company. They refuse to use the bus service provided by the Lebowa Transport Company (LTC), which had proposed an increase in fares. The increase was cancelled, but the boycott goes on.

What began as a boycott has become, in fact, a challenge to the existence of LTC, to the methods and aims of one of its parent bodies, the Lebowa Development Corporation, and to the legitimacy of the Lebowa Government.

And then there's the man in the middle — Ben Harris of the Hamba Buya Bus Company, who operates out of the coloured township of New Pietersburg. Because he is "black" (in

fact, he is coloured), because his fares are lower, and because he drives people into Pietersburg instead of dropping them at the outskirts of town as LTC does, the people of Seshego have "mandated" him to bring his buses into the township.

Until now, Harris, because his permit does not permit him to take his buses into Seshego, has picked up his passengers outside Seshego. An application by him in 1975 to go into Seshego was turned down. Another very sore point in the township is that he was not permitted to run his buses into the township. This, at least, would restore a proper service to Seshego.

Seshego and the LTC understand Harris' silence. If he makes any public statement he stands to be accused of supporting the boycott of LTC for improper motives — to promote the use of his own company.

When I asked LTC chief executive Bruce Brooks whether he thought Harris was in a position to be able to serve the township effectively, he said he doubted it.

For 40 days the people of Seshego have chosen to walk rather than use the Government-owned Lebowa Transport Company's buses. PAUL BELL visited the township and discovered that fare increases are no longer the central issue of the boycott.

The economics of the matter are relatively simple. LTC operates a larger service under an approved system of management and administration, and receives a subsidy from Pietersburg. Its service is viable. Mr Brooks says that LTC does not run at a profit although that is the company's intention. It receives a subsidy because it meets the requirements — which range from safety to administration — of the central Government's transport authorities. And its fare increases were well motivated, he says.

But the boycott is no longer a question of economics. Seshego's community leaders say LTC is running a monopolistic service which "squeezes" other operators — including Harris — out. As an extension of that, they say the Lebowa Development

Corporation (LDC), which owns 50% of LTC (the Corporation for Economic Development) owns the other half, has also created a monopoly in terms of the development services — financing, and administrative assistance — it provides to Lebowa citizens.

Says Mr Malatji of the bus service: "We want black operators to do the job. LTC is there only to exploit the African."

Of the LDC he says: "There is nothing you can do without the LDC — they are the government here and we have no say. They have the monopoly."

And then the crunch. Of the Lebowa Cabinet he says: "It is an unfair (a child) if it must go to the father (LDC) and ask for a result. But we expect nothing. We find he has no power."

Mr Rhapsu of Azapo spelled it out: "We are against monopolies. We want free enterprise. The LDC makes the black man dependent on it." The Labour Bureau claims the average monthly income in Seshego is R75. Our surveys

tell us R45. The fare increase was too high and we were never consulted.

"In the meantime, LTC was negotiating with someone who drove a Mercedes Benz (a member of the Lebowa Cabinet) who is a director of the company."

"At the heart of the issue is this: the legitimacy of the Lebowa Government as an institution in the eyes of the people."

The Cabinet, purporting to act in the name of the people, is authorising, for example, a fare increase they cannot afford. The people did not give its permission for this."

Mr Nico Swartz, administrative manager of the LDC, said nobody had presented criticisms of this nature to the Corporation and that the LDC's relations with the Lebowa Cabinet "leave nothing to be desired."

Other LDC sources, although reluctant to discuss anything other than Lebowa's economy and development, said they believed intimidation played a

large role in the boycott. Both Mr Malatji and Mr Rhapsu dismissed this. Said Mr Rhapsu: "We do not condone violence. There is no intimidation. But those who break the boycott will be isolated in one way or another from their community. To be socially ostracised, that is a serious matter in a black community. You can't live alone in our society."

So far the boycott has seen only isolated incidents of violence. LTC itself reports only four buses damaged in stonings in the affected areas. The leaders of the boycott have made their attitude very clear.

If the boycott has become a political issue, now that the initial grievance — fares — has been remedied, then there are groups who would make political capital of it. Dr Phatudi's opposition in the Legislative Assembly has been trying to climb on the bandwagon, attacking the Chief Minister in the House for his stand on the boycott.

It is understood they will call a large meeting from all the

boycott areas next weekend, where fiery demands will be made of the Lebowa Government, amid a slaughtering of oxen for a mass political picnic.

The people may eat but their community leaders have also made it clear they will have no truck with the opposition in the Assembly on the boycott. Both Government and opposition are lambasted by their participation in a "white-imposed homeland system."

Dr Phatudi is also stuck in the middle. The LDC and Pietersburg's assistance are his economic arm of government, but when I saw him in his office this week, he told me he had sided with the boycotters, believing that the demand made on their pockets by the proposed fare increase was too high.

The Chief Minister said it was sad that the community leaders did not believe he was with them, particularly if their struggle was against apartheid, for that was his struggle also.

"The difference with me is that I am using the system to throw it out," he said. The Seshego bus boycott will go on for the foreseeable future. The question is, can God — or Harris — provide?

The SAR claims not to discriminate against passengers on the basis of colour — at least not as far as the fares are concerned. But when it comes to services provided, a different picture emerges.

The SAR has a standard fare for all. But passenger services for whites and blacks are separate and unequal and the SAR's explanation is that whites get a better service than blacks.

The SAR's equal fares — for unequal services

resburg to Cape Town are R145 and R37 respectively.

But while the size of a man's purse determines what class he travels, pigmentation determines what services are available to him. On long distance trains white passengers can have their meals in the comfort of the dining saloon, and later relax with a drink in the bar

Black passengers are barred from enjoying the same comfort.

Dr A T Moolman, SAR's assistant general manager (passenger services), says in a new government policy, different races could not be accommodated in one dining saloon, but a similar service for black passengers was un-warranted because of their small numbers.

In accordance with government policy we have a segregated situation in our trains. And we cannot provide a separate dining saloon as the number of non-white passengers is limited. Besides a lot of people prefer to take their own food with them for economic reasons, he said.

SAR provides an alternative for blacks by serving them with full meals in their compartments. We have an alternative for passengers who would like to buy meals on the train. They can have the same meals that are provided in the dining saloon," he said.

shocked to find very little difference between a first class and a second class. "I had always travelled second class, but this time my husband, who wanted to give me a treat as I was going to write exams, decided to buy a first class ticket for me. With the exception of fewer beds in a first class compartment I couldn't see anything special," she said.

Mr J C van Rooyen, SAR PRO confirmed that there was very little difference. "A first class compartment has four bunks, while a second class compartment has six. Other than that there is really no difference," he said.

Dr Moolman says the

Train fare rises may send inflation to 18%

By GERALD REILLY
Pretoria Bureau

RAILWAY tariff increases next year will add greatly to other inflationary pressures which could send the rate up to 17 or 18% by June, according to economic authorities.

And the chairman of the Federal Consultative Council of Railway Staff Associations, Mr Jimmy Zurich, said at the weekend increased tariffs — probably on a selective basis — seemed inevitable in the next railway budget.

He estimated that the administration's salary bill for the 270 000 railway workers alone would rise by about R200-million to R1 700-million, after the expected April increases of

about 12% were taken into account.

"Even if there is a surplus of as much as R100-million, and even if traffic volumes continue to be heavy, I cannot see how the administration can avoid raising tariffs," Mr Zurich said.

For the first five months of the current financial year to August — the railways showed an operating surplus of R74,5-million against an estimated budget surplus of R3,5-million.

Mr Zurich said that probably the greatest single burden carried by the administration was the massive accumulated treasury debt of R6 400-million

Interest payments during the current financial year on the

loan amounted to a crippling R560-million.

The government, said Mr Zurich, should progressively write off the loan, and remove the anvil from the administration's neck.

In Johannesburg last week, the assistant general manager (commercial) of the railways, Mr C P van Coller, said passenger fares would have to be raised by not less than 38,2% next year to avoid an increase in this year's budgeted loss of R458-million.

The passenger service was recovering only 31,4% of its running costs, he said.

Mr Zurich said the government subsidy on passenger fares should be raised substantially to reduce the huge loss.

RDM

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Railways 'earns world respect'

(269)

ADM 8/10/80

By JEREMY BROOKS

TECHNOLOGICAL advances made by South African Railway engineers on the Sishen-Saldanha Bay line had earned the SAR great respect in international circles, the general manager, Dr Kobus Loubser, said yesterday.

Dr Loubser was opening a transportation conference in Rustenburg organised by the South African Institute of Civil Engineers.

He described how a crisis during the construction of the Saldanha line had not only been solved by a "think-tank" of scientists — including engineers, economists, and metallurgists — but had led to important advances in the field of heavy axle-load rail transport.

The Sishen-Saldanha line showed the importance of liaison between different engineering departments of the SAR organisation.

"For instance, the mechanical engineer must be aware of the effect of heavier axle loads on a line which is the responsibility of the civil engineer," he said.

These liaison problems were emphasised during an investigation into the cracking of "rail crowns" following the use of heavier axle loads on the Saldanha line. A committee of experts in different fields was formed to deal with the crisis.

The design of the line differed completely from that

used on other lines and was one which, the committee felt, was perhaps an unfortunate choice. However by that stage more than 860km had already been laid.

"The committee did not restrict itself to examining the railway line alone, and the fact that adjustments to alleviate the problem were made only to the mechanical equipment taught us an important lesson," Dr Loubser said.

The advances and the success which the engineers achieved in this field earned the respect of other countries. This was illustrated during an international conference in Australia last year when three SAR engineers were asked to deliver papers on heavy axle loads, and a fourth acted as chairman during a session.

The conference was so successful that a similar one had been arranged to take place in the United States in 1982 and the South African Railways had been asked to make the necessary preparations. Dr Loubser had also been invited to deliver the opening address at another conference in Adelaide next year.

"I regard this as a unique honour, because it shows just how important a role the South African Railways are playing internationally in this field," Dr Loubser said.

The conference ends tomorrow.

SAR seem set for huge profit

20/10/80
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ARWS

Argus Correspondent ..

PRETORIA. — The Railways appear to be heading for a massive surplus, far beyond the R3,55-million budgeted for this year.

This is disclosed in figures published in the Government Gazette.

They show a surplus of R74,5-million after the first five months of the financial year, from April to August.

In his budget speech the then Minister of Transport, Mr Chris Heunis,

increased rail and air tariffs to convert an anticipated shortage into a R3,55-million surplus.

But the present boom conditions appear to have taken control.

If the present trends continue, the Railways could have a surplus of more than R150-million at the end of the financial year.

The figures show the Railways made the greatest profits from the pipeline system — more than R59-million.

Surpluses are also shown on both the Railways and Harbours accounts during the five months.

MM

Councillor loses move to sell Durban's buses

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Municipal Reporter

A MOVE by Councillor Lew Phillips to sell Durban's buses was lost yesterday

Mr. Phillips, a member of the Durban Transport Management Board, urged the City Council to suspend a rule of order so it could discuss the sale of the black and white services to private enterprise as a matter of urgency.

He said the council was unable to provide a reasonable transport undertaking, particularly for whites.

The white service did not run at night and was practically non-existent at weekends. The DTMB was considering cutting it even further in February.

The Management Committee should consider putting the whole undertaking out to tender, he said.

Mayor Sybil Hotz said councillors would have to decide whether the matter was urgent. She reminded them the Van Zyl Commission was investigating transport matters in Durban.

Only two councillors supported Mr Phillips.

lwh
broad

dough 8c 20c / lb.
bread 10c 30c / lb.
Total value 26c

Sc 2c

Sc 3c

2c

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Shuttle or shuffle?

Today another stage in Durban's bus-train contest will be reached when the Transport Advisory Board meets

Municipal Reporter

THE Durban Transport Management Board and the SAR could end up competing for commuter custom if the question of whether to run a rail shuttle service along Victoria Embankment or a feeder bus service down West Street remains unresolved.

No authority seems likely to dictate a decision to Durban's City Council or the Railways.

The Durban Metropolitan Transport Advisory Board (MTAB) will consider the two proposals as a matter of urgency today, bearing in mind that the Old Station will close next month

MTAB will make a recommendation through the Administrator to the National Transport Commission, then a final recommendation is likely to work its way back through the Administrator and MTAB.

But if both the Railways and the City Council remain adamant that they want to carry out their schemes and are confident of their viability, apparently there is nothing to stop them

However, municipal and government officials say negotiations are not likely to break down

The city already has a feeder service which it intends to expand. This, coupled with the physical impossibility of establishing the shuttle service in time for the closure of the Old Station, puts it ahead in the bus-train race

On the other hand, the SAR has the muscle of the National Transport Commission behind it

No subsidy

The Department of Transport has told Natal's Director of Roads, Mr Roy Hindle, the commission is not likely to subsidise a bus feeder service because it regards the rail shuttle as a better economic proposition.

In a letter which will be

bankment to carry commuters between the Berea Station and a platform to be built at the foot of Gardiner Street

Trains would operate at six-minute and 15-minute intervals between 4.30 am and 11 pm

The project would cost about R800 000 for infrastructure and R4 million for trains

Higher fares

The SAR's Natal System Manager, Mr Gert van der

business-district service branching off into Farewell Street and returning up Smith Street

Other buses would carry on down to the Point

Pedestrian bridge

He says the city's Transport Department has the buses to meet the demand and there could well be one every six minutes once the service gets into top gear.

One reason why the council is opposed to the scheme is that it foresees a need for a

could persuade the Province and the Government to pay it

In any case, it is regarded as aesthetically undesirable in what Councillor Clarence Cheek calls 'the most beautiful part of our city, known all over the world for its islands and its palm trees'

Another reason is that the frequency of trains in the afternoon peak would necessitate a 90-minute closure of the access to the Yacht Mole parking area

Also, the location of the proposed halt is seen as the wrong end of a line into a business district which is developing northward

Underground?

The idea of an Esplanade rail service for commuters is not new

Mr Macleod says it was proposed in 1968 by consultants whom the council commissioned to undertake a transport study, but many of their recommendations have been modified because of changing trends.

Their report envisages a need for a rail system for black commuters and sees an underground system from Westridge as the final solution

Overseas underground systems are paid for by federal and other authorities and the report does not take account of the Durban City Council's inability to fund one.

● The Department of Transport says the rail-shuttle is a better economic proposition

● The City Council says it has the buses to meet the demand for a peak-time service

● The Railways' responsibility ends when passengers leave Railways property

considered by MTAB, the Department's Urban Transport Planning Engineer, Mr Terry Mackey, says members of the commission are disturbed by Durban's proposal of 'an additional mode change from rail to bus together with an increased fare compared with the existing rail journey'

The letter has ruffled the chairman of the city's Management Committee, Councillor Neil MacLennan and the City Engineer, Mr Don Macleod, who say it contradicts part of a five-year plan which has been approved by the commission

Mr Mackey says the commission is anxious to persuade the council to accept the Railways' 'very desirable' offer of a service which it will implement at its own expense

The offer is to use the existing line on Victoria Em-

Veer, says the fares for commuters embarking in southern areas would be similar to their current fares to the Old Station, if not cheaper

Fares for passengers from the north would be slightly higher. For example, a weekly return ticket for a worker living in KwaMashu would be eight cents more than the current R1,16

Without subsidies, the bus fares are likely to average 17c each way for blacks and 30c each way for whites.

Mr Macleod says blacks have been paying 13c on the longest run in the existing feeder service

'It's quite expensive, but they've been paying it for some time'

The DTMB's Deputy General Manager, Mr Clive Stuart, says the expanded service would run down West Street with the main central-

R500 000 pedestrian bridge to carry large numbers of commuters — reaching 2 100 during a 15-minute peak — across road traffic on the embankment

Since the SAR's responsibility to passengers ends when they leave Railway property, the council would have to pick up the bill unless it

● The SAR expects 50 000 commuters (25 000 each way) to use the Berea Station daily when the Old Station closes.

● It says 19 000 (9 500 each way) would use the Embankment service.

● Of the 19 000, about 17 000 would be from northern areas including Umlazi, the Chatsworth area, the South Coast, Pinetown and Mariannhill. About 2 000 would be from northern areas including KwaMashu.

● Between 7 500 and 8 000 are expected to use the new Durban Station daily.

BN 23/10/70

Govt denies 'takeover' of Putco

By GERALD REHLY
Pretoria Bureau

THE Government had no intention of "nationalising" Putco, the Secretary for Transport, Mr A B Eksteen, said in Pretoria yesterday.

He was asked to comment on the fact that the board of Putco had still not replied to a proposal by the National Transport Commission that Putco should be fragmented into four separate companies, each with its own directors.

The proposal amounts to a demand on the Carleos family, which owns Putco, to surrender total control of the company.

Some financial writers had seen the proposal as a Government bid for total State control of Putco. Mr Eksteen said:

The aim of the proposal was to strengthen financial and managerial control, he said.

Other Government sources claimed yesterday that if the Putco board rejected the NTC proposal the commission had the power to force an extension of the shareholding of the company, and a four-way regional division.

During the past three years Government aid to the company has exceeded P75 million. This year's subsidy alone amounts to P40-million.

This year's subsidy also represents about 40% of Putco's total turnover.

Mr Eksteen emphasised that the Government's big investment must be protected. Putco was rendering an important social service and he wanted to be sure the State's money was being well spent.

SAA beats ban on crossing Africa

By Kevin Murray, Air Correspondent

A 17-year-old ban on South African flights over black Africa has been beaten. This follows months of top secret negotiations between SAA and the charter airline, Luxavia.

From the end of this month SAA flights to Rome and Athens from Johannesburg will be operated by Luxavia, and will be routed directly over Africa via Nairobi instead of around the Bulge.

The cheap-fares airline will be using an SAA Boeing 747 SP painted in Luxavia colours for these flights.

The direct routing through Africa will represent a time-saving of about seven hours on a Johannesburg - Athens flight — and a saving of hundreds of thousands of litres of jet fuel a year. SAA crews seconded to Luxavia will fly the aircraft.

SAA has been forced to surrender these two prime European destinations because of spiralling fuel and operating costs, which have become crippling on top of the ban on flying over the African continent.

The Organisation of African Unity and the Arab League banned South African overflights in 1963, and since then every SAA flight to Europe and the Middle East has had to fly around the Bulge of Africa.

The through-Africa flights are part and parcel of a package deal with Luxavia, which has purchased a second Boeing 747 SP from SAA to develop its own services to Luxembourg. (The current selling price of a 747 is about R60 million, but sources in both airlines refused to reveal SAA's price.)

Weekly

Luxavia will inaugurate a weekly 747 service to Luxembourg on October 29, and its first flight to Athens and Rome will leave on October 31.

Thereafter flights from Johannesburg to Athens and Rome will leave every Monday and Friday night, returning the next day. SAA's orange tail will no longer be seen in Italy and Greece.

While not in service between Johannesburg and Rome and Athens, SAA's Boeing 747 in Luxavia colours will be used to fly to other destinations around the world, but this will be an entirely SAA operation.

SAA will still fly to Lisbon, London, Paris, Amsterdam, Brussels, Frankfurt, Vienna, Zurich, Madrid and Tel Aviv.

Sources say the new Luxavia 747 and the repainted SAA 747 will be able to carry 24 first-class and 235 economy-class passengers.

SAA has been able to

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SAA beats ban on flyovers

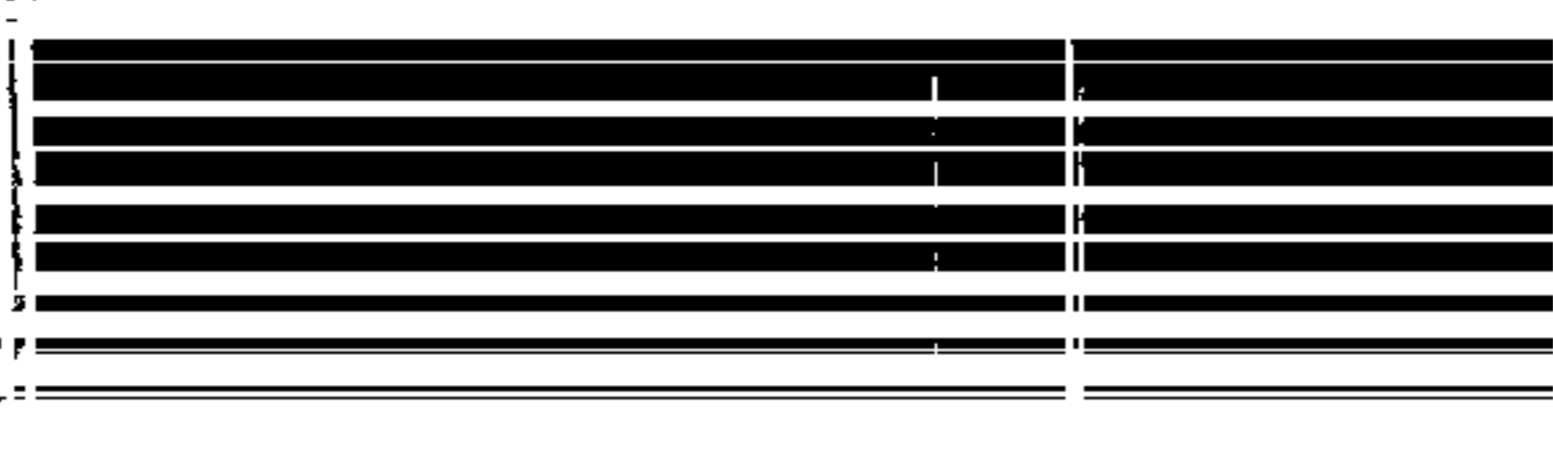
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sell one of its aircraft and place a second at the disposal of another airline because of its recent purchase of two Boeing 747 Combi aircraft.

The Luxavia service to Athens and Rome is a scheduled operation and will not offer seats cheaper than other airlines.

But the purchase of a 747 for its Luxembourg flights means that it will now be able to offer 40 percent more cheap seats to this destination.

The airline has long been popular with low-budget travellers and has a number of special prices to Luxembourg which other airlines cannot offer.



PO NOTICES UP R77-IM LOSS

5:44x 24/10/80

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By Iain MacDonald

The Post Office's postal service operated at a loss of R61-million this year and its telegram service at a loss of R16-million the Postmaster General, Mr H O Bester, said today.

Mr Bester told delegates at Assocom's annual congress in Johannesburg that continued subsidising of unprofitable services at 30 percent would be neither in the interests of the public nor the Post Office

Tariffs for these would be adjusted over the next few years to achieve only a 10 percent subsidy.

Mr Bester appealed to Assocom delegates not to pay "unrealistic" salaries to lure away trained Post Office workers to the private sector.

The department spends millions of rands on training but unfortunately most of this is lost owing to the movement of staff to com-

merce and industry," he said.

By the year 2000 the Post Office expected to provide about 4,5-million lines via new electronic exchanges.

Digital electronic telephone systems would be installed in South Africa next year and local manu-

facture of the equipment for these systems would take place thereafter.

Over the next five years 406 000 extra automatic exchange lines would be extended into black areas.

All telephone services in South Africa would be fully automated by 1991. South Africa would pro-

bably also be able to offer fast, new teletex services by 1982, if it was decided to go ahead with the plan.

Telephone conference facilities for six participants would begin on a trial basis in Pretoria in 1981.

A total of 5 000 farm party lines subscribers would switch to an inde-

Citizenship for all urged

Blacks should be made citizens of South Africa and should be allowed to own property, the president of National African Chamber of Commerce, Mr Sam Motsuengane, said in Johannesburg yesterday.

Speaking at the annual Assocom congress on a motion to involve all population groups in private

enterprise, Mr Motsuengane said that he did not see how blacks could feel happy about nation-building "in a country where they don't belong".

"How can you make anyone a capitalist without ownership of property?" he asked.

"This congress and the business community must fight for citizenship and ownership of property for

all the people in South Africa.

"On the question of colour, which has become an age-old obsession in South Africa, the fact of colour is irrelevant. Competence will be the deciding factor. There must be more dialogue between all parties concerned," he said.

Several other speakers also urged Assocom to give the opportunity for advancement to all race groups.

pendent automatic system this year and next year.

A new optical mail reading system for Johannesburg would be installed next year and one in Pretoria in 1982.

All concentration centres would be established in Krugersdorp and the West Rand by the end of 1982.

The Post Office also intended to review its postage rates more frequently in future to avoid unprofitable subsidising, Mr Bester said.

He warned that although the Post Office was prepared to keep its postal rates at a reasonable level it would have to see that its services were self-sufficient, like those of any other business organisation.

He also said it was doubtful if the 50 percent self-financing median of the Post Office was adequate in the light of inflation.

Mission

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impossible

Transport manager says white buses cannot run at profit

Mercury Reporter

IT IS impossible to run Durban's white bus service at a profit, according to Mr Marshall Cuthbert, general manager of the Durban Transport Management Board.

Mr Cuthbert was reacting to a claim by Mr H E Asmal, owner of Maripine Transport, which operates a black bus

service from Mariannahill under the trade name Olympic, that he could 'put the white service out of its misery' and run it at a profit.

Mr Asmal made his claim to the Van Zyl Commission investigating the improvement of Durban's transport facilities, which sat recently.

Mr Asmal told the Mercury he was

not prepared to detail his plans for the white service as that would give his competitors ideas, but revealed that he would get rid of the old DMTB buses that 'went out with the dodo'.

He would also build bus depots at the extremities of the city and get rid of the Alice Street depot. This would cut the unnecessary cost of running empty

buses to fetch commuters in the morning and the empty buses returning to the depots at night.

Mr Asmal said he would assess passenger requirements and tailor the service to mesh with those needs, as well as designing special, smaller buses to cope with Durban's topography and cover both peak and valley periods in the service.

Answering Mr Asmal's points, Mr Cuthbert said Durban had no 'dodo' buses. All buses were relatively new and the older ones had been rebuilt.

He said Durban already had a depot at Rossburgh to cater for the high density of the population there and the Alice Street depot catered for the high density areas of the beachfront and the Berea. The cost of building other 'extremity depots' including acquiring the land would push costs up and cut into any profit factor.

He said surveys had already established passenger needs and those needs were being catered for.

Smaller buses were not the answer as fuel saving was the only economy. Buses would run empty to and from the depot for the change-over, the larger buses catering for peak periods would have to stand idle using costly parking space and acquiring the smaller buses would cost large sums of money as would specially designed buses.

'As long as Durban's white population remains affluent, the running of a white bus service will not be profitable. People prefer to use their cars,' he said.

Answering Mr Asmal's claim that Johannesburg and Pretoria had bus services far better than Durban's, Mr Cuthbert pointed out that the Johannesburg service was run at a R10 million loss and the Pretoria service ran at a loss of R5 million annually.

SPEECH BY THE HON. J.C. HEUNIS, M.P., MINISTER OF TRANSPORT AFFAIRS, ON THE OCCASION OF THE PRESENTATION OF THE FIRST DIESEL-ELECTRIC SHUNTING LOCOMOTIVE MANUFACTURED BY THE ELECTRO-MOTIVE DIVISION OF GENERAL MOTORS TO THE RAILWAYS AT THE GENERAL MOTORS' LOCOMOTIVE PLANT IN PORT ELIZABETH : 25 AUGUST 1980

Mr Master of Ceremonies, Ladies and Gentlemen.

Allow me to thank General Motors, and especially Mr Ironside, Assistant Managing Director, for the kind invitation to be your guest here today and to address a few words to you.

At the outset I wish to comment briefly on current economic trends in South Africa.

The upswing /...

2.

The upswing in the economic activity which commenced towards the end of 1977, albeit rather sluggish at first, gained further impetus during the second half of 1979. This trend continued during the first half of 1980 and initial indications are that the economic growth rate during this period exceeded even the more optimistic expectations. The real gross domestic product is presently growing at an exceptionally high rate and for 1980 as a whole, an average

growth rate /..

growth rate of even more than 6 per cent cannot be excluded -
this after the real gross domestic product increased on
average by only approximately 2 per cent per annum over the
previous five year period. A further heartening aspect is
the fact that the more rapid growth is well spread, i.e.
from a supply point of view, over the various sectors and
from a demand point of view, over the different components
of expenditure.

However, the /...

4.

However, the rate of price increases is still unacceptably
high. The consumer price index for the year ending 30 June
1980 increased by approximately 14 per cent and it appears
unlikely at this stage that the rate of inflation for 1980,
as a whole, would be lower than the 13,2 per cent recorded
in 1979.

Een van die besondere kenmerke van die prestasie van
die Suid-Afrikaanse ekonomie sedert 1977 was die stewige

vertoning van /...

5.

vertoning van die lopende rekening van die betalingsbalans, wat 'n oorskot van meer as R3 000 miljoen vir 1979 as geheel en bykans R2 000 miljoen gedurende die eerste kwartaal van 1980 getoon het. Soos egter verwag kon word, is daar tekens dat dié oorskot sedertdien 'n draaipunt bereik het, hoofsaaklik vanweë 'n skerp styging in die invoer. Laasgenoemde is egter 'n natuurlike gevolg van die skerp oplewing in die binnelandse ekonomie en moet as sodanig verwelkom word. In

die lig van /...

6.

die lig van die rekordoorskot wat gedurende die eerste kwartaal van 1980 aangeteken is, is die verwagting in dié stadium in ieder geval dat die oorskot vir die jaar as geheel steeds in dieselfde orde as dié vir 1979 sal wees, dit wil sê in die omgewing van R3 000 miljoen.

The upsurge in the South African economy is reflected in a notable increase in the volume of traffic conveyed by the Railways during the period January to June 1980 as

compared to /...

compared to the corresponding period of the previous year.

The increase in the volume of traffic, especially high rated goods traffic serves as a sensitive indicator of the level of domestic economic activity. In addition the results of working for the period January to June 1980 reflect a substantial improvement of R83,6 million over the corresponding period of the previous year. The volume of high rated goods traffic improved by 14,6 per cent, low rated traffic by 10 per cent, import traffic /...

8.

import traffic by 6,2 per cent and export traffic by 15 per cent. The total volume of cargo handled at South African harbours increased by 15,4 per cent and domestic passenger traffic of S.A. Airways by 17,5 per cent.

The magnitude of the Railways' working is evidenced by the fact that the Estimates of Working Expenditure and the Capital Budget for 1980/81 amount to approximately R4 400 million and R1 600 million, respectively. This represents a total budget /...

total budget of approximately R6 000 million which is equal to some 53 per cent of the country's total budget of R11 400 million.

With a total of 267 000 staff in the Service and capital investment of approximately R10 000 million as at 31 March 1980, the S.A. Railways not only operates a railway network of 23 000 kilometres, but also an airline with a fleet of 36 aircraft, the harbours - there are nine harbours including

Richards Bay /...

10.

Richards Bay and Saldanha Bay - three petroleum pipelines, as well as a road transport service which serves the most remote parts of the country.

From the foregoing it will be evident what a significant role the Railways plays in the South African economy.

The history of the S.A. Railways in this country dates back to 1860 with the opening of a line from Point to Durban.

Concomitantly this also represented the advent of steam

motive power, /...

motive power, which has for many years been an important cog in the development of the country. Steam reigned supreme until 1925 when electric traction was introduced on the Natal main line between Glencoe and Mooi River.

Industrial growth during this century has posed considerable transportation problems for the Railways, particularly in respect of certain commodities for which the Railways had not been fully equipped and modernisation of the existing facilities seemed /...

12.

facilities seemed unavoidable. A commission was appointed in 1955 to investigate the feasibility of introducing diesel traction on the railways. It concluded that the utilisation of diesel locomotives at certain coastal regions, furthest from the coalfields, would be advantageous and economically justifiable. On the other hand, electric and steam locomotives could be put to more practical use in the proximity of the coalfields. Diesel locomotives, it said, were most suitable for shunting /...

13.

for shunting purposes irrespective of the geographical region and the procurement of 50 of these shunting diesels was recommended. The proposal was accepted and the first of 45 locomotives were brought into service during April 1958. The arrival of the shunting diesels signified the diminishing role of steam in South Africa.

Notwithstanding the policy that only diesel shunting locomotives should at that stage be procured, the necessity
arose on the /...

14.

arose on the South-West Africa System for a form of motive power different to the steam locomotives - which were then in use on that system - owing to severe water shortages and the long distances over which coal for these locomotives had to be transported. Consequently a further 115 open line type diesel locomotives were acquired between the end of 1959 and 1961 to replace all steam locomotives on the S.W.A. System.

Subsequently a /...

Subsequently a further 65 diesels were procured and placed in service for the Cape Eastern System during 1965/66 and an additional 20 locomotives were obtained during 1966/67.

The extension of dieselisation to the Cape Eastern System was at that time to be the final introduction of this type of traction for open line working. However, with the export of large quantities of ore through Port Elizabeth harbour, longer and heavier trains became necessary on the
Cape Midlands /...

16.

Cape Midlands System, and the need for further open line diesel locomotives again arose.

The South African Railways finally decided in July 1971 not to build or purchase any more steam locomotives and has adopted the policy of phasing out its steam operations. This process is to be completed early in the 1990's. The program of phasing out steam and of scrapping old locomotives which are too costly to maintain, is being carried out at an
accelerated pace /...

17.

accelerated pace although steam is still being extensively used.

The S.A. Railways presently operates a mixed fleet of 1 640 steam, 1 372 diesel-electric and 1 912 DC and AC electric locomotives and 190 943 freight carrying wagons. Of this large freight carrying fleet the majority may be classified as general purpose wagons but, with the advent of demands for specialised types of wagons such as those carrying our mineral /...

18.

our mineral exports to harbour terminals, a large proportion of the wagon fleet is now of a specialised nature; specialised in the sense that they carry bulk coal loadings and bulk iron or are adapted for the tippler facilities provided at the ports and at special loading devices at the inland despatching centres. The electric and diesel-electric locomotive fleets are continually being expanded to meet demands.

Then, of course, /...

Then, of course, one must not forget the vast number of passenger coaches in service. Suffice it to say that we have in service a total of 10 727 passenger coaches of which some 5 200 are for our suburban passenger networks and the rest for main line operations.

Die S.A. Spoorweë is uiteraard in 'n aansienlike mate op die vervaardigingsektor vir die voorsiening van rollende materiaal en ander toerusting aangewese.

Suid-Afrika, soos /...

20.

Suid-Afrika, soos elke land, streef daarna om sy ekonomiese ontwikkeling te stimuleer maar veral om in die vervaardigingsektor die grootste mate van selfgenoegsaamheid te verseker. Dit is so dat geen land ter wêreld onafhanklik kan bestaan nie, maar desnieteenstaande streef elke land na die grootste mate van onafhanklikheid op ekonomiese gebied en na die verbreding van die basis van die ekonomiese aktiwiteite.

Dit was dan /...

21.

Dit was dan ook die fundamentele uitgangspunt vir die plaaslike inhoudsprogram ten opsigte van motorvoertuie.

Hierdie plaaslike inhoudsprogram en die produkte wat gelewer word, is 'n verdere uitbreiding van die basis van nywerheidsaktiwiteite, maar terselfdertyd beklemtoon dit die interafhanklikheid van lande. Enersyds verteenwoordig dit 'n verplaasliking van vervaardiging en andersyds impliseer dit kundigheid wat tussen lande gedeel word. Verder word die ontwikkelingskapitaal

wat van ander /...

22.

wat van ander lande verkry word, gebruik om die plaaslike inhoudsprogram te bevorder.

Ons land se afhanklikheid van buitelandse kapitaal het deur die jare verminder. My kollega, die Minister van Finansies, het onlangs na sy besoek aan lande in Europa berig dat Suid-Afrika se kredietwaardigheid, sover hy weet, nog nooit so hoog op Europese geld- en kapitaalmarkte as nou was nie. Hierdie feit beklemtoon die hoë aansien van Suid-Afrika as beleggingsmoontlikheid.

I firmly believe /...

I firmly believe that South Africa and the countries with which we have economic ties would be significantly worse off if the close and mutually beneficial ties of constructive co-operation were to be impaired or terminated by the destructive influences of those exclusively politically orientated persons, organisations and Governments who are motivated by a desire to create economic chaos and to overthrow the rule of law in South Africa.

If one analyses /...

24.

If one analyses the motives behind these actions, it is evident that a new element has recently emerged. This is the excessive emphasis on so-called human rights which is offered as the ostensible motive for intervention in South Africa's domestic affairs. This hardly makes sense since the damaging of the South African economy of necessity also lowers the standard of living of all sections of the South African population. One cannot help suspecting that the

true motive /...

true motive must rather be the fear on the part of at least some of South Africa's traditional trading partners of falling into disfavour with certain countries who are militantly opposed to South Africa.

If this is indeed the motive behind the threats against South Africa, then it reveals a very short-sighted approach to their own self-interest by the countries involved. It amounts to bartering a reliable source of a wide range of essential raw /...

essential raw materials, and a dynamic and growing export market, for continued and increasing dependence on imports from sources whose long-term reliability has yet to be tested and proved. It is in the interest of many countries that the security and continuity of their supplies of essential raw materials from South Africa be preserved.

This objective can best be achieved if the first priority is perceived to be the maintenance of internal

economic and /...

economic and political stability and peaceful relationships within South Africa itself. The second and equally important priority should be to counter the physical threat to the continued availability of material supplies to the industrial world - a threat which emanates from, and is being directed by forces outside the African Continent.

Attempts are being made to impose trade embargoes against South Africa and to terminate other forms of economic co-operation at /...

28.

co-operation at a time when the industrialised countries of the Free World, which all have a very significant trade with South Africa, are still suffering severely from the disruptive influences of the international energy crisis and the subsequent conditions of unprecedented economic recession, and when they can, therefore, least of all afford the luxury of a politically instigated loss of their export earnings in the large and expanding South African market.

Those engaged /...

Those engaged in the present ideologically motivated onslaught against South Africa, profess to do so for no other reason than to see newly defined principles of human rights observed on a universal basis. But in their often vicious and discriminatory campaign against South Africa, they very conveniently ignore one of the oldest and most fundamental rights, namely the right of the individual to decide for himself with whom, both inside and outside his particular country, /...

particular country, it would be advantageous for him to associate with, also in business.

This fundamental element of human rights has been extended, with the passage of time, to include the freedom of nations to decide for themselves with which other nations they wish to conduct their foreign trade. In this particular connection I need merely remind you that nations do not trade with each other because they like each other or because they /...

because they necessarily approve of each other's internal policies or political institutions. They do so solely because they consider it in their best national interest to do so.

The external trade of individual governments is no longer dictated by purely economic considerations but by the pursuit of ideological objectives which deprive their individual citizens of the elementary right to decide for themselves

with whom, outside /...

32.

with whom, outside the borders of their respective countries, it would be advantageous for them to do business. Individual nations are not even allowed to decide for themselves whether their own political considerations and consciences of mind would allow them to maintain their trade exchanges with any particular country; they are required to formulate their foreign trade policies solely with a view to subscribing to ideological considerations which are dictated to them and are acceptable to some other group of nations.

The emergence /...

The emergence of this new and totally destructive ideology in world trading is not only affecting the right of individual countries to decide for themselves the principles upon which their foreign trade policies are to be founded; it also damages the observance of legally binding contracts concluded between the citizens of individual countries in the exercise by them of the elementary right to decide for themselves whether it is in their particular interest to do business with /...

business with each other. Sound business dealings are being nullified by political considerations which are imposed on their respective Governments by other and often lesser developed countries.

In these circumstances no private entrepreneur could ever hope to gain a permanent place in world markets unless his ability and reliability to carry out his legal commitments towards his overseas clients are at all times beyond dispute.

Participation in /...

Participation in international business must be founded securely on the only universally recognised principle of continuous performance and cannot be conducted as a stop-and-go process. By disturbing the principle of continuous performance the enthusiasm in the business world is neglected to the disadvantage of countries.

In the case of South Africa, the South African Government, as a matter of principle, is totally opposed to the implementation of trade boycotts /...

36.

of trade boycotts as a means of achieving political objectives. As yet we have never once propagated the application of, or participation in, such boycotts. Although South Africa has been exposed to the politically motivated trade boycotts of all the Communist countries and the large majority of the Third World countries, we have never once retaliated with the imposition of counter-boycotts against these countries. On the contrary, the South African market and South African sources of supply /...

sources of supply have consistently remained freely available to those countries. Although many countries are opposed to South Africa in the eyes of the world they continue their strong trade links with us.

If South Africa could succeed in developing its economy further on a sound basis and ensuring the dependability thereof, countries opposed to South Africa would be forced to continue their trade links, and the negative political propaganda will /...

propaganda will never reach its ultimate objective against South Africa. South Africa has no intention to isolate itself from international world trade and will always build up trade links with any country - friendly or antagonistic - as long as such trade links are in the interest of South Africa and in favour of South Africa's peoples.

I would like to emphasise that the South African Government is firmly committed to two fundamental principles, namely complete /...

namely complete non-interference in the affairs of any other country, and the establishment of contractual relationships with other countries solely on the basis of their economic and political stability as well as their ability to comply with their external commitments. These two principles are being applied by the South African Government particularly also in its relations with other states in Southern Africa, where we studiously refrain from interfering in their internal affairs or /...

40.

affairs or from trying to influence their domestic policies. South Africa is anxious to have peaceful relations with all countries of the world and, more particularly, to export to other countries everything we can supply to them on a competitive basis and which they, in turn, have to buy from abroad.

The establishment of General Motors South Africa more than 50 years ago has contributed to the general development of industry /...

of industry in our country. It is today one of the big manufacturing and assembly enterprises in the Republic. This magnificent establishment reflects the courage of its founders and their confidence in the potential of this country. Not only is this organisation an integral part of South Africa's transport industry but the name Chevrolet or "Chevy" has also become a household word in South Africa.

In the process of increasing local manufacture, a great deal of technical know-how and skill has been gained by the

South African /...

South African industry; for instance, the traction motors fitted to this diesel-electric shunting locomotive which is being delivered to the Railways here today and which is the first in a contract of 50 such locomotives, have been manufactured locally. The bogies of this locomotive have been cast here in the Eastern Cape.

As one of the biggest employers in the Republic, General Motors offers work opportunities to thousands while delivering

a wide range /...

a wide range of important commodities. An admirable trait of this organisation is their aim towards improving their employees' working conditions; something which is welcomed in our country.

According to a recent report in the press, the South African Institute of Race Relations has taken it upon itself to invite the Rev. Leon Sullivan to South Africa to address the Institute on 4 September 1980.

Any attempt /...

44.

Any attempt at improving the service conditions of employees is always to be welcomed but I must warn that such improvements should be commensurate with an increase in productivity.

In spite of the international criticism on the presence of subsidiaries of Multi-National Corporations in South Africa, General Motors has continued to display its loyal and positive attitude towards this country. This organisation

has proved /...

has proved itself against challenges and I am confident that future demands will be met as successfully as in the past.

Mr Ironside, thank you once more for inviting me along.

ISSUED BY THE DEPARTMENT OF FOREIGN AFFAIRS AND INFORMATION
AT THE REQUEST OF THE MINISTRY OF TRANSPORT AFFAIRS

PRETORIA
25 August 1980

New 'sky-spy' row over airport search

RDM 29/10/80

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Mrs Rosslyn Tetley... worried about visa.
Picture: TREYOR SAMPSON

By EUGENE HUGO
FORMER Quebec Cabinet Minister's wife yesterday disclosed a new South African Airways "spy-in-the-sky" incident — which could strain diplomatic relations between South Africa and Canada even further.

She claimed she was spied on by a passenger while reading an Urban Foundation handout on a flight from Cape Town to Johannesburg — then swooped on and searched by Railways security police at Jan Smuts Airport.

The former Minister's wife, Mrs Rosslyn Tetley, is with a 41-member Canadian study group in the country at the invitation of the South African Institute of International Affairs. The group has been hosted, among others, by Mr Harry Oppenheimer and Dr Piet Koornhof, the Minister of Co-operation and Development.

Told about the Railways police action, Dr Alex Boraine, of the Progressive Federal Party, immediately demanded an explanation from the Minister of Transport and the Minister of Police.

And the leader of the study group, Mr Jacques Rastoul — who is executive director of the Canadian Institute for International Affairs — also criticised the police action.

This incident comes after a number of others in the past six years in which it was claimed that air hostesses and cabin

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crew had been instructed to keep passengers on SAA flights under surveillance.

Mrs Tetley said in Johannesburg yesterday that during the flight on Saturday, another member of the group told her that "a gentleman" sitting on her right was peering across and reading the Urban Foundation handout she had before her.

"He was a young man in his 30s, holding an Afrikaans newspaper," said Mrs Tetley.

Mrs Tetley said that on arrival at Jan Smuts Airport she was confronted by armed Railways security police in camouflage uniforms. They took her aside and asked her for identification.

"They were courteous. They said they had had a complaint and were checking it out."

She was then taken to another room, where her luggage was searched by a policewoman.

The police confiscated the Urban Foundation material — consisting of additional comments on the speech of the chairman, Mr Justice Steyn, at the last annual meeting — and allowed Mrs Tetley to leave.

She was the only member of the group treated this way.

Mrs Tetley was reluctant to comment further. Asked whether she would lodge an official complaint about the incident, she said: "If I say too much, they won't give me another visa to visit South Africa."

She added: "I suppose that if the Canadian security police had received a similar complaint, they would have had to act on it as well."

Mr Rastoul, who accompanied Mrs Tetley while she was held by the security police, said he was surprised she had been singled out for such treatment.

"If we had been looking for material with which to denunciate this country, this incident would have given us what we wanted," he said.

In a statement last night, a Railways spokesman said that a member of the public had brought it to the attention of a policeman on duty at Jan Smuts Airport that on the flight Mrs Tetley had been reading literature which was "contrary to the law".

The spokesman said the man was not a member of the Railways police nor employed by it to spy on her.

Mrs Tetley was called to one side, and the policeman asked her in a friendly way what she had been reading. She showed him the Urban Foundation pamphlet, and he asked her if he could look at her luggage.

Mrs Tetley agreed, the spokesman said, and opened her luggage herself. Inside, the policeman saw a few newspaper cuttings, and was satisfied.

The spokesman said Mrs Tetley told the policeman he could keep the pamphlet, which was part of literature she had from the Urban Foundation.

"There was no seizure of any documents, and the policeman apologised to her," said the spokesman.

The SAR Story



Durban is wherever it started

Here's what

You will —

and won't — be getting

WE won't be getting back the trans-Drakensberg Express — it didn't pay. And the SAR will take a good hard look before improving the timing of the trans-Natal Express.

After all, they ask, can they improve on an overnight service which gets you to your destination at breakfast time? But the comfort and amenities will be improved.

So the five-hour rail trip between Durban and Johannesburg may be years away, and with the SAR operating its air arm SAA, why should they try to compete with themselves

This year a R485 million loss has been budgeted for passenger services (up from R440m in 1979/80), and projections are that if action is not taken to reverse the trend, the loss will have escalated to R2 000 million by 1990.

The Government will compensate the Railways to the tune of R241m this year, and the balance will be found from pipelines

Efforts to increase traffic density by attracting more passengers with additional comfort and stations with the sort of amenities to be found at Durban's new station:

- * New-style coaches with aircraft-type seats on new faster trains,
- * Self-service dining cars — a prototype is being built;
- * Airways-style computer-

All these proposals should be seen against the background of a 50 percent jump in first-class passenger traffic last year (increased cost of private transport was responsible), 17 percent on second-class and 14.5 percent on third-class

Our services must comply as closely as possible with the needs of our passengers, says Dr Woolf. ...

Annual goods traffic is expected to increase from this year's 160 billion gross ton/km to 260 billion by 1990, and to 327 billion by the end of the century

The SAR is handling this snowballing volume of business by increased speeds, improved heavy-duty track, increased axle-loads and longer trains, hauled by fewer but more efficient traction units

DURBAN, of course, is where it all started — with the first commercial railway line — a whole 3km of it — running from the Point to Durban in 1860.

Typically, the shopkeepers of the time — founders of our Old Durban Families — couldn't agree on where the town terminus should be

It took another 20 years to push the railway to Pietermaritzburg, and big celebrations will mark the centenary of this achievement on December 1

Now the Rand-Natal line is the busiest in Africa south of the Equator, because Durban Harbour handles two-thirds of South Africa's exports and imports. It's the SAR's golden goose, and Richards Bay is rapidly becoming the golden gosling, handling bulk coal cargoes alone of 26 million tons annually (44 million from 1985)

No wonder the Railways spent more on the Natal System last year than anywhere else. It is currently running at R130 million a year and by the end of the decade more than R1 billion will have been invested in Natal to improve rail services and boost exports

Much of this will be spent on Richards Bay and the coal line from Ermelo, but remaining stretches of the Natal Main Line are being doubled (to Newcastle) and the line from Volksrust to Germiston is being 'twinning'

New marshalling yards to assemble 200-wagon trains under construction at ...

Vast new marshalling yards are being constructed at Bapsfontein (Sentrarrand) to serve the Reef and its through traffic, with a system of connecting roads — R400 million has been budgeted for this

stop service with booking and ticketing in one operation;
* On commuter services, automatic ticket-issuing and barrier control — to be introduced next year.

rather intriguingly: There is also a campaign afoot to make railway station employees passenger-conscious.
Perhaps a new era is about to dawn.

Ermelo and the line and yards are going over to AC current, the system which will show the greatest developments in the years to come.
Other sections of line to be electrified in South Africa will also use AC. Beaufort

efficiency, and massive spending on improvements and new construction, the Railways should be able to handle South Africa's projected massive industrial expansion in the 20 years ahead

over, which would only push them deeper into the red?

Because every country in the world loses money on its passenger train services. Even Japan's super-efficient, 200 km/h bullet train, where they bash the passengers in with baseball bats and allow them 60 seconds to disgorge at destination, loses millions a year.

The SAR recognises that it has a socio-economic duty to operate high-loss passenger services; and with its new businesslike outlook would love to find a format whereby the Government would write off its passenger service losses.

the SAR would like the Government to compensate them in full for all losses on socio-economic passenger services and works, such as extension of platforms at Soweto.

From May this year road and rail passenger transport came under a new section headed by AGM Dr Anton Moolman. Ideas coming out of his think-tank for improvements and savings on passenger services include:

* Rationalisation of all main-line services, including cuts, closures and switches to road transport (many years ago Beeching cut British rail services to ribbons);

Iron hand, velvet glove diplomacy

In the early days of Frelimo's Mozambique the SAR held Lamora Machel hostage by keeping Maputo with only one day's supply of coal. Subject to good behaviour towards the SAR staff and rolling stock, a further day's supply would be trucked down the next day, otherwise Maputo's lights would have gone out.

That could be called the iron hand of transport diplomacy; the velvet glove is being used by South Africa equally effectively.

Says Dr Kobus Loubser, SAR general manager: 'A country's transportation infrastructure can be regarded as one of its most important assets, giving it a bargaining power.'

'Transport diplomacy can thus be regarded as the art of enabling the transport potential of a country to perform a maximum role in that country's relations with other countries, for the furtherance of its own as well as the common interest.'

The SAR in offering aid to other Southern African states operates within the Act under which it was constituted: that it must function according to business principles

It avoids the role of benefactor, offers aid only when asked for it, and its assistance is based on business principles — in other words, it is offered at cost

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Stimulate

'We give that assistance,' says Dr Loubser, 'in such a manner that it will stimulate development without infringing on the sense of independence of the country concerned, but rather help it to help itself.'

In its policy the SAR has been helped by the virtual failure of the Chinese-built Tanzam Railway from Dar es Salaam to Zambia. It has become a symbol of the fact that ideology and sound business sense do not mix.

Cecil Rhodes's colonial expansionist dream of a railway from Cape to Cairo is not readily forgotten by black states to the north, who don't intend to come under a South African sphere of influence.

'So we must not only proceed with the utmost caution but also with a sincere honesty, stripped of all paternalism.'

The SAR has come to Zambia's aid on more than one occasion — with vital trainloads of fertiliser on one occasion, maize and other foodstuffs at other times. On the return trips it has brought Zambia's copper exports down for shipment through East London.

There is, of course, a degree of self-interest in the cooperation between the SAR and Mozambique's DNPCF.

Economical

Maputo is the nearest harbour to the Rand and the Vaal Triangle and is by far the most economical harbour for much of South Africa's foreign trade. Some 2 668 000 tons are carried annually from South Africa to Maputo and 946 000 tons in the opposite direction.

New negotiations are in progress with Mr Mugabe's Zimbabwe, most far-reaching of which is the plan to electrify the line to Beit Bridge and on the other side of the Limpopo from there to Bulawayo. Similar systems would be installed by both countries.

The SAR is prepared to endure the irritations of having thousands of its trucks 'frozen' by slow turnarounds in other countries if it can appear as a counter to marxism by showing that South Africa is not prepared to leave black Africa in the lurch.

'The events of past years,' says Dr Loubser, 'have proved that in an honest, sincere and just approach in the transport field lies the foundation for greater cooperation in other fields.'

URBAN TRANSPORT

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Underground prospects

The on/off saga of a Johannesburg underground is very much on again. The SAR, Jomet and the Johannesburg City Council are looking at a detailed plan to provide a 10 km light rail link from Westgate station, south of the CBD, to 11th Avenue, Norwood, in the northern suburbs.

The SAR's senior transport planner, John van der Voort, has worked out a potential route which will take the line up West Street, east across Commissioner, and north to Doornfontein, Berea, Hillbrow, Yeoville and the inner northern suburbs.

City Council PRO John Bates tells the *FM* that the scheme is only one of several now being looked at. But the thinking at Jomet level has obviously gone further.

The Westgate-to-Norwood scheme has been planned in great detail, complete with gradients and cost breakdowns for transitways, stations, platforms and earthworks.

But even if the underground idea is ruled out by cost, there is an above-ground alternative which will follow the same route and come in a lot cheaper.

The beauty of both plans is that no expropriation will be involved, as the

route will follow existing streets — the underground below them and the surface route along them.

Current estimates put the cost of the underground at a minimum of R75m, with the major outlay on a set of twin tunnels at R5m/km. Cost of the surface route would be about R8m.

Van der Voort reckons the system could attract 33 000 passengers daily from the north-east and, possibly, a further 8 000 on second leg journeys to and from Soweto.

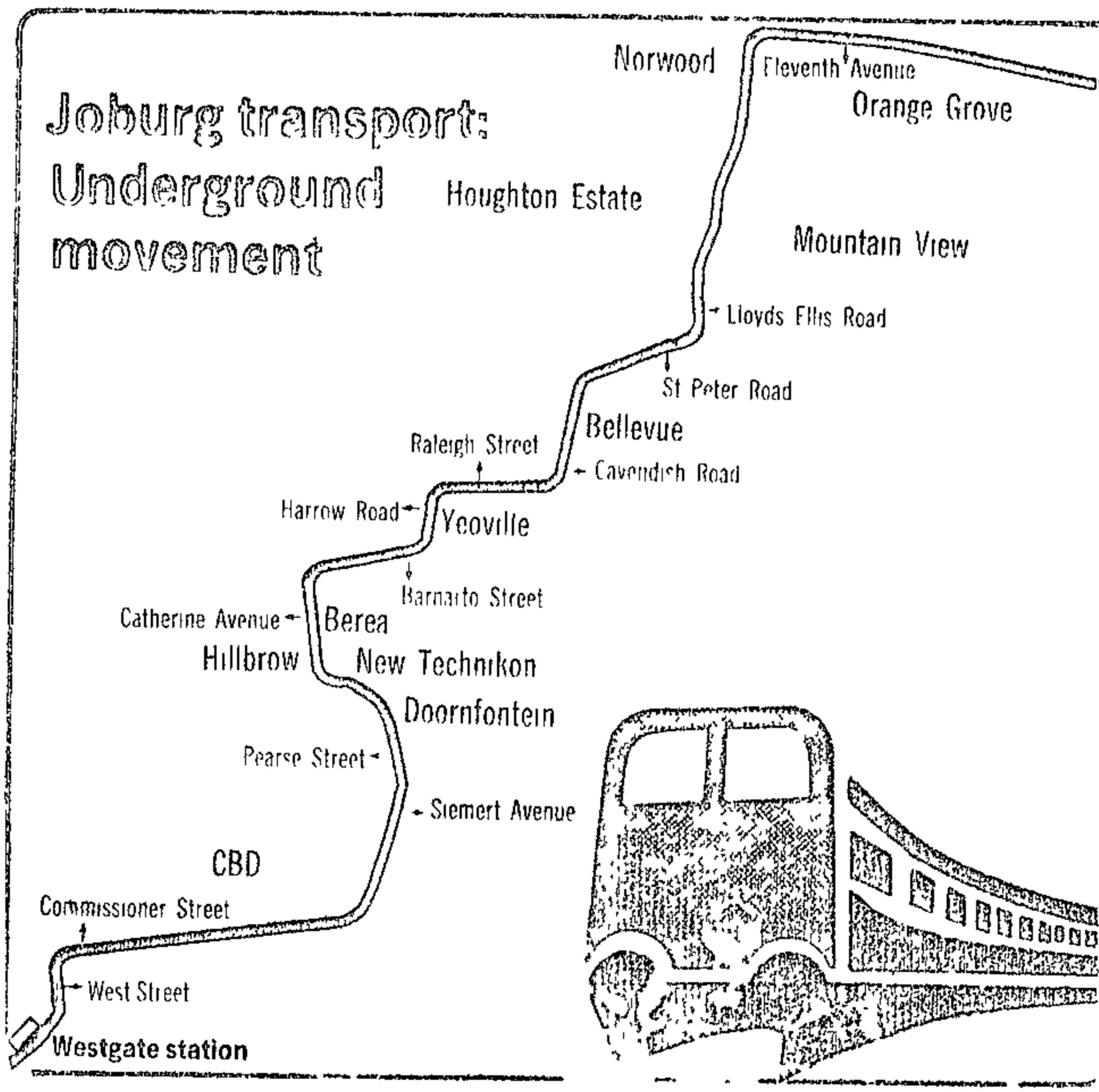
He defines light rail as "a vehicle or train made up of a limited number of vehicles, which has characteristics which allow it to be stopped within sighting distance of the driver". Although it operates in a guided right of way, make-up is flexible. Thus the system need not even be steel wheel on steel rail. On surface, the proposal is to provide stops every 500m. Underground stations would be about a kilometre apart.

But finance, as usual, is the problem. Certainly, Johannesburg can't fork out R75m, even for this initial crack at its own metro. And although government has recognised the need to aid the cities through the metropolitan transport advisory

boards, it has maintained a remarkably tight fist on the national wallet.

If it's serious about solving the urban transport problem, there could be no better time to relax its grip.

~~31/10/80~~ 31/10/80 (269)



ROM 11/8/269

Police only did their duty, says Minister

THE Minister of Transport, Mr Hendrik Schoeman, said the SA Railways Police were only performing their duty when "they investigated a complaint that a law had been violated".

The Minister was commenting on recent Press reports concerning an incident involving an overseas passenger on SA Airways, Mrs Roselyn Tetley.

In a Press statement yesterday, Mr Schoeman said:

"On October 25, a passenger — not an official of SAA — on a flight which had just landed at Jan Smuts Airport reported to an airport security guard that a female passenger on the same flight was in possession of communist reading matter. He pointed her out to the guard.

"The security guard, who was armed and in field dress, reported the matter to the SA Railways police and withdrew to continue with his normal duties.

"An officer of the SA Rail-

ways police, unarmed and in civilian clothing, cordially requested the lady, Mrs Roselyn Tetley, a member of a group of Canadian tourists, to accompany him to an adjacent office where he informed her of the complaint.

"She voluntarily handed the reading matter concerned to the police officer who, after establishing that it was harmless and of South African origin, returned it to her.

"When asked whether she had any other reading matter in her possession, Mrs Tetley opened her travelling case of her own free will and invited him to have a look. There was no undesirable reading matter in her case.

"The police officer then apologised to Mrs Tetley for the inconvenience he had caused her, but she assured him that she had not been inconvenienced and accepted his apology. She offered him her copy of the reading matter con-

cerned which he accepted.

"The interview took place in the presence of a woman sergeant of the SA Railways police and Mr Rastoul, leader of the group of tourists, was also present for part of the time.

"As the SA Railways police were only performing their duty in that they investigated a complaint that a law had been violated and as Mrs Tetley, the only person concerned, accepted the officer's apology, I do not consider it necessary to offer any further apologies to anyone else," Mr Schoeman said. — Sapa.

20m. 1/11/80 (269)

Another repaint for SAA

By JEREMY BROOKS

TWO Boeing 747s painted by South African Airways in Luxavia colours are to be re-painted in their original blues and oranges following a last-minute breakdown in negotiations between the two airlines.

The negotiations involved the purchase by Luxavia of a 747 from SAA which would then be used by the charter airline on routes from Johannesburg to Rome and Athens directly across Africa via Nairobi.

SAA, on the understanding that the deal was going ahead, has already painted two aircraft — the one which was to

be sold to Luxavia, and another which, according to an SAA spokesman, was to be used as a "back-up" for occasions when the first had to be brought in for maintenance and service.

However sources at Luxavia's head-office in Europe and at SAA in South Africa have indicated that the painting of the second plane was an embarrassing and expensive "mistake". This has been denied by SAA management.

The twice-weekly flights — the first was scheduled for yesterday — would have been made on behalf of SAA which would charter the aircraft from

Luxavia but would use its own flight crews until Luxavia was able to train its own personnel.

SAA is currently banned from flying over African territory and has to make a circuitous and expensive detour around "the bulge" on flights to Rome and Athens. These flights would have been discontinued had the negotiations been successful.

FOOTNOTE: Last night it was not possible to establish the cost of re-painting the State-owned SAA aircraft, although some estimates put the cost of the entire operation at several hundred thousand rand.

Boraine searched at airport

Sun TRIP 2/11/80

Tribune Reporter

USAS president Andrew Boraine, detained for more than eight weeks in virtual solitary confinement earlier this year, was recently held and searched by security police at Jan Smuts Airport.

News of Mr Boraine's searching by the security police and a subsequent raid on the home of friends with whom he was staying comes in the same week as the detention — by armed railway police — and search of Mrs Rosslyn Tetley, wife of a former Canadian Cabinet Minister.

Mrs Tetley was detained and searched this week apparently because a passenger on the aircraft in which she was travelling complained about Urban Foundation literature she was reading.

Mr Boraine was held and searched just over a week ago when he returned to South Africa from an international student conference in Portugal.

"I had got off the flight and had just about cleared customs when I was met by four security policemen led by a Major Oberholzer." He said Captain Derek Burne, who was a member of the Wits SRC in 1975, was a member of the group.

"They identified themselves and took me to a little room — I suppose it is the standard room — where they searched me thoroughly.

"I had to take off my jacket and my jersey and my socks and shoes. They searched all my clothes and gave me a thorough body search

"The police also went through all my luggage, opening presents which I had brought home, and checking the linings of my suitcases.

"They asked who I had been seeing overseas and confiscated my notebooks, address books and diary. They took 18 items away altogether, including paper I had from the British National Union of Students and our Student Handbook, which they told me was banned

"We have in fact just

other banned material with me."

"They gave no reasons for what they were doing except to say that it related to 'an investigation'

"After about an hour I was allowed to leave, and was given a receipt for the articles they had taken.

"That night I stayed with friends and there was a strange raid by people who said they were from the drug squad. Certainly nobody with whom



BORAINE. Met by four policemen

I was staying smoked dagga or uses any drugs or anything like that.

"But these guys in plain clothes searched the house including my gear. Obviously I don't like this type of thing but one is pretty powerless

"In fact I don't really even like making a fuss about it — because you just make it worse the next time.

"But it is quite strange to spend three weeks overseas and be completely free and then come home to this

"It's the second time in three months that my personal diary had been taken. The last time was

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[Faint, mostly illegible text in the right margin, likely bleed-through from another page. Some words like "Boraine", "searched", and "airport" are visible.]

By train and bus ... on one ticket

Durban sets the pace

Municipal Reporter

A UNIQUE rail-bus experiment which is expected to set a precedent for other South African cities has been devised for black workers in Durban.

A third-class rail commuter will be able to travel between his home station and the city centre, changing from one mode of transport to another at the new Berea Road Station, on one ticket after the old station closes on November 14.

The tickets will be heavily subsidised by the National Transport Commission.

Announcing the scheme at a Press conference yesterday, the SAR's Natal system manager, Mr Gert van der Veer, and the Durban Transport Management Board's general manager, Mr Marshall Cuthbert, described it as 'a very nice package'.

Mr van der Veer said it did not mean the Railways' proposal to run a rail shuttle service on Victoria Embankment had been shelved.

Planning and surveys were continuing and a special technical committee of the Durban Metropolitan Advisory Board with broad terms

of reference was studying the proposal.

The subsidy for the bus feeder service had been granted provisionally for six months and its development would be watched in that time, he said.

'The Railways and the DTMB are trying to solve the commuter's problem together as conveniently and economically as possible,' he said.

The closure of the old station would mean commuters would be deposited further from the city centre and 'this has been a matter of concern to all of us'.

Mr Cuthbert said the DTMB would provide services for blacks and whites from both the Berea Road Station and the new Durban Station in Umgeni Road.

Most commuters were expected to use the Berea Road Station and the majority of these would be black.

Initially, buses would be waiting at the Durban Station to provide an on-demand service because it had been impossible to anticipate exactly what would be required there.

All Berea Road Station buses would run down West Street.

The white service would turn down Aliwal Street and return up Smith Street and the black central-business-district service would turn down Farewell Street while express buses continued to the Point.

He emphasised that the special low fares would apply only to black third-class weekly or monthly return tickets for Berea Road Station routes.

Mr van der Veer said they were expected to be used by about 50 000 passengers a day during peak hours.

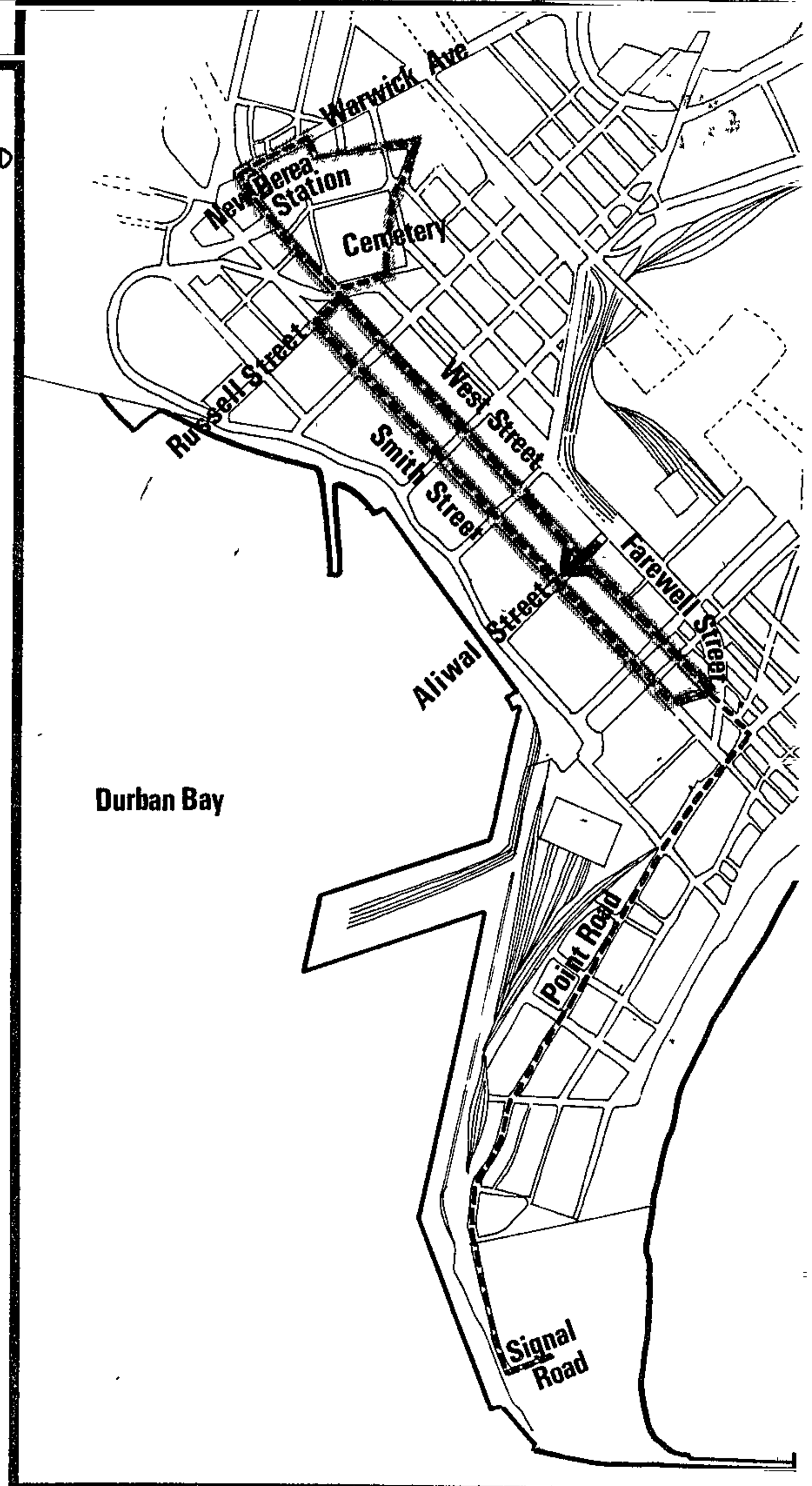
Mr Cuthbert said a similar scheme had been on trial in Lamontville where people had been travelling from the Gijima terminus to the Merebank Station, then to the city on a combined bus-rail ticket for the past six months.

It had catered for only 200 people a day, but as a technical exercise it had been a 'huge success'.

Mr van der Veer said it was the first time the scheme was being tried out on a large scale anywhere in South Africa and there were plans to introduce one for Cape Town's Mitchell's Plain housing project.

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THE broken line shows the route of the Berea-Point bus distribution service and the shaded portion shows the black central business district route. The arrow shows where white buses will turn to go back to the Berea Road Station.

Where the new trip will take commuters

Municipal Reporter

THE subsidy which will enable the introduction of Durban's rail-bus scheme was granted after an urgent meeting between the Durban and District Chamber of Commerce and the Director-General of Transport, Mr A B Eksteen, at Louis Botha Airport about two weeks ago.

This was announced by the chamber's president, Mr John McCarthy, yesterday.

The general manager of the Durban Transport Management Board, Mr Marshall Cuthbert, said negotiations for the subsidy had been finalised on Friday.

Mr McCarthy said the Government was to be congratulated on 'the speed with which they processed this very important matter' and appealed to employers to tell their black staff about the heavily subsidised fares.

Mr Cuthbert said the scheme meant the bus trip from Berea Road Station to Farewell Street or the Point would be treated as an extension of the third-class train trip from the black commuter's home station.

The Farewell Street bus trip would add 24 c to the price of a weekly return ticket and the Point trip would increase the price by 60 c.

The prices of monthly tickets would increase by 88 c and R2,20.

Normal fares would be 13 c a trip to or from Farewell Street and 19 c to or from the Point.

For whites, the cash fare to or from Allwell Street would be 35 c and the coupon fare would be 24 c.

Clip cards were on sale at all municipal bus depots and from caravans placed at various points. Coupons were available from the transport inquiry office at the corner of West and Gardiner streets and from a variety of outlets throughout the city.

The SAR's Natal System Manager, Mr Gert van der Veer, said the special low-fare tickets were available from Railway ticket offices at the commuters' home stations.

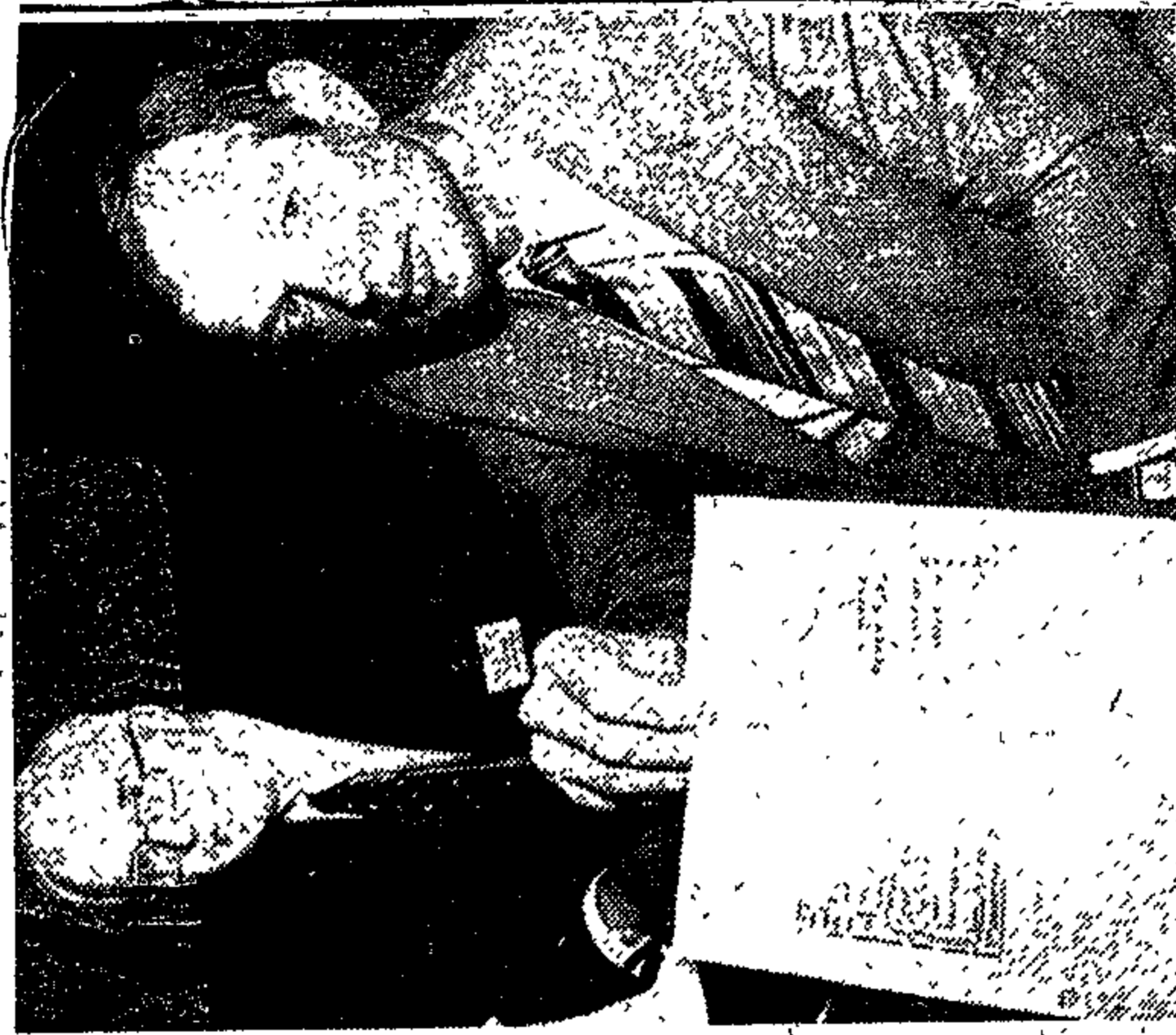
Monthly rail tickets could be exchanged for rail-bus tickets at home stations provided the difference for the bus trip was paid.

The old station would close officially at midnight on November 14 and a temporary bus service would carry passengers between other stations until midnight on November 17.

Rail services from the north would terminate at the Durban Station in Umgeni Road and at Greenwood Park. Southern services would terminate at the Berea Road and Dalbridge stations.

'We have to put in a whole new signalling system and cannot have trains running between those stations while we do it.'

The new timetable, which would be effective after midnight on November 17, would contain 10-minute and 15-minute adjustments.



The DTMB's General Manager, Mr Marshall Cuthbert (left), and the SAR's Natal system manager, Mr Gert van der Veer, display the format of the new rail-bus ticket.

6/11/80

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RAILWAYS

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With a little help. . .

FM 7/11/80
The SAR has recorded a half-year R83,6m surplus on all services instead of the anticipated R6,7m one, largely because of the gingered up business activity.

SAR deputy GM, Dr Bart Grove, says a 5% upswing was anticipated at the time

the fiscal year's surplus will be double the surplus for the first six months."

Grove explains that December, January and February are traditionally poor months for SAR. The closing of factories and builders' holidays are some factors which have to be taken into account, he says. However he expects the fiscal year's results will be "in excess of the R83,6m surplus achieved in the first six months."

Despite increased demands on SAR services, "we were able to contain expenditure, especially labour costs. In the first six months of our financial year, compared with the previous year, there's been a 6% increase in goods traffic and rail passengers. Airways passenger traffic increased by nearly 10%. Our staff increase has been less than 1%."

the budget was prepared. Since then the growth in gdp has touched 8%.

The expected loss on 1980/1981 passenger services is R485m. Grove says rail passenger services are "uneconomic all over the world." But government has agreed to make up part of the loss by writing off R171m interest on the R1,8 billion capital invested in passenger facilities.

As the recommendations of the Fransen Committee (on governmental subsidies to uneconomic socio-economic services such as passenger services) could not be fully implemented during 1980/1981, says Grove, the Treasury has agreed to contribute a further R70m towards the loss on passenger services.

These amounts, as well as the average tariff increase of about 9,9%, were provided for in the estimates for 1980/1981. At that time it was expected that the year would end with a R3,5m surplus.

Currently swelling the SAR coffers is the exceptionally high level of imports which has meant high-rated traffic increased as a percentage of overall traffic for the first time in five years.

Grove discloses the value of imports from April to August this year increased 67%, while volumes rose 34%. Budgeted figures for the period, he says, were a 21% increase on value, 10% on volume.

Despite the improvement on first half figures, Grove does not expect the increase will be maintained. What's likely, he says, is that during the second half of the financial year "we'll average only R6m per month over budget figures. This represents only 1,5% of our monthly revenue of R360m. It would be wrong to think

Sudden SAA 10 pc increase 'not the end'

STAR 7/11/80 (269)

By Kevin Murray

A 10 percent increase in domestic air fares has been announced — and airline officials warn that further increases can be expected within four months.

The 10 percent increase, effective from December 1, was announced by spokesmen for South African Airways last night.

It will mean that air fares — and freight tariffs — will have gone up by more than 30 percent since March this year.

SAA officials said the increase was due to spiralling costs, of which fuel costs were the greatest. The airline had lost sever-

al million rands so far this year.

UNUSUAL STEP

Airline officials warn that this increase by SAA is "an unusual step." Normally air fare increases are announced in the Railway Budget in March.

But, they say, SAA could not afford to wait and had to take urgent "interim measures." Further increases could be expected when the Minister of Transport presented his budget in Cape Town next year.

An SAA spokesman said today: "We are taking this step to try to make ends meet now. This has

nothing to do with the Railway Budget.

"We don't know what decisions, if any, have been taken by the Minister regarding airfare increases."

The spokesman said airlines around the world were being subjected to heavy financial pressures because of the rising fuel costs. But SAA still provided among the lowest domestic air fares in the world.

Mr Frans Swartz, deputy chief of SAA, said on television last night that the airline was trying to save fuel by buying fuel-efficient aircraft.

It would this month take delivery of two Boeing 747 combis — special mixed passenger and freight aircraft — and would soon take delivery of 12 super fuel-efficient Boeing 737s for domestic routes.

Managers of private airlines in South Africa said they would have to review their fare structures early in the new year — and possibly implement increases of about 10 percent also.

The SAA increase of 10 percent means that the price of a single ticket to Cape Town has gone up from R75 to R98 since March 31 this year. A single ticket to Durban has increased by R14 to R55 in the same period.

Air fares to jump by ten percent

Cape Times

7/11/80

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By MIKE VAN NIEKERK

SOUTH AFRICAN AIRWAYS last night announced a 10 percent increase in the price of domestic passenger and cargo air fares — on the eve of the holiday season — bringing the total increase this year to 30 percent.

The increases will mean a huge shot in the arm for SAA, as internal traffic over the holiday season is usually about double that of out of season levels.

The inflationary spiral will be given another twist by the increased air cargo rates.

A SAA public relations official, Mr J C van Rooyen, said last night that the increase, which comes into effect on December 1, was caused by rising costs, particularly fuel.

Tickets bought before midnight last night for travel on or after December 1 will still be valid at the old price, but from today any bookings for travel next month will be at the new rates.

Mr Van Rooyen said this applied also to the 10 to 21-day excursion fare and the 7 to 28-day Saturday flight excursion fare.

'Still very cheap'

"However, our domestic flights are still very cheap compared to those in other countries," he said.

The new single air fare from Cape Town to Johannesburg will be R99 (up from R90). This was over a distance of 1 217 km, compared with a ticket in Australia costing the equivalent of R126.70 over a distance of 1 251 km.

The last increase in domestic air fares was made in April when the fares went up 20 percent.

The fare from Cape Town to Port Elizabeth increases from R59 to R65, while the single fare from Cape Town to Kimberley will be R77 and to East London R78.

International fares

Mr Van Rooyen said that international fares, which also went up in April, were unlikely to be changed in the near future. These are negotiated with the International Air Travel Association.

• Internal passenger air fares have doubled over the past six years. In October 1974, the economy class return fare from Cape Town to Johannesburg was R94, from December 1 it will be R198. In 1974 the return between Johannesburg and Durban was R52, it will now be R110.

• The existing discounts on excursion fares have been reduced from 20 percent to 10 percent for 10 to 21-day excursions and from 30 percent to 15 percent for the 7 to 28-day "Saturday" excursions. These are also effective from December 1.

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Transkei rail talks in EL

EAST LONDON — The Transkei Minister of Transport Mr A. Jonas met the System Manager of the South African Railways (Sar) here, Mr A. J. Jonker, for a few hours yesterday to discuss matters of general interest.

This was the first meeting between the two men since Mr Jonker became System Manager in August.

Among matters discussed were the reopening of railway stations closed just before Transkei became independent; training facilities for diesel engine drivers, stevedores and others; business sites situated in Sar grounds in the Transkei; security matters within the Sar operations in the Transkei; and other matters of common interest. — DDR

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1.5.2 Amelia undertook an evaluation of tutorial effectiveness and student satisfaction with tutorials. All the large classes and some of the smaller ones were interviewed. 20/2
 have learned a great deal from this and the whole will be written up to serve as one of the discussion documents for the tutor training sessions. SACHE, Cape Town, has indicated inquiries about the course.

1.5.3 Most of the tutors who attended the meeting of 22nd July 1980 were of the opinion that the Foundation for Further Studies Course (FFSC) is an extremely valuable idea. Many of them are eager to assist in the creation and the structuring of the course.
 would be on a much too elementary level for the majority of Michael and Neville that the course as conceived and executed made to advertise it. However, it soon became obvious to

1.6 Students
 people in and around Cape Town even though no special effort was
 1.6.1 The S.R.C. appears to be functioning smoothly. Many meetings were held to discuss the various boycotts until the ban on African Studies Course

1.6.2 S.R.C. representation at and participation in staff meetings has been excellent and co-operation between the S.R.C. and the staff has been very good indeed.
 1.6.3 The Bursary Project Meeting was held in Cape Town on 8 - 9 May 1980. The visitors from Johannesburg and Durban were put up by students, staff and friends. The meeting appears to have been a success at all levels and some very searching questions were raised. In particular, a very successful session with the theme FOCUS ON... was held. A report on the meeting is being typed now. It was decided that one bursary project meeting per annum would be quite adequate. The next meeting will be held in Johannesburg in December 1980 and thereafter should always be held at one of the centres in December of the year concerned.

Volunteers from among these
 (see 2.3.1)
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SAA to go up by 10% to go internal fares

By ROB MEINTJES

A 10% increase in air fares on South African Airways' internal flights has been authorised by the Minister of Transport, Mr Hendrik Schoeman.

The increases apply to passenger fares and cargo rates, and come into effect on December 1.

Internal passenger air fares have doubled over the past six years.

In October 1974 the economy-class return fare from Johannesburg to Cape Town was R94. On December 1 it will be R198. In 1974, the return fare from Johannesburg to Durban was R52. It is now increased to R110.

At the beginning of 1977 the return fare to Cape Town was R124, and R70 to Durban.

From December 1, discounts on excursion fares have been slashed from 20% to 10% for 10-21 day excursions, and from 30% to 15% for the 7-28 day "Saturday" excursions.

SAA said the increases were caused by rising costs — especially the high fuel price.

An SAA spokesman pointed out that airlines worldwide were going through the worst year in international aviation history.

This was said last month by the director-general of the International Airline Association.

as an international consultant in several countries. His experience includes the design and development of financial management, manufacturing control and production.

He has taught courses in Management Information Systems at Business Schools of the Universities of

requirements

ciation (Iata), Mr Knut Hammar-skjold. Travel markets were being hit by recession, inflation, mounting fuel costs, erratic currency fluctuations, and lack of proper regulations, he said.

In South Africa, SAA flights are fully booked because of increased demand — for both passenger seats and cargo space.

A spokesman for the Federated Chamber of Industries said that though it could not regard the increases "with pleasure", they were in line with market forces.

All tickets issued after midnight last night for travel or cargo on or after December 1 will be at the new rates.

Tickets issued before midnight were at the old rates. The new economy-class passenger air fares (return) are:

1974 Current		December	
		From	
Jhb/Cape Town	R94	R180	R198
Jhb/Durban	R52	R100	R110
Jhb/PE	R78	R152	R168
Jhb/Bloemfontein	R46	R88	R96

SAA has no rivalry to drive prices down

By Richard Paris

South African Airways has about four times the number of employees for every 1000 passengers carried than some privately-owned American airlines, according to a Johannesburg transportation engineer.

The airline, which announced increases of 10 percent on all internal flights from December 1 — with more increases expected within four months — employs about 11500 people on six continents.

Mr Terry Markman, a Johannesburg transportation engineer and council member of the Free Market Foundation, said last night

"It is virtually impossible to assess whether any increase in the price of a service not subject to free market forces is justifiable or not.

"The recently announced 10 percent increase by SAA for internal air fares is a case in point," he added.

Mr Markman said there

was no free enterprise in the airline industry in South Africa as prices were not governed by supply and demand but by Ministerial decree.

Furthermore, SAA was a Government-backed monopoly and there was, therefore, no competition to drive prices down.

According to Air Transport World, SAA has one of the lowest levels of productivity of any airlines in the world.

Research by Mr Markman shows that SAA had 3,59 employees for every 1000 passengers carried, while the international and domestic US carrier, Braniff International, had only .88 employees for every 1000 passengers carried.

Other comparisons given included. Lufthansa (2,18), Swissair (2,26), Iberia (1,7), Trans World Airlines (1,5) and KLM (2,8).

British Airways, which employs 55 000 people, was also well down on the list with 3.25 employees for every 1000 passengers

The airline industry worldwide is in a poor state of health this year for reasons which include soaring fuel costs, high inflation and the deep economic recession in many parts of the world.

The cost of new aircraft is also staggering. A Boeing 747 now costs more than R50-million, compared with R17-million 10 years ago.

South African Airways is reported to have lost "several million rands," so far this year.

But Mr Markman said that in America, where airlines were privately owned and there was competition, air fares had generally fallen by 22 percent in real terms between 1977 and 1979, in spite of rising fuel and labour costs.

Flights from New York to Los Angeles cost as little as R112. The new fare from Johannesburg to Cape Town on SAA, only a third of that distance, would be R98 from December 1, Mr Markman said.

SAR shows huge half-year surplus

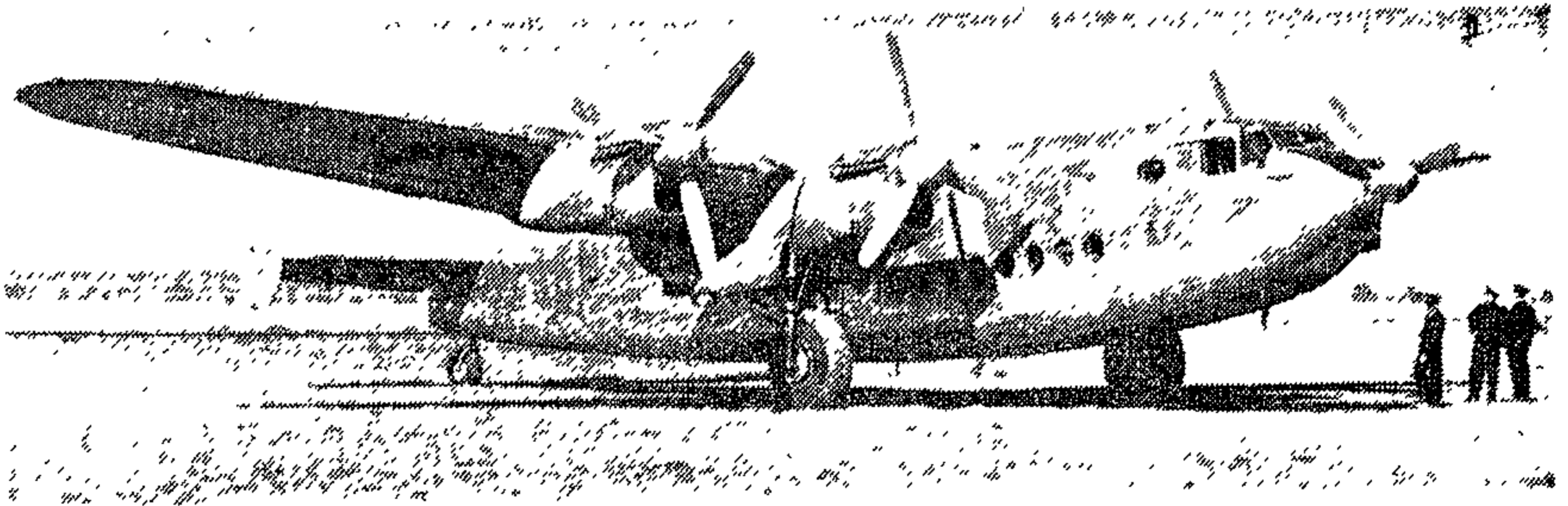
The South African Railways has recorded a half-year surplus of R83.6-million, which, according to a financial magazine, was due largely to the country's economic boom.

However, since the budget was prepared earlier this year, the growth has touched eight percent.

But a spokesman for the Railways has pointed out that the figure was taken from the total surplus of the Railways, Airways, Harbours, Road Transport and Pipe Lines account, representing a total budget of R9 000-million. Half this figure is expenditure and half revenue.

"If you look at the surplus R83.6 million in the light of the whole budget, its magnitude really diminishes," he added.

The expected loss on railway passenger services for 1980-81 was R485-million. The Government has agreed to make up part of the loss by writing off R171-million interest in the R1.8-billion capital invested in passenger facilities.



Thirty-five years ago yesterday this four-engine converted bomber, the Avro York (above), took off from Palmietfontein Airport outside Johannesburg, for Bournemouth, England, with 12 passengers, marking the start of international flights by South African Airways.

Piloted by Captain Frikie Fry, the plane took 69 hours of daylight flying to reach its destination, which included stops in

69 hours to UK — and 12 passengers

Nairobi, Khartoum, Cairo and Tripoli.

At that time SAA carried a total of 40 000 passengers a year. Today, the carrier's Boeing 747 jumbo jets carry up to

345 passengers, flying the London - Johannesburg route southbound non-stop in 12 hours and 15 minutes and northbound, with one stop in 15 hours. Springbok services then

offered the public 24 seats to Europe a week; today there are 20 510 seats on 31 flights to the UK, the Continent, the Middle East and Far East, Australia and the Americas.

SAA's fleet currently consists of 37 aircraft with the first of two new Boeing 747 combis (mixed passengers and cargo) having arrived from the Boeing plant in Seattle, USA, early on Saturday afternoon.

11/11/80

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Comair expands fleet and service

Comair has announced the purchase of two propjet aircraft for use on its route network in South Africa — including a new service to Sun City from Jan Smuts Airport.

The airline will take delivery of two Fokker F-27 Friendship aircraft this month, and in the New Year, after a worldwide search for suitable planes.

Mr. Pieter van Hoven, managing director of the airline, said the aircraft had been bought second-hand from a firm in Australia and would enable Comair to introduce a virtually all-pressurised propjet service on its main routes.

He said the Fokker F-27s would be used on the Sun City service which Comair begins operating on November 29.

No decision had yet been made about the disposal of the airline's Dakotas but, as these were withdrawn from the scheduled airline timetables, they would enable Comair to increase its charter activities.

Comair is the second largest domestic carrier behind South African Airways.

Soaring demand reason for slow rail delivery

STAR
14/11/80
269

By Richard Paris

The demand for goods to be transported by rail from South Africa to Zimbabwe has soared by 130 percent in eight months,

causing lengthy, unavoidable delays, a South African Railways spokesman has said.

The traffic boom was revealed by the SAR

deputy general manager, Mr Hennie Loots, in response to a report in the Zimbabwe Herald yesterday in which a large number of unnamed sources accused the SAR of deliberately holding up goods bound for Zimbabwe.

The report claimed the SAR was unofficially conducting a go-slow on freight heading for the country and frustrating farmers and businessmen who had to wait long periods for urgently needed items.

Mr Loots said: "The SAR has an outstanding working relationship with all its neighbours from Zimbabwe to Zaire. Not only does our rolling stock move freely between the countries, but the SAR loans them diesel and locomotive engines without which they would find it impossible to move as much freight as they do."

He attributed the increasing delays in getting goods to Zimbabwe to the fact that Zimbabwe could only clear between 12 000 and 13 000 tons of freight a month.

Richards Bay gets R400-million injection

16/11/80
SON Tm (B.S.)

GROWING INTERNATIONAL TRADE WILL EARN BILLIONS IN FOREIGN EXCHANGE

HUGE new expansion projects estimated to cost more than R400-million are under way or being planned under a far-reaching new development phase at Richards Bay.

The projects will create the infrastructure necessary for spiralling international trade that will earn thousands of millions of rands in foreign exchange.

Bulk shipments through Richards Bay in the next five years will go far beyond the coal terminal that initially formed the basis for the port's development.

Coal exports alone will earn

more than an annual R3 000-million by 1985.

The South African Railways and Harbours is committing millions of rands to new facilities to cater for much-increased traffic through the port.

The message is that Richards Bay will assume new status as a fully fledged bulk-commodities port that will play a strong role in South Africa's foreign trade drive in the 1980s.

By 1985, the current bulk-traffic handling capacity will be increased by at least 150% to allow for a total 54-million tons a year.

"These are minimal figures based on current plans. But capacities of the new bulk facilities are designed to be dou-

By Andrew McNulty

bled or even tripled fairly easily and will rise with the traffic," explains Yvonne Cross, SAR&H's chief planning officer.

In addition to coal, exports through Richards Bay include titanium slag, rutile, zircon, chrome ore, ferro-alloys, phosphoric acid and wood chips.

Imports include sulphur, alumina and petroleum coke.

Major projects include:

• A general bulk-handling facility under construction at a cost of R107-million.

The first stage is aimed at exports and became operational late last year at a cost of

R61-million for an annual 4 Mt/a of bulk cargo.

Work started some weeks ago on the second phase, a 3-Mt/a import facility that will cost R46-million and will be in operation by early 1981.

• Work to start in 1982/3 on a special bulk facility — to handle cargoes such as ferro-alloys, steel, granite and wood logs — which is projected to cost R56-million.

It is to be operational by 1985, in time for the completion of the expanded main line which is being designed to carry a range of growing export commodities as well as coal.

• The expansion of the port's export coal-handling facilities, lifting capacity from the current 20-million tons to 44-million tons.

In addition to R350-million being spent by the SAR&H on expanding the main line from Broodsmeyersbaas to Richards Bay, a considerable sum — possibly as high as R20-million — will be spent on dredging and new coal berths.

• Current talks in the chemical industry which are likely to lead to the formation of a consortium that would develop a massive new chemical storage and transport facility at the port.

Industry sources say the cost could be as high as R200-million.

The SAR&H already leases an area at Richards Bay to the Sentrachem subsidiary, Karbochem, for chemical storage.

"We are keen to see this

extended," Mr Cross says.

"We have about 40 ha of additional land available which could be leased as a consortium for chemical storage. But it would have to be a common-user facility available to anybody."

Announcements on such an arrangement are likely by the year-end.

Thousands sweat out 'teething problems'

N.M. 18/11/80 259

Mercury Reporter

THOUSANDS of commuters at the new Durban Station in Umgeni Road waited in boiling heat for up to five hours yesterday for trains which had been delayed because of 'teething problems'.

Irate commuters, who had been waiting since midday for a train to Tongaat, were crammed into overcrowded compartments at 6 pm.

Mr G. S. Coates, senior superintendent operating, said the delays had been caused by automatic red signals along suburban and main lines being triggered by freshly laid tracks that were still settling down.

'For the first time the tracks are being subjected to hundreds of trains passing over them.

'As they are still settling down signal adjustments were being affected and instead of displaying the proper colour, signals were sticking on red.'

Train drivers had had to heed the signals and then check whether they could proceed.

Many trains were running up to two hours late.

Mr Coates said yesterday afternoon engineers and technicians in the traffic control

centre worked flat out to get over the 'teething troubles' and were reducing the backlog of trains which had built up during the day.

'We are expecting further delays this evening but by tomorrow everything should be back to normal,' he said.

Mr I. A. Khan of Tongaat complained that trains scheduled for non-white areas had been rescheduled to take whites to cope with the delays.

'There are women and babies crammed in those sweltering compartments.'

The delays caused the special white shuttle service, from the station to the city centre, to be poorly patronised.

Mr Marshall Cuthbert, general manager of the Durban Transport Management Board said most buses before 8 a.m. were empty.

'The white service was very poorly patronised at both stations, and we think this was due to the delays at the station.'

Figures

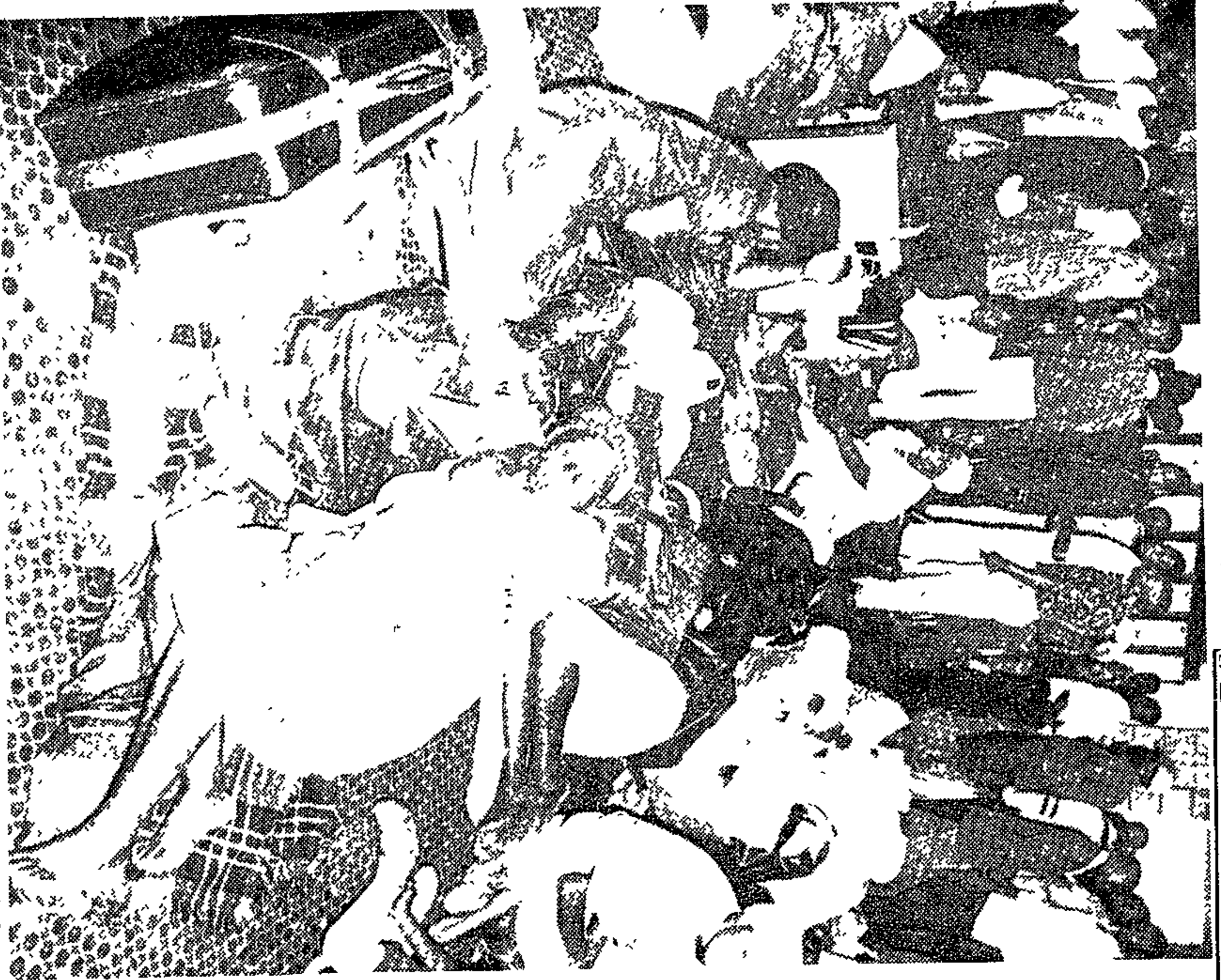
'We don't have any official figures as to how the services were patronised yet, but we do know that the black shuttle service from Berea Road Station ran very well.'

South Coast trains were delayed for up to three hours.

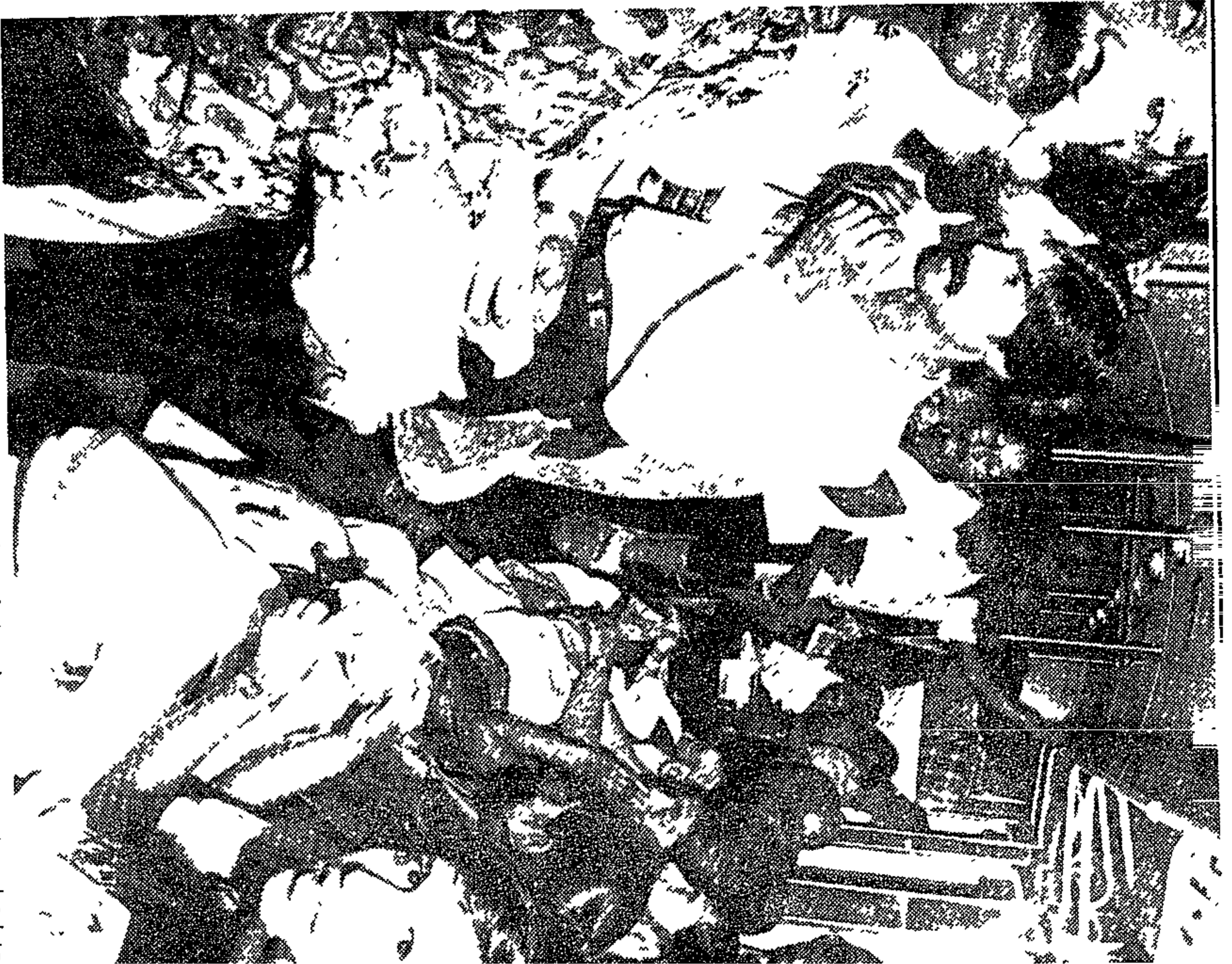
One woman waiting for the train from Amanzimtoti to Berea Station complained: 'We were not even informed that trains would be delayed. We just sat and waited for hours.'

Mr Coates apologised for the inconvenience and hoped the situation would be back to normal this morning.

● See also Page 13.



YESTERDAY'S heat was too much for some commuters who waited for trains which had been delayed for hours



OVERCROWDED compartments were order of the day as commuters had to cram into available space on the trains

The new station

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19/11/80

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'Still

not perfect'



Mercury Reporter

DURBAN's suburban trains were still running 10 minutes late last night, and many commuters were still confused by last-minute changes of times and trains.

Delays were again caused by automatic red signals being triggered off by the setting down of new tracks

The senior superintendent operating, Mr G S Coates, said last night trains were running beautifully compared with Monday, but still not

Trains 'running beautifully', but taxi men unhappy

He added. Trains to Kwa Mashu, Chatsworth, Umlazi and other non-white areas are running on time, but the white service is still about 10 minutes late.

Unless we meet more problems, things should be perfect today.

Some commuters complained that lack of notice boards had led to them catch wrong trains.

An Amanzimtoti commuter said a notice board had indicated he should catch his train from platform 9 but an announcement said the train was leaving from platform 12.

Mr J A Pretorius, commercial manager, said boards would be erected within the next few days.

We apologise to the public for any inconvenience caused through the lack of these signs, but ask them to bide with us for the next few days while problems are still being sorted out.

Taxi drivers were also complaining about the lack of facilities.

At the old station there was space for us right outside, but here we have ranks only in the parking area which is out of the way, said one.

They are not allowed to stop in front of the station, and there were no signs indicating to the public where taxis were to be found.

Mr Pretorius said 30 ranks had been provided in the parking area.

We will be providing a further 30 ranks soon and we will either charge an entrance fee to the parking lot or we will be erecting parking meters, and then it may be necessary to charge a fee to taxis entering the area, he said.

One-man taxi operators were finding it particularly hard going.

We have no two-way radios and therefore cannot compete with bigger companies who take up all the ranks, said Mr R R Maharaj.

Drivers of pirate taxis are going on to the platforms, which is forbidden, and taking our fares away.

A radio taxi driver said it was simply a case of first-come-first-served.

Mr Maharaj said one taxi driver waited five hours before he got his first fare yesterday.

There used to be a "taxi telephone" at the old station but there is nothing like that here.

47. 28/11/80
SAA face a ~~12~~ (269)
holiday go-slow

Staff Reporter

SOUTH AFRICAN AIRWAYS flights might be grounded during the busy Christmas season. Disgruntled cabin crew staff are planning a go-slow and a mass resignation over poor working conditions.

SAA officials were yesterday investigating threats by cabin crew staff to stage a mass stay-away during the peak Christmas period. If carried out, the action could seriously disrupt many national and international flights.

Air hostesses and stewards are planning a one-day strike action in December that could affect the travel plans of thousands of holidaymakers. The cabin staffers have warned that the action is their final protest at over-long working hours caused by SAA's severe staff shortage. If the strike action does not bring about changes, there will be mass resignations, they warn.

A spokesman for the airline's management said yesterday that officials were unaware of the threat. "This comes as a surprise, but we will look into the threats immediately," he said.

With at least 30 resignations a month, including senior staff with more than 15 years' experience, more than 2,000 air stewards and air hostesses have started moves which could bring South African Airways flights to a halt.

To highlight their claims that they are "overworked and underpaid", cabin crews plan to apply for annual leave *en masse* and see their doctors, who will be able to book them off sick due to physical exhaustion. Several plan to give 24-hour notice.

Amongst the grievances listed by cabin crews are

- Weeks of flying without being given days off, which has played havoc with family life and privacy
- "Starvation wages" with promises of a career and the opportunity to see the world seldom materializing
- Cabin crews are seldom relieved on external flights while the cockpit crew is changed at intermediate stops
- Refusal of SAA management to grant holidays owed to staff due to a critical shortage. Some have not had leave for two years
- Crews on internal flights are not provided with food on board the flight, although they sometimes spend 12 hours in the air. They seldom have the opportunity of eating, due to the lack of time between departures and arrivals.
- Hostesses are forced to push trolleys with a mass of nearly 100kg during flights because there is a shortage of stewards
- Crews returning from flights sometimes have to wait three hours before transport is available to take them home
- Cabin crew members on internal flights claim that SAA is "blackmailing" them to work without proper breaks. "If we don't, we miss the opportunity of flying on the external service. So if we refuse, we will not get promotion," several said.

Most cabin crew members work for periods up to 18 days without a break. A senior steward on the internal roster has just completed more than 45 days with one day off. A steward on the external service worked for 180 hours, of which 104 hours were spent in the air. Sapa. Own Correspondent

Not flying our way

PM 21/11/80

Government controls are strangling the growth of the country's independent domestic airlines, depressing profits and depriving the paying passenger of the services he deserves

Flying costs in SA are among the highest in the world but this is not the main reason why economically active South Africans fly far less than their counterparts in developed countries. The growing use of expensive corporate aircraft shows that money is not the problem.

Partly from the need to be less dependent on inadequate scheduled services, more and more businesses are buying aircraft for their private use. This has boosted aircraft sales to record levels (FM October 3).

Development of the airline infrastructure is inhibited rather by a strait-jacket of regulations which restricts new entries into the industry, inhibits experimentation with new routes, and prevents airlines from responding quickly to new market needs. It also entrenches the monopoly of

the state-run SAA on the country's busiest routes which have the greatest potential for growth.

SAA came into being in the Thirties when government formed it to take over the privately-owned Union Airways which had met financial difficulties. This may have had the short-term benefit of maintaining for the country a national air service in the depths of the depression but it now stunts its further development.

SAA is not committed to profit growth but only to "balancing its books". So it has little incentive to risk developing the market. Instead it seeks to maximise its aircraft utilisation on existing services. This keeps passenger volumes and revenues below their full potential and prevents full exploitation of the economies of scale.

Private operators are denied the opportunity to make profits on these routes which they could use to subsidise the development of the secondary routes they are now forced to fly.

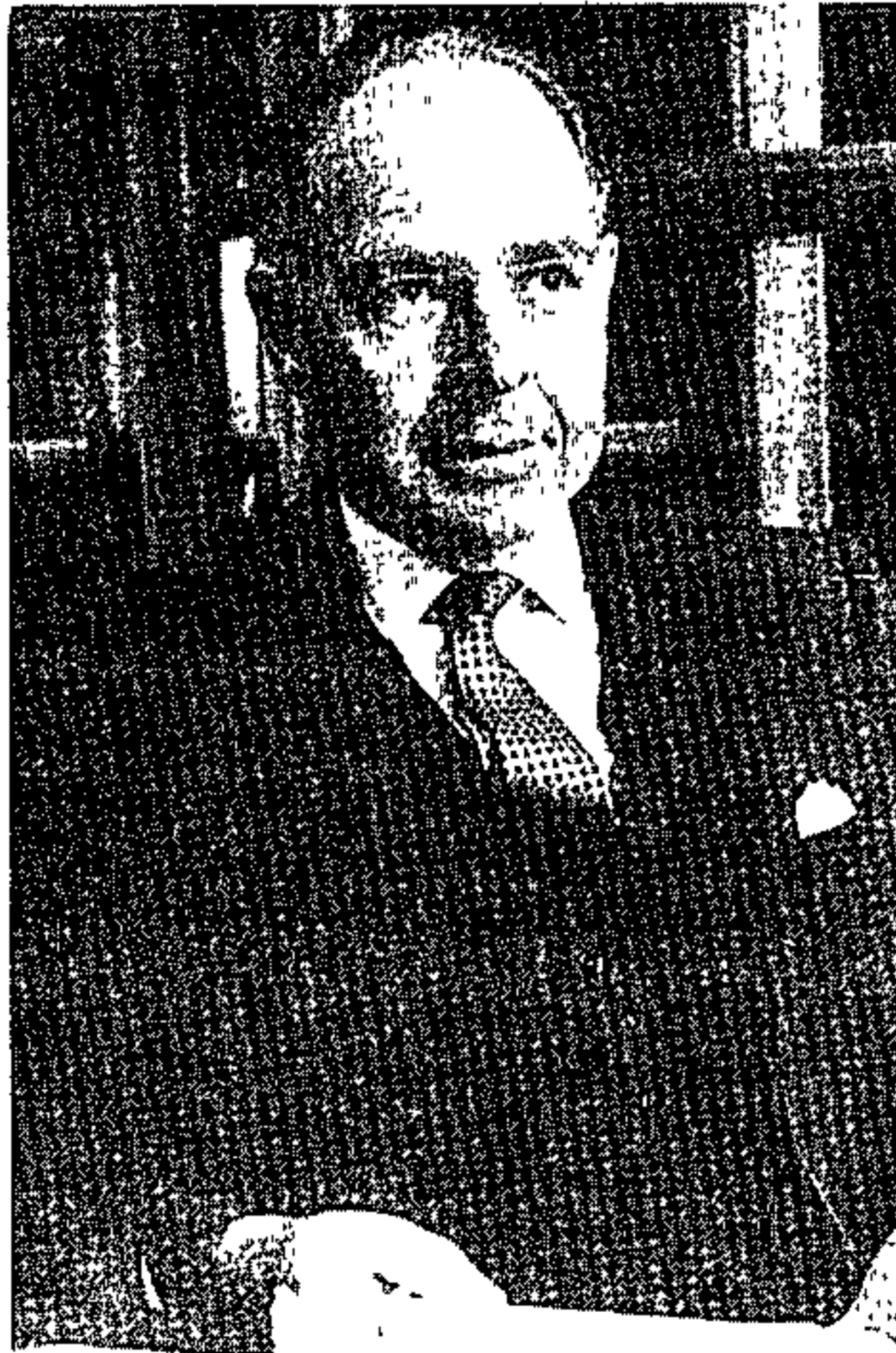
Private airlines are allowed to fly only to the smaller towns and, on behalf of SAA, on some of its routes which are not busy enough to justify the use of large jet aircraft. These pathetically small routes do not generate enough income to finance the purchase of new modern aircraft, and they provide precious little to subsidise the development of new marginal routes. The private airlines must therefore wait for the market to grow of its own accord and then provide services as needed. Because of their low returns on investment they cannot afford to stimulate traffic by first providing the service before a demand has been proved.

Private airlines must pay about 30% more for their fuel than SAA. They fly small, less fuel-efficient aircraft on low volume routes. Their investments in route development are not safe as they are at the mercy of the National Transport Commission (NTC) which can revoke route licences at any time. To attract business, they must charge fares not much higher than SAA's fares, which are low by European standards because they are supported by fuel subsidies. Under its present system of control, the industry offers little to attract the big investor.

Commercial Airways (Comair), the biggest private operator, cannot afford to re-equip its ageing fleet with new aircraft. Comair apparently makes a profit, but it uses mainly DC3s designed before World War 2 and which must have been written off in its books years ago. It has recently acquired two turboprop aircraft, but they are second-hand bargains found only after the company had scoured world markets for more than a year.

Magnum, the second biggest private operator, has just made a share issue of R5m to buy new aircraft but can offer investors no history of past profits.

SAA, by far the biggest airline in the country, uses the most modern equipment. Last year it made a profit of R42m,



Justice Margo . . . opening the skies?

although its fuel and maintenance costs are higher, and its domestic fares lower than those of many overseas airlines. In addition, it has the added expense of flying around the bulge of Africa on its routes to Europe.

SAA is forced to run a large maintenance operation because it is too far from cost-reducing pool maintenance arrangements available to operators in the northern hemisphere. Its maintenance personnel add to its high staff complement which is one of the highest of all the world airlines in relation to the number of passengers carried.

Fuel costs in SA are among the highest in the world and they account for more than 40% of SAA's total running costs compared with about 30% for British Airways. Because of the high local fuel price,

foreign airlines threatened to reduce their services to SA earlier this year. They were induced to continue only after the then Minister of Industries and Commerce Schalk van der Merwe decreed that they be spared the levy for the fuel equalisation fund which is included in the price of all fuel sold in SA.

The point of all this is that SAA need not fear competition from the local private sector. Its profits (during a tough year for airlines) show it to be a highly efficient organisation — unless its accounting procedures differ from those of the private sector, as some suspect.

Government has appointed the Margo Commission to examine the country's air transport. There is no doubt that it will recommend some form of deregulation, and the extent to which the recommendations are accepted will indicate the sincerity of P W Botha's undertaking last year to give the private sector a bigger role in the economy.

As a first step towards complete deregulation, free competition on all routes should be allowed. This would throw open the door for private operators to compete directly with SAA on its prime routes. They are unlikely to take up the challenge in the short term as there would probably be easier pickings on less economic routes which SAA might surrender. These new routes should nearly double the market presently open to private airlines.

Another likely development from this freeing of the market would be the establishment of routes flown by private airlines in turboprop aircraft between main centres with intermediate stops. For example Johannesburg/Pietermaritzburg/Durban or Pretoria/Vanderbijlpark/Durban. These services would be a boon to those living in the smaller centres and would also take up overflow on the large aircraft flying between centres in seasons of heavy traffic.

So let us set the market free.

No. R. 2443

269

28 November 1980

AMENDMENT OF THE RAILWAYS AND HARBOURS CONTROL AND MANAGEMENT (CONSOLIDATION) ACT, 1957

The Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act 70 of 1957), has been amended by the Railways and Harbours Act, 1980 (Act 67 of 1980), as follows:

2 Section 1 of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (hereinafter called "the Control and Management Act"), is hereby amended—

(a) by the insertion, in subsection (1), after the definition of "Administration's jurisdiction", of the following definition:

"(iiA) 'Auditor-General' means the person appointed as such in terms of section 41 of the Exchequer and Audit Act, 1975 (Act 66 of 1975); (ixA)";

No. R. 2443

GJ 7312

28 November 1980

WYSIGING VAN DIE KONSOLIDASIFWET OP DIE BEHEER EN BESTUUR VAN SPOORWEE EN HAWENS, 1957

Die Konsolidasiewet op die Beheer en Bestuur van Spoorwee en Hawens, 1957 (Wet 70 van 1957) is deur die Wysigingswet op Spoorwee en Hawewette, 1980 (Wet 67 van 1980), soos volg gewysig.

2 Artikel 1 van die Konsolidasiewet op die Beheer en Bestuur van Spoorwee en Hawens, 1957 (hierna "die Beheer- en Bestuurwet" genoem), word hierby gewysig—

(a) deur in subartikel (1) na die omskrywing van "Minister" die volgende omskrywing in te voeg

"(ixA) 'Ouditeur-generaal' die persoon wat ingevolge artikel 41 van die Skatkis- en Ouditwet, 1975 (Wet 66 van 1975), as sodanig aangestel is; (iiA)"; en

vir full kaise GJ

Report aims to improve couriers

By Richard Paris
The low calibre of South African coach couriers — a long-standing cause of criticism by European tour operators — may be improved when the report of a specially appointed committee goes before the Minister of Tourism in the next few weeks.

According to a spokesman for the Department of Industry, Commerce and Tourism the report will recommend the registration of tour guides. It is understood also to provide for examinations after courses designed in conjunction with the Department of National Education.

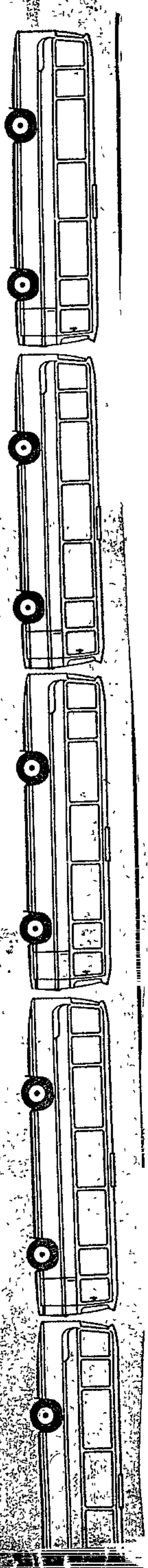
The chairman of the committee, who is also secretary for the Association of South Africa Travel Agents, Mr John

Bing, said yesterday that he could not reveal the contents of the report as the Minister, Dr Dawie de Villiers, had not yet seen it. But he hoped it would be approved and published in the Government Gazette early in 1981.

Travel agents, tour operators and hoteliers have condemned many couriers in South Africa for their lack of knowledge of the country, their indifference towards their passengers' welfare, and for misinformation often given to overseas visitors about political and racial matters.

An agent said: "Our couriers often appear to be spokesmen for the Government when they have no business to be spokesmen for anything."

BUS SUBSIDY CRACKDOWN



Transport chief pledges all-out bid to end abuse

By Mike O'Sullivan and Tony Duigan

The Department of Transport is to appoint a commission to inquire into subsidised bus companies which will have received R100-million from the Government this year.

Questions have been raised about some of these companies which operate in the politically sensitive black transport area and carry millions of passengers a week.

During a six-week investigation by The Star into black transport and the way the Government's subsidy system works, bus operators admitted that it was possible for them to boost their earnings by "using the subsidies."

In an interview with Department of Transport officials The Star made these allegations.

- Distances travelled along routes by buses could be falsified (subsidies are based on kilometres travelled).
- Ticket sales could be manipulated by operators distributing tickets to staff members and claiming subsidies for these "fares."
- Blanket tickets for full routes were often sold in places in which thou-

... passengers

Crackdown on bus subsidies promised

from page 1

the Government will ensure that you never lose because they cannot afford to have hundreds of thousands of commuters stranded"

The Department of Transport faces the problem that the politically sensitive black bus services have to be kept running at all costs even though operators might be wasting money by poor management.

Department officials have told The Star that their first consideration must be the millions of passengers carried each day by the operators.

Attempts to streamline the system have been complicated by black suspicion of Government motives. Officials are prepared to admit that some operators have taken advantage of this situation.

All aspects

Mr. A. B. Eksteen, director general of the Department of Transport, said a commission would investigate every aspect of bus companies' operations.

Mr Eksteen stated his intention of setting up the commission after he was approached by The Star with allegations of loopholes in the bus subsidy system which could allow operators to make hundreds of thousands of rands a year on the side.

The department plans to introduce a new zonal fare system in the Pretoria and Johannesburg areas early next year in a bid to combat some of the abuses.

The department is also working on stricter accounting procedures which it hopes to apply to bus companies.

According to Mr Eksteen, the inquiry will be broadly based and will focus particularly on the subsidy system. If it is found that any Government money has reached the pockets of operators illegally, the evidence will be passed to the Attorney General.

Representatives of the Departments of Transport, Finance, and Co-operation and Development, as well as members of the private transport sector, would be asked to serve on the commission, Mr Eksteen said.

Bus operators have pointed out that, under the present system, it is impossible for operators to lose money.

"Running a bus company is one of the safest business investments in the country," an operator said.

Jomag slams city chiefs

2/12/80
ROM
269

By SEAN O'CONNOR
City Editor

THE Johannesburg Metropolitan Action Group, Jomag, has blamed Johannesburg's municipal decision-makers for putting the brake on public participation in metropolitan transport planning

And Jomag's honorary secretary, Mr Conrad Berge, disclosed yesterday that Jomag had written to the chairman of the Johannesburg management committee, Mr Francois Oberholzer, requesting a meeting with the committee

If its request was agreed to, Mr Berge said Jomag would express its concern over the "apparent slow progress of planning and public involvement", and its dismay that no public relations officer had been appointed in Jomet to deal with public participation

The lack of public involvement in transport planning was blamed on Johannesburg's municipal hierarchy at a closed meeting of Jomag's executive last week. The executive met to plan counter-action to what it sees as clear attempts to limit public participation in transport planning issues

Johannesburg is the core city

in the metropolitan planning system. Yesterday Mr Berge said Jomag's executive had "identified the core city as being responsible for not implementing public participation".

In the past he has said that Jomag suspected that politics and power play in the upper echelon of the Johannesburg City Council was responsible for thwarting public involvement in planning issues

The public has not yet been informed of the results of its contribution to a participation programme launched a year ago, Mr Berge said.

Jomag believed the public was entitled to know how its views on planning strategies, which were under consideration by Jomet, were evaluated.

Mr Berge said Jomag also intended writing to the Director-General of Transport, Mr A B Eksteen, for clarification on whether a single city "should have this stranglehold over public participation".

It was also possible that the Urban Transport Act, which made provision for the National Transport Commission to have certain powers, was not being fully exercised, or was being misinterpreted, Mr Berge said

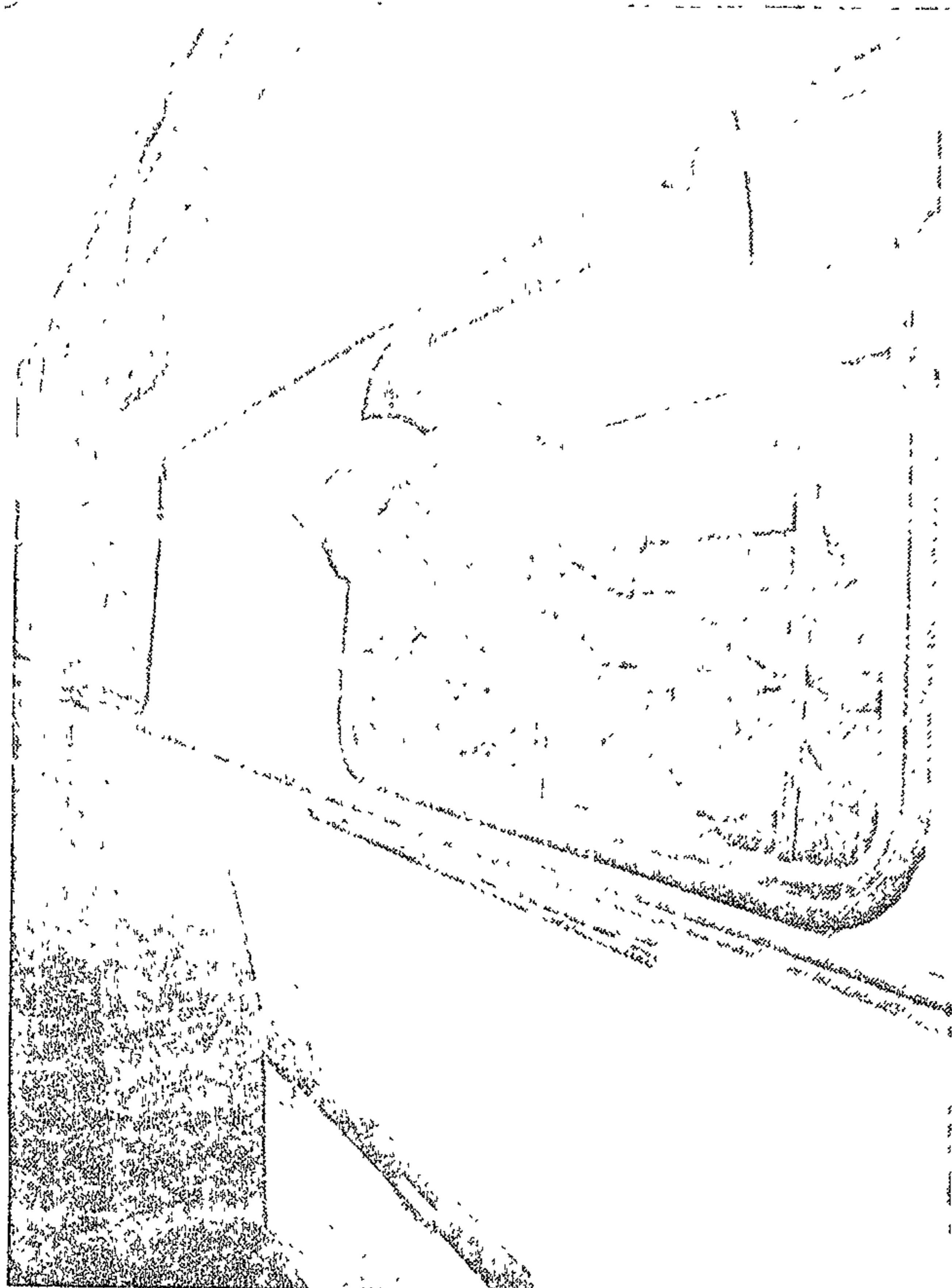
2196 (269)
R57-m Office
block for SAR

Transport Reporter

The South African Railways is to build a 35-storey office building costing R57-million in Johannesburg next year.

A spokesman for the SAR confirmed yesterday the new building, to be used as a data centre and administration block as part of SAR headquarters, was expected to receive the go-ahead during the next parliamentary session.

The building is to be located at the corner of Rissik and Wolmarans streets, Braamfontein.



Women bus drivers will have to fill in during Pretoria's driver shortage because the white union is blocking employment of blacks Mrs E L S de Langa is one of 10 learner drivers about to complete a crash course

PHOTO ERIC HEINZE

Women bus drivers to keep union white

By JOUBERT MALHERBE, Pretoria Bureau

THE PRETORIA CITY Council has employed 10 white female bus drivers in spite of opposition from the drivers' union and a serious unemployment problem in the city.

Mr Philip Nel, chairman of the council's management committee said yesterday that the white Transport Workers' Union would block any attempt by the council to employ black drivers to overcome the shortage.

But Mr Nel added that if the driver shortage in the Pretoria transport department got worse, the council would definitely have to consider employ-

ing blacks. In the meantime, 10 female learner drivers are completing a crash course in a week's course. Three have already qualified and are working in fleets of Pretoria's 11 bus route under the supervision of 21 experienced drivers.

Commenting yesterday on the appointment of the women drivers, Mr D. J. Breet, secretary of the union, said he was opposed to the appointment of the women drivers. "It is not a woman's job," he said.

Mr Breet said the union would oppose any moves to appoint black bus drivers "because we want to keep our union white".

The women were appointed following the "crastic staff shortage" experienced by several departments of the city council. Mr W. H. S. van Niekerk, technical engineer in the council's transport section, said yesterday.

Regarding the appointment of black bus drivers, Mr Van Niekerk said such a move was never considered by the transport section. It was a policy matter and the council had to decide on it.

Mr Nel said the main problem in the appointment of black bus drivers was that the union involved would not accept such a move.

"I can foresee no other problems in this regard," he said.

Parks Board was negligent, says Judge

Nm
6/10/80
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Pietermaritzburg Bureau

THE Natal Parks Board was found to be negligent and liable for the deaths of five fishermen who drowned when an overloaded ferry sank in St Lucia Estuary, a Supreme Court Judge ruled yesterday.

Mr Justice Friedman found that the board's ferryman had been negligent in overloading his craft and in suddenly opening the throttle of the boat, causing it to suddenly leap forward and ship water. Consequently it sank, drowning five men.

The Judge ruled that the NPB was liable for the death of Mr Goolam Hoosam Moosa, husband of Mrs Shariffa Bi Shaik, who was claiming nearly R7000 in damages arising from the death of Mr Moosa on September 11, 1976.

The Natal Parks Board, said Mr Justice Friedman, would have to compensate Mrs Shaik 'for such damages as agreed or as she can prove she has suffered'.

Tunnel drill for Hex River

By SIMON WILLSON
Industrial Reporter

THE BIGGEST mobile tunneling drill built in South Africa was completed yesterday and starts work at the end of the month in the railway tunnel under construction in the Hex River Valley.

The Raildrill 600 Jumbo was designed and built at the Delfos & Atlas Copco factory at Benoni. It will be at work at Hex River in two weeks' time and an identical drill for use in the same tunnel is nearing completion.

The drills have been bought for R500 000 each by Comiat South Africa, subsidiary of the French civil engineering firm Comiat.

Comiat SA is one of the contractors engaged by South African Railways to construct the 13,5 km rail tunnel which will shorten considerably the Johannesburg-Cape Town rail route. The total Hex River Valley project will cost R26-million.

The dimensions of the Hex River Valley tunnel meant that the contracts put out by the SAR required specialised machinery.

The tunnel will be horseshoe-shaped, with a diameter of 6 metres in all, but a 2 km stretch of its central section will be 13 metres wide and 8 metres high.

The two-tier dimensions of the tunnel required a drill which could expand in the bigger central section — a feature of the Raildrill 600.

Atlas Copco's managing director, Mr Mario Pellegrino, said the mining and construction industries in South Africa were faced with problems unique to this country, which frequently meant that equipment had to be specially designed.

The domestic designing and construction of the drill was an example of specialised SA manufacture, and another sign of the increasing trend to source important components locally to prevent political interference with supply.

Soweto railway users 'fined'

RDM 19/12/80

~~323~~

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By MARIKA SBOROS

HUNDREDS of commuters from Soweto were fined yesterday after they tried to use their Putco bus tickets on the trains.

Mr H Joubert, systems manager of the South African Railways, denied they had been fined and called an extra charge some commuters had to pay a "booking fee".

When asked to explain the booking fee, he said it was "a sort of a penalty", aimed at "persuading" people to buy train tickets before they started their journey.

"It is normal procedure. These people did not have railway tickets.

"Anyone who travels on a train without a proper ticket has to pay for the ride at the other end, as well as an extra charge, which is a booking fee," he said.

Yesterday commuters alleged that they had been told in Soweto by railway officials that they could use their Putco tickets on the trains during the strike.

Mr Joubert said that this was impossible.

"Any such instruction could only have come from my office. No such instruction was

issued.

"We do not accept Putco tickets. These people were just trying to get a free ride," he said.

Ticket collectors at the station yesterday confirmed that "many people" had come through the barriers with Putco tickets.

Two collectors said they had fined the travellers R1, because they had received "railway instructions" to do so.

The booking fee is 20c for second and third class trains, and 60c for those travelling first class.

According to Mr Joubert, a commuter may have had to pay R1 which would have been the price of a return ticket, plus a booking fee for a first class coach.

He said all commuters who had to pay the penalty would have received a receipt.

If they did not, or if they could prove that they had been overcharged, the ticket collector could be subject to a disciplinary hearing.

"Overcharging is not allowed. We have to rely on the commuter telling us the truth about where they got on and in what class coach they were for the ride," he said.

which is often the result of a change from a single class teacher to many teachers. The Education Authorities are unlikely to change this, because the teaching system is aimed at producing specialists. And from standard 6, schooling is by specialists. But the younger kids need older people to identify with, and standard 9 and 10 pupils should organise teachers with the younger pupils. These could be informal, they could discuss anything that was of interest to most of the people there, and it would not be necessary to stick only to school subjects. It could be a sharing of

could be a sharing of
 would be through you
 is no SRC you should
 This informal teach
 students. And they
 the community. Many
 of these are the gar
 people to discuss ti
 become interested.
 doing fits in with
 working class commu
 come out of a commu

R.D.N.
24/12/80
269

SAA is in the red, but hopeful

By SUE DENNY

SOUTH African Airways was experiencing losses equal to those of the world's major airlines, a spokesman for SAA said yesterday.

He was reacting to the International Air Transport Association's annual review, which said major international airlines expected a record R1 880-million loss this year.

"SAA is also still in the red. We have the same losses experienced by the world's major airlines announced in the IATA review. The major factors why SAA is losing money are the rising cost of fuel, and increased handling and landing fees," the spokesman said.

However, the spokesman said SAA expected the position to improve by the end of its financial year in March.

"December, January and March are good revenue months, when traffic and passengers increase considerably in relation to other months. So we do not expect to fare too badly this year."

The IATA review said Opec's recent announcement of open oil price increases added a new element of uncertainty to the future of airlines.

The other major factors combining to drive airlines into the red were economic recession in industrial nations, inflation and rising fuel prices, it said.

Capital transmitter for sale

31/12/86 05
269

UMTATA — Capital Radio's medium wave transmitter at Herschel is for sale on the open market.

The 500 kW omnidirectional transmitter, the largest of its kind in the southern hemisphere, is worth R2,2 million with ancillary equipment

Capital's technical services director, Mr John van Hoogstraten, said the transmitter had not proved cost effective.

"Proceeds of the sale will go towards new transmission equipment and antennae systems," he said

"We've already had some tentative inquiries about the transmitter and don't anticipate any problems selling it, because transmitters of this size have a manufacture order book delay of about a year."

Mr Van Hoogstraten said the station's music line between the studios in Johannesburg and Port St John's was connected and would become operational soon "We're waiting for final adjustments in Johannesburg by the South African postal authorities" The music

line will increase efficiency and quality, with news, music and interviews transferred direct to Port St John's for recording

Asked about reports that the Port St John's studios were to be closed and moved to Umtata, Mr Van Hoogstraten said this was a long-term consideration, "but we are looking into the feasibility"

"It may be prudent to centralise staff Electricity costs are very high in Port St John's, which also

lacks school and hospital facilities."

He said technical problems had cost the station "a great deal of money," but advertising had increased since August when Capital started marketing itself regionally and not nationally

Mr Van Hoogstraten said civil action against Capital's transmitter consultants "could run into millions. But we are dealing with parties in the United States and Europe, and it could take years."

— DDR

We have $\mathcal{O} \cdot X \rightarrow \mathcal{O}(X) \subset \mathcal{C}(X)$, (Now $\overline{\mathcal{O}(X)}$ is complete.
 Must show $\overline{\mathcal{O}(X)}$ is dense.

Now $\overline{\mathcal{O}(X)}$ is dense in $\mathcal{C}(X)$ of the complete metric space $(\mathcal{C}(X), \rho)$ 36.
 and then $\mathcal{O}(X)$ is dense in Y which is complete.

Non-white persons appointed to Control Board of the South African Broadcasting Corporation/Black Programmes Control Board/Advisory Board for TV 2
 143. Mr D. J DALLING asked the Minister of Posts and Telecommunications.

5 (319) 2.3 = 269

Note: (i) We use the complete metric space $(\mathcal{O}(X), d)$ is complete - that depended on the choice of (X, d) generally lead to different definitions of the norm.

The MINISTER OF POSTS AND TELECOMMUNICATIONS

- (a) No;
- (b) no,
- (c) yes. Prof. A. C Nkabinde and Mr R. N. Gugushe to the Black Programmes Advisory Board,
- (d) no, there is no Black Programmes Control Board, but a Black Programmes Advisory Board,
- (e) an advisory board for TV 2 has not yet been established.

Remark on

For \mathcal{H} To \mathcal{Q} T W
 (i) and (ii) fall away
 Note
 Another statutory body functioning within the framework of the SABC to which the hon member has not referred, is the Television Programme Advisory Board. Two non-White persons, Messrs F. L Sangaran and D. R Ulster, have been serving on this Board since 15 February 1977

(X, d) is complete - that depended on the choice of (X, d) generally lead to different definitions of the norm.
 to isometry. i.e if (X^*, d^*) is any metric space, (X, d) is embedded isometrically as a subspace of (Y, ρ) .

$$d(f, g) = \int_a^b |f - g|$$

$\mathcal{R}[a, b]$
 to equivalence classes (as in Th 1.3.)
 $f \sim g$ iff $d(f, g) = 0$
 of all equivalence classes under \sim in $\mathcal{R}[a, b]$ by defining

$$d([f], [g]) = \int_a^b |f - g|$$

In this way $(\hat{\mathcal{R}}[a, b], \sigma)$ is a metric space.

However, $(\hat{\mathcal{R}}[a, b], \sigma)$ is not complete.

Lebesgue integration does not have this defect. Every f which is Riemann integrable i.e $\forall f \in \mathcal{R}[a, b], f \in \mathcal{L}[a, b]$.

10/6/80.

~~332~~
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~~244~~

Debate :

Road Transportation
Amendment Bill

See

Hansard 17 ~~Cols 8679-8~~

Cols 8679-8707

Hansards + 14, 13, 16,

Hansard

TUESDAY, 4 MARCH 1980

5(289) 2-3-20 269
†Indicates translated version

For written reply:

Port Elizabeth harbour

259. Mr T ARONSON asked the Minister of Transport Affairs:

- (1) Whether there are any changes in (a) the stages in which the development of Port Elizabeth harbour is planned and (b) the estimated amount to be spent on each stage in the financial years 1979-'80 and 1980-'81, respectively, as indicated in his reply to Question No 418 on 11 March 1979, if so, in what respects.
- (2) what was the amount spent on the development of Port Elizabeth harbour in 1979-'80?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) Yes, in respect of stages 3 and 4 which are now expected to be

completed during April 1980 and December 1981, respectively

(b) Yes, estimated expenditure—

	Fixed Facilities R m.	Handling Equipment R m.
1979-'80...	2,58	—
1980-'81	6,85	—

(2) R10,07 million

Hansard to col 2345

MONDAY, 10 MARCH 1980

has been selected by the General Manager

Prayers—14h15.

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RAILWAYS AND AIRPORTS
APPROPRIATION BILL

(Second Reading resumed)

Mr R J. LORIMER: The Opposition just before the debate as it stands after the speech last Wednesday, the Minister had said and his budget which would result in a 10 per cent increase in growth. A further 20 per cent increase in growth of expected revenues and expenditure in the coming year. It is a very big increase in the budget and there is no doubt that it is a very big increase in the budget. It is a very big increase in the budget. It is a very big increase in the budget.

The hon. the Minister said that the Government's policy was to reduce the deficit by 10 per cent in 1980. I believe there are a number of very good reasons why that should be done. It has been quite successful in the past and it is a very good reason to do it again. It is a very good reason to do it again. It is a very good reason to do it again.

I was concerned to know what the Government's policy was on the railways. I was concerned to know what the Government's policy was on the railways. I was concerned to know what the Government's policy was on the railways. I was concerned to know what the Government's policy was on the railways. I was concerned to know what the Government's policy was on the railways.

It is a very big increase in the budget. It is a very big increase in the budget. It is a very big increase in the budget. It is a very big increase in the budget. It is a very big increase in the budget.

Energy saving and start from scratch to rebuild the country's rail services.

It will be the new 130 km per hour passenger service which will be the way in which the new generation main-line coaches will be ready to be delivered.

Conductors changes have been made in the way of passenger coaches and goods trains for the future.

I have to say that I am sure of the tremendous work that has been done in the past. The introduction of the new 130 km per hour passenger service is a great feather in the cap of the Government. It is a very big increase in the budget. It is a very big increase in the budget. It is a very big increase in the budget.

The Government's policy on the railways is to reduce the deficit by 10 per cent in 1980. I believe there are a number of very good reasons why that should be done.

It is a very big increase in the budget. It is a very big increase in the budget. It is a very big increase in the budget. It is a very big increase in the budget. It is a very big increase in the budget.

Senate Hansard 3 Col 723
19/3/80

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19 MARCH 1980

706

Bill read a Third Time.

**RAILWAYS AND HARBOURS
ADDITIONAL APPROPRIATION BILL**

(Second Reading)

*The MINISTER OF TRANSPORT
AFFAIRS Mr President, I move—

That the Bill be now read a Second
Time.

During the current financial year, particularly because of the sharp increase in the price of fuel, the Administration was subjected to greater cost pressure than had initially been expected. Although provision was made in the 1979-'80 financial year for a moderate increase in fuel prices, the price adjustments in February and June 1979 meant that the price of fuel for the Administration more than doubled. As a result the estimated expenditure on fuel for the service as a whole increased by R190 million to R415 million. In this connection I just want to explain the position in order to avoid any misunderstanding. The accusation is often made that the price of fuel to the consumer was increased arbitrarily just because larger levies to the State were decided upon. Such accusations are devoid of all truth. I would like to provide certain figures in this connection. During 1972, i.e., the year preceding the oil crisis of 1973, South Africa's total payment for imported oil was R188 million. Last year the payment we had to make for about the same volume of oil was R2 089 million, an increase of 1 000% in the price of the crude oil that we imported. As against this, the price to the Railways over the same period rose by 515% and to the private consumer of liquid fuel by 447%. Hon Senators will therefore in all fairness agree that there is no truth in the story that the blame for the increase in the price of fuel has to be laid at the door of the Government [Interjections]

Senator H F B OELRICH: Not completely.

The MINISTER: Not at all. The portion that the State receives from the price of liquid fuel was reduced last year, not increased. To assist us, the hon the Minister of Finance

...the "Account for Black, Indian Transport Services", of R541 000 I wonder if the Minister could explain

MINISTER OF AGRICULTURE asks a question about the City of Johannesburg [interjections]

3 PAGE You have not asked a question about the Howick railway station

MINISTER OF TRANSPORT AF- ... I want to suggest to ... it may be more ... details of policy when ... Transport Vote

... factors that contributed ... amount for which we now ... The hon member is ... fact that the financing of ... is derived from separate ... there is the legislation in ... but there is also the ... to Coloured and Indian ... the law provides that R1 ... per labourer per month, and ... the law provides that 20c ... which is actually ... the P1 that is collected for ... the estimated income which ... department in terms of the ... which I referred, the mon- ... of Black, Coloured and ... follows. The Account ... Transport Services amounted to ... and the Account for Black ... R11.5 million. If one ... such calculations, one sees that ... approximately R16 million in

... the increase in the price of ... various other factors contributed ... operating expenses for this ... Unfortunately, this differs from ... to another, and that is why I ... hon members figures for the ... I think I must content ... the Committee informa- ... reasons that would ... First, there is ... increased by 10% ... again by a ... in January this year. In other

... words, there has been a cumulative increase of more than 10% on the previous financial year within the duration of the current financial year. The second general reason is that wages have increased during this year. 10% in most companies during this year. Thirdly, the price of spares has increased by an average of 12% during the present financial year. Fourthly, the price of new buses has also increased by 10% during the same year. Consequently, there is an average increase of 10% for most companies, in respect of the most important inputs.

In the nature of things, the percentage increase in the payment of subsidies due to the increase in the price of fuel in comparison with the period prior to the increase, cannot be pointed out since this differs from one company to another. Before a bus company can effect an increase in bus fares, the need for the subsidy which is being requested is first established by investigating the entire infrastructure of the bus service or the bus company concerned. Adjustments are then made where necessary in order to keep the payment of subsidies as low as possible. On the other hand I can say at once that we also try to keep the contribution of the passengers themselves within their financial means taking into consideration their wage and salary structures.

My department has already received 66 requests for amended subsidies, 18 requests for new subsidies—and 12 further not-received subsidies before—and 12 further applications to absorb the increase in the fuel price because bus fares cannot be adapted in good time in order to cover these expenses. There is something that I should like to explain in this regard. In terms of the provisions of the legislation, a request for an increase in tariffs must first be published so that people may have the opportunity to register objections to the proposed increase. After the stipulated period has expired, the applicants and the objectors must in turn be informed individually of the date of the hearing. This is a procedure that takes quite a long time. Since it is not possible to anticipate price increases either, there is a time lapse between the date on which the higher prices are put into effect and the date on which an applicant is able to receive a decisive answer to his application. Very often, months may elapse between the appli-

... Apart from that, going back to ... "Overland transport"—I note the ...

... the Minister about two other ... First, there is a new item as a result of ... R50 authority from the Minister of Finance ... R150 000 as a contribution to the ... Pollution Prevention Fund. What are the ... the Minister's intention, about this ... he going to build it up annually? What ... level does he anticipate it will finally be ... at?

2691

Hansard 5

CG 1828 →

Not yet approved.

delivered

reached figures which are, in fact, astronomical, the Department of Finance in co-operation with my own department has appointed a commission under the chairmanship of Prof Dr Franzsen to go into the question of compensation to the S A Railways for the difference between avoidable cost and the actual recoveries in terms of tariffs. Equally, the question of the payment of subsidies on road transport, as well as transport costs to the resettlement areas, has been the subject-matter of this investigation. The recommendations have been considered by the hon the Minister of Finance and myself, and certain of these recommendations have in fact been accepted. Others are still being investigated further, with a view to finding a permanent solution to the problem that we are dealing with here and I should like to suggest that I give that hon member and other hon members more details when we discuss the Railway budget which will be introduced on Wednesday, and the Vote of the Department of Transport Affairs.

Mr G S BARTLETT Mr Chairman, having heard the hon the Minister say that he would report on this further in the Railway debate, I should like him to consider providing the House with information as to exactly what percentage of the total fare, on average, constitutes the subsidy. I think it is important that we know to what extent the public, the taxpayer, is subsidizing the commuters in terms of a percentage of the total fare. Secondly, we should like to know whether this is in line with the ability of the passenger to pay a reasonable fare. I say, this because while we in these benches agree that where commuters are forced, through the policies of this Government, to commute over long distances, there is a reason for a certain degree of subsidization. I think that we should be very careful, and this hon Minister must also be very careful, that the acceptance of subsidizing transport will not become, in the long term, such a great burden on Parliament that we may find in future that this will become a very major item. The hon the Minister has already said that the figures are already becoming astronomical. I do believe that the Government should possibly look at other ways and means of overcoming this problem. For instance, if people were paid

decent wages, they would be able to afford to pay the train fares.

Mr R B DURRANT That has nothing to do with it.

Mr G S BARTLETT This is not a welfare State, and we have to be careful.

The CHAIRMAN Order! The hon member must come back to the item.

Mr G S BARTLETT Mr Chairman, I am talking about the principle of subsidies.

The CHAIRMAN Order! The hon member is not allowed to discuss the principle here.

Mr G S BARTLETT Then I appeal to the hon the Minister to report in depth on this matter when he presents his budget.

Mr R J LORIMER Mr Chairman, before the hon the Minister gets up, I should just like to ask one question. It is fairly obvious, from the hon the Minister's comment the other day on the additional estimates of the Railways that the Franzsen Committee which he mentioned has come up with recommendations and that these have been accepted. This means that there must be additional funds that have come to the Railways, funds which the hon the Minister has squeezed out of the hon the Minister of Finance. It will be interesting to hear in the Railway budget debate exactly how much this is.

The MINISTER OF TRANSPORT AFFAIRS Mr Chairman, I should just like to ask your indulgence for one moment to allow me the same latitude that you allowed the hon member for Amazimtoti, otherwise I shall not be able to reply to the question which he raised. Let me correct one statement which the hon member made. The fact of the matter is that the loss on the passenger services of the S A Railways is estimated at some R407 million for the current financial year and with due respect, only approximately R70 million is being paid by Treasury to the S A Railways in relation to resettlement areas. It is therefore a complete fallacy to argue that these amounts are paid because of

the policy of the Government. One must say this in all fairness.

The second point which the hon member made was whether I would be able to give him a breakdown as to how much of any increased tariffs is paid in the form of a subsidy and how much is being collected from the passengers themselves. The hon member will understand that that depends on various factors. It also depends on the wage structures obtaining in the particular area where the buses are being used. Therefore I cannot give him a fixed percentage. It varies from bus company to bus company and it also varies according to the income levels of the people who are being transported by the bus companies.

Lastly, allow me to add that people who are being transported and whose wages it is argued are not enough to enable them to afford transport are not Government employees. They are employees of the private sector. Therefore, in all fairness, I should like to suggest that the hon member for Amazimtoti address himself to employers and not to me when he talks about rates and levels of income.

Vote agreed to

For full text of debate see Hansard 3
Col 729 →

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THURSDAY, 20 MARCH 1980

730

Remarks in my budget speech on the role of the Railways in this particular connection

1 INTRODUCTORY REMARKS

In all civilized countries of the world the railways are recognisable by their various cultures. This applies specially in South Africa because our railways have been interwoven in the country's history since the middle of the previous century and have played a special role in our national life and culture.

The destiny of a country is reflected in the nature and development of its railways, just as the weal and woe of the railways are closely tied to the country's circumstances. The railways, because of the scope of this mighty organization within the national economy, has a far-reaching and lasting effect on culture generally. Evidence of this is to be found in the labour relations and the labour set-up in the railways, its concern for the preservation of historic places, buildings and objects, its contribution to African architecture and horticulture, its major role in *haute cuisine* and the retention and development of typical South African dishes, its role in community life by way of its stations which in many places are the meeting places for people, its major contribution in the Afrikaans advertising field; and the radio, television and the cinema.

I think hon. Senators will agree with me that we would have been far worse off in our cultural life if the railways had not made their contribution, the railways which affect the personal life of every member of our population in one way or another.

The services that a national transport undertaking of any country renders in the economic sphere are of such vital importance today that every sector of the economy is to a large extent dependent on, or at least affected by, those services for its continued prosperity. Although the administrative responsibility is enormous, it offers an inspiring challenge to the ingenuity, perseverance and dedication of Management and staff.

Because of the impact of the national transport system on the economy in general it stands to reason that in determining policy in the short and the long term the closest consultation between the Administration and the private sector is a prerequisite for effective co-operation. For these reasons I have,

right from the outset, adopted a policy of consultation on a continuous basis between representatives of the private sector, members of the Railway Board and Management and the staff associations. According to the evidence available to me this new approach is welcomed by all concerned and I propose to proceed on these lines in the future.

2 OVERALL POLICY AND PHILOSOPHY

(a) *Synchronization SA Railways and State*

While the South African Railways is essentially an organization that must, and rightly so, provide a viable *commercial* transport service which will meet all the economic needs of the country, it should not operate solely in that isolated environment. Although it is acknowledged that the South African Railways does not form part of the Public Service it has nevertheless, in concept and function, an obligation to operate in such a way that it serves national objectives, policies and strategies. The Railways cannot remain aloof when national problems arise from time to time or escape the responsibility of making a contribution towards solving them. I quote some topical examples

(b) *Energy situation*

Although the South African Railways embarked on a program for eliminating steam traction long before the oil energy crisis, it did not rely only on oil for energy. The conversion to diesel traction on lines carrying heavy traffic was considered an interim measure until such time as electrification became economically feasible. At the same time steam and diesel were to be used on those sections and in those areas where electrification could not be justified by the volume of traffic carried in relation to the capital invested.

In the light of the rising costs of liquid fuel and the uncertainty of availability, electric power has now become more cost competitive and a more secure alternative. As a result we are now speeding up our electrification program and at the same time taking advantage of the new developments in alternating current traction equipment as opposed to the traditional direct current systems used hitherto.

The Railways' direct contribution to the

ADJOURNMENT OF HOUSE

(Motion)

*The LEADER OF THE HOUSE Mr President, I move—

That the House do now adjourn

Agreed to

The House adjourned at 17h06

THURSDAY, 20 MARCH 1980

Prayers—14h30

RAILWAYS AND HARBOURS APPROPRIATION BILL

(Second Reading)

*The MINISTER OF TRANSPORT
AFFAIRS, Mr. President, I move—

That the Bill be now read a Second
Time

You will permit me to comment at the outset on the Afrikaanse Taal en Kultuurvereniging of the S.A. Railways which celebrates its fiftieth anniversary this year. I should like to convey my congratulations to this movement which has made a tremendous contribution to the cultural life of our country generally. You will also allow me to make a few introductory

Hansard 8 col 3744

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THURSDAY, 27 MARCH 1980

3746

... as a matter of urgency, with the
... taking the initiative.

The Railways and Harbours Board has
... the proposal and has recommended
... construction of a railway line between
... and Atlantis. Full details of the
... line are furnished in the report of
... board which has already been tabled.

... will take approximately three years to
... the line, the total cost of which is
... at some R21 million. The hon. the
... of Finance has agreed that the funds
... the construction and equipping of the
... line will be appropriated additional to
... Railway Administration's normal loan
... requirements. The Railways will pro-
... with the construction of the line as soon
... parliamentary sanction has been obtained
... the project. It is expected that approxima-
... R7.2 million will be spent on the scheme
... the 1980-'81 financial year.

levied on traffic coming down from Atlantis
as well I think it is a reasonable request.

Hon members have probably noticed that
no short-term provision is made for transport-
ing passengers over the railway line. The
reasons are obvious. The primary object of
the railway line is to stimulate industrial
growth at Atlantis, causing a labour force to
be established in the immediate environment,
and the provision of facilities for passengers
could frustrate the actual purpose of the
railway line and hamper the broad develop-
ment strategy envisaged for the Western
Cape. I may mention also that the Department
of Environmental Planning and Energy, at
whose instance the railway line is being built
and who undertook to defray any operating
losses, has requested that the minimum facili-
ties be initially provided in order to keep
operating losses at the lowest possible level.

RAILWAY CONSTRUCTION BILL

(Second Reading)

The MINISTER OF TRANSPORT
FAIRS: Mr Speaker, I move—

That the Bill be now read a Second
Time

The Bill provides for the construction of a
guaranteed single railway line between
Chempet and Atlantis

Consequent upon the development of
Atlantis as a growth point for Coloured
labour and with a view to stimulating in-
dustrial growth in that area, thereby provid-
ing adequate work opportunities for the popu-
lation which could eventually total
460 000 people, the construction of a railway
line to Atlantis is regarded as a very high
priority.

The provision of a railway link was
initially envisaged on the basis of a main
siding from Chempet to Atlantis. Unfortu-
nately, the programming of the line had to be
postponed owing to the anticipated growth of
Atlantis not having progressed according to
expectation, but mindful of the importance of
the Atlantis area in the development strategy
of the Western Cape, and the present develop-
ment tempo, it has been decided, at the
instance of the Department of Environmental
Planning and Energy, to proceed with the

The usual terms of guarantee were in-
cluded in a warranty agreement concluded
between the S.A. Railways and the Depart-
ment of Environmental Planning and Energy.
The agreement extends over a period of 15
years, and in terms thereof the capital expen-
ture on the line, including interest, will be
guaranteed within the period of guarantee.
The guarantor during this period will
indemnify the Railways against operating
losses as well.

Hon. members probably noticed from
the report of the Railways and Harbours
Board that we have in this case deviated from the
normal practice according to which a special
extra charge is levied on all outgoing traffic
transported on a guaranteed railway line, in
the sense that no such extra charge will be
levied on traffic between Atlantis and Chem-
pet in the initial stages in order to help defray
operating losses. Our object in doing this is to accom-
modate the large variety of large and small
undertakings that will probably offer traffic
over the line, so that, from an economic
point of view, they will not be
driven off than similar undertakings else-
where. The guarantors of the Kensington-
Chempet guaranteed railway line had no
objection to the extension of the railway line
from Chempet to Atlantis, but they insisted
that the special extra charge applicable to
other parts of the railway line should also be

Mr C. W. EGLIN: Mr Speaker, we in
these benches welcome this Bill. Indeed, the
issue of a railway line to Atlantis has been
raised from these benches year after year
since 1974. So we have no objection in
principle to it. We raised certain issues
relating to this, in particular the question of
passengers, during the debates on the Rail-
ways and Harbours Appropriation Bill, but
the hon. the Minister said we could deal with
them more extensively at this stage.

There are some issues which I want to raise
at this stage. I am not entirely satisfied with
the brief explanation which the hon. the
Minister has given in respect of the passenger
situation. Basically it appears from his state-
ment and from the report of the Railways and
Harbours Board that the prime purpose is to
convey goods to and from the growing
industrial area at Atlantis. I do not think that
one can divorce that purpose from all the
preceding investigations which indicated that
the early introduction of a railway service
was a necessity. In this connection I refer to
the original planning by the Department of
Planning and the planning which was under-
taken by various West Coast committees,
inter alia, the Dassenberg committee and the
committee for the development of Atlantis.

I pointed out, and I do so again, that if
Dassenberg, now Atlantis, had followed the
pattern which it should have followed in its
development, it should have had at this stage
some 50 000 inhabitants. There is a time lag

For full text of debate see
Hansard

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WORRALI, Dr. D. J. (Cape Town Gar-
dens)—
 Bill—
 Republic of South Africa Constitution
 (2A.), (2R) 3206.

MONDAY, 17 MARCH 1980

Handwritten: Hansard 7 CA 2985

Handwritten: R64 1786

Prayers—14h15

POST OFFICE APPROPRIATION BILL

Bill read a First Time.

RAILWAYS AND HARBOURS APPROPRIATION BILL

(Committee Stage resumed)

Schedules (contd.):

*The MINISTER OF TRANSPORT AF-
 FAIRS. Mr. Chairman, I wish to start off
 with the general remark that hon. members
 have covered a very wide spectrum in their
 discussions during the Committee Stage.
 During the past week-end I literally experi-
 enced what it means to work 24 hours a day,
 seven days of the week. However, there is
 also good news on the S.A. Railways. The
 General Manager has become a grandfather
 and that of course means an addition to our
 staff, something that is probably going to
 make things easier for me in future. [Inter-
 jections]

I shall try to reply to all the speeches
 made by hon. members as concisely as
 possible. The hon. member for Gezina ex-
 pressed his thanks for the fact that we
 granted an interview to a delegation from his
 constituency. This was concerned with the
 railway extensions at Capital Park. I thank
 him for his co-operation in this respect. It is
 difficult to act in a responsible manner at all
 times, particularly when one's voters are not
 all that kindly disposed towards one. The
 hon. member has requested that we consult
 him when the third phase of the extensions
 at Capital Park has been reached. Perhaps I
 should just confirm that there is a very effec-
 tive liaison between the City Council of Pre-
 toria and the S.A. Railway Administration,
 also with regard to the facilities that have to
 be established there. However, I content
 myself with assuring the hon. member that
 the liaison will be maintained and that he
 himself will be kept informed of any further
 developments in this regard.

Handwritten: for full text see Hansard

MONDAY, 17 MARCH 1980

*The hon. member for Hillbrow requested
 that provision be made for non-smokers in
 the ratio established by the census on sub-
 urban trams. According to a census under-
 taken by the S.A. Railways 80% of all sub-
 urban passengers travelling in the first class
 prefer non-smoking accommodation. For
 this reason 80% of all first-class coaches on
 the Reef are being clearly marked on doors
 and on windows to indicate to passengers
 that smoking is prohibited in those particular
 vehicles. On the same ratio this arrangement
 is now being introduced on all suburban ser-
 vices in other centres as well. That is what
 the hon. member suggested we should do.

Mr. A. B. WIDMAN: Thank you very
 much.

The MINISTER. Mr. Chairman, the hon.
 member for Simonstown referred to the sur-
 plus land between Simonstown and Muizen-
 berg and requested me to intercede with the
 Railway Administration in order to have
 them transfer that land to the city council.
 Allow me to explain that between 1952 and
 1978 there were negotiations between the
 city council and the Railways with a view to
 the acquisition of land by the council for the
 purposes of widening that particular stretch
 of road. On 8 August 1978, however, advice
 was received from the city council to the
 effect that their planning had not been
 finalized at that stage, that consultants had
 been appointed to undertake a comprehen-
 sive study of metropolitan transportation
 and to evaluate the needs that existed. They
 undertook to advise the S.A. Railway Admin-
 istration further on the result of that study.
 No further representations have as yet been
 received from the city council.

I should just like to state that the Railways
 Administration has no objection whatsoever
 to the transfer of the land—naturally against
 payment of the value of the land—that we
 do not require for our own purposes to the
 city council for the purposes for which it
 might be required.

The hon. member for Simonstown also re-
 ferred to the level crossings at Steenberg,
 Lakeside, False Bay and elsewhere in his
 constituency. I should like to put on record
 that the level crossings at Steenberg—the
 one at Military Road—and at Lakeside have
 been listed for elimination. The schemes are,

241480

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Railways & Harbours Acts Amendment Bill
Committee Stage

Hansard 10 Cols 4728 - 4737

18/4/80

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National Roads Amendment Bill
(2nd Reading),

See Hansard 9 Cols. 4249-4263

18/4/80

(269)

Railways + Harbours acts
Amendment Bill
(2nd Reading)

See Hansard 2 Col s 4264-4298

24/13/80

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Railways + Harbours appropriation
Bill.

See Senate Hansard 4 Columns 810-878.

BLA 1/5/80.

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Railway Construction Bill

See S Hansard 6. Col 1333-~~1338~~ 1343.

National Roads Amendment Bill

See S. Hansard 6 Col 1343 - 1350

13/5/80

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National Rds. Amendment Bill -
2nd Reading resumed

See S. Hansard 8 Cb 1625 - 11644

Railways + Harbours Act
Amendment Bill
2nd Reading

See S. Hansard 8 Cb 1644 - 1671

13/5/80

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National Roads Amendment Bill

See S. Hansard 8 Col 1632-1644

Railway + Harbours Acts amendment
Bill - Second Reading

See S. Hansard 8 Cols 1644 - 1671.

12/6/80.

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Rel. Transportation amendment Bill
See S. Hansard 12 CDs 2362 - 2440