

PUBLIC SECTOR - TRANSPORT  
LABOUR - 1987~~8~~

JANUARY — APRIL

# SATS employees get pay increases

270, 15/1/87  
N/M  
Mercury Reporter

SOUTH African Transport Services employees are receiving pay increases but the Minister of Transport Affairs, Mr Eli Louw has refused to give details

Just as in the case of any other business undertaking I regard the increases as a private domestic matter and am not prepared to disclose details,' said Mr Louw

The minister said in a Press release that adjustments made to salaries were the result of, among other things, the rationalisation of service conditions which went hand in hand with sacrifices made by employees

Discussions had been held with trade unions and it was agreed that the financial advantages that resulted from the rationalisation would be returned to the employees

The rationalisation affected among other things, overtime and Sunday time, withdrawal of allowances, the reduction of bonus scales and the introduction of a uniform pay month

# 14 SATS workers held for theft of railway line

Crime Reporter

270 14/2/87 N/M

FOURTEEN South African Transport Services employees were arrested this week for the recent theft of hundreds of tons of railway line, worth more than R25 000, from the Umbilo and Bayhead Transport engineering works.

A senior police spokesman told the Mercury yesterday that more than 230 tons of steel went missing from Umbilo Transport engineering works between January 31 and February 3 this year.

Investigations, led by Detective Lieutenant E Nkabinde of the S A P Transport Division, began early this week after they had received 'inside information' on the disappearance of the railway line from the Umbilo and Bayhead works departments.

By Thursday, five white and nine black SATS employees had been arrested and 100 tons of railway line had been recovered from a Durban scrapyard.

The 14 men have been charged with theft and will appear in the Durban Magistrate's Court next week.

A spokesman for the S A P Transport Division said the investigation was continuing.

He said it appeared that the arrested men had not worked together as a gang but operated in two or threes.

The crackdown on the theft follows the arrest and charging of seven SATS drivers two weeks ago for similar crimes.

A spokesman said the drivers had been stopping their trains en route and offloading goods at various places for collection by accomplices.

(b) 2.9 per cent

Information concerning train journeys undertaken by military personnel is not included as such information is classified. Particulars of the number and class of journeys undertaken by Parliamentarians and other dignitaries are not readily available.

Employees

233 Mr D J N MALCOMESS asked the Minister of Transport Affairs

How many (a) White, (b) Blacks, (c) Coloureds and (d) Indians employed by the South African Transport Services are (i) permanent, (ii) temporary, (iii) casual and (iv) regular employees?

(a)	77 797	14 453	288	none
(b)	none	7 247	63 475	13 192
(c)	none	3 063	92	1 482
(d)	none	none	92	1 482

The MINISTER OF TRANSPORT AFFAIRS

234 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(a) How many applications to train as air hostesses were received in 1986 from (i) Whites, (ii) Coloureds, (iii) Asians and (iv) Blacks and (b) how many of these applications were successful in respect of each race group?

The MINISTER OF TRANSPORT AFFAIRS

(a) and (b) As a result of the reduction in traffic as well as the rationalisation of all services during 1986, no cabin attendants, irrespective of race group, were employed. Statistics regarding applications are no longer kept and is not readily available. It will take much time and expense to gather such information.

Air/ground hostesses

235 Mr D J N MALCOMESS asked the Minister of Transport Affairs

(1) How many (a) Black, (b) Coloured and (c) Asian persons were employed by the South African Airways as (i) air and (ii) ground hostesses as at the latest specified date for which figures are available,

(2) whether such (a) air and (b) ground hostesses are members of the permanent staff, if not, why not,

(3) what progress has been made in bringing about parity in service conditions for all Transport Services employees?

The MINISTER OF TRANSPORT AFFAIRS

6 February 1987

(1)	(a)	(i)	and (ii)	None
(b)	(i)	6		
(ii)	10			
(c)	(i)	7		
(ii)	2			

(a) and (b) No. They are classified as regular employees with security of tenure.

A programme has been embarked upon which is designed to achieve parity of service conditions for all Transport Services' employees.

As the hon Member is aware phase one and two of the programme have already been implemented. Phase three will be implemented concurrent with the next general increase in salaries. This phase provides for the attainment of parity in so far as salaries are concerned and the amendment of the formulae for the calculation of pension benefits.

Immigrants

251. Mr A B WIDDMAN asked the Minister of Home Affairs

(a) What is the estimated number of (i) males and (ii) females who entered the Republic as immigrants in the latest specified period of 12 months for which figures are available and (b) how many such (i) males and (ii) females were 17 years of age or younger?

The MINISTER OF HOME AFFAIRS

(a)	(i)	3 600
(ii)	3 784	
(b)	(i)	904
(ii)	908	

The abovementioned figures are for the twelve month period ending November 1986.

Religious objectors

261 Mr G B D McINTOSH asked the Minister of Manpower

Whether any national servicemen who were granted the status of religious objectors have had to wait to be placed in alternative service, if so, how many such religious objectors were not placed in alternative service for (a) 12 months, (b) 9 months, (c) 6 months and (d) 3 months in 1986?

The MINISTER OF MANPOWER

(a)	12 months—Nil
(b)	9 months—4
(c)	6 months—18
(d)	3 months—65

Religious objectors

264 Mr G B D McINTOSH asked the Minister of Manpower.

(1) How many national servicemen who had obtained the status of religious objectors were assigned to his Department for placement in alternative service in 1986,

(2) whether any of these religious objectors remain to be placed in alternative service, if so, how many (a) had and (b) had not been so placed as at the latest specified date for which information is available?

The MINISTER OF MANPOWER

(1)	279
(2)	(a) Placements 236
(b)	Not Placed 33
	Deferment granted 10

Artisans/apprentices

276 Mr D J N MALCOMESS asked the Minister of Transport Affairs

How many (a) White, (b) Coloured, (c) Black and (d) Indian (i) artisans and (ii) apprentices were employed by the South African Transport Services as at the latest specified date for which information is available?

The MINISTER OF TRANSPORT AFFAIRS

(a)	(i)	11 929
(ii)	3 567	
(b)	(i)	34
(ii)	17	
(c)	(i)	10
(ii)	5	
(d)	(i)	5
(ii)	10	

As at 15 January 1987

HOA

20/2/87 Standard

279  
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Standard



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As at 15 January 1987

HOA

Standard  
270  
20/2/87

20/2/87 Standard

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Standard

# Railway workers want 15% pay rise

Labour Reporter

ARGUS 24/2/87 270  
THE country's 200 000 railway workers have opened this year's wage bargaining with a demand for a 15-percent increase.

This could add about R450-million to the South African Transport Services' (Sats) wage bill.

Mr Jimmy Zurich, president of the Federal Council of Sats Staff Associations, said today that a letter asking for the increase had been sent to the Minister of Transport, Mr Eli Louw.

The demand is in the same range as the 10 to 18-percent increases for public servants requested by the Public Servants Association.

Mr Zurich said: "We are looking for 15 percent and nothing less. I do not think members will be satisfied with anything less."

## R100-MILLION SURPLUS

Latest reports indicate that Sats will end the current financial year with a R100-million surplus as opposed to the R370-million loss in the 1985/86 financial year.

● The report by Professor Nic Wiehahn on collective bargaining in Sats is one of the victims of the election.

Railmen had been hoping that it would be implemented in time for this year's bargaining.

Professor Wiehahn said the report had been given to Mr Louw who had distributed it to interested parties for comment.

However, no action is expected until after the election.



MD sees positive side of disinvestment

# Pullouts 'have aided entrepreneurship'

DISINVESTMENT of multinationals from SA had created a new breed of entrepreneurs, Information Trust Corporation (previously Dun & Bradstreet) MD Paul Edwards said.

"Managements of affected companies have, in most instances, leapt at the opportunity to purchase productive assets at a fair value," he said in Johannesburg yesterday at the official launch of the new company.

SA ownership of foreign subsidiaries would result in foreign-currency savings because dividends and management fees would not be repatriated.

Many deals had also been structured to allow employees to participate in ownership.

Edwards said: "Our employees will receive 25% of the company, based on their length of service and their level of grading."

"This has already had a positive impact on motivation and productivity, and will, in turn, create new wealth

HELENA PATTEN

among employees who might never have had such an opportunity."

On the SA economy, Edwards said "The present upturn might just run out of steam unless government is prepared to act quickly and imaginatively."

"Bold action is required by government to rectify the imbalance between corporate and individual tax contributions."

"Bracket creep has ensured that contribution by personal income taxes, perks taxes and GST has increased from 24% in 1980 to more than 50% of the total contribution to State revenue."

Government's expansionary fiscal policies, excessive pay hikes for civil servants and lack of control on spending in 1983 and 1984 had led to government applying the brakes too firmly in August 1984. Government now had to get the economy moving again without pushing inflation through the roof.

## Sats unions in debate on new deal

GERALD REILLY

A REVOLUTIONARY wage-bargaining system for Sats' 11 unions will be discussed by the Federal Council of Sats Trade Unions at a meeting in Johannesburg today.

Until now, Sats unions have had to accept the same deal as the rest of the public sector. The recommendation that a labour council be established for railway workers has been made by a committee headed by labour expert Nic Wiehahn.

The council would consist of represen-

tatives of the 11 unions and of Sats' management. Federal Council chairman Jimmy Zurich said yesterday it would have powers similar to those granted to industrial councils. If the recommendation is accepted, the labour council would have final authority to determine the extent of pay rises and improvements to other service conditions, without reference to the Minister of Transport.

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# SATS not ready to <sup>(SATS)</sup> give up PE beach area

## Municipal Reporter

SATS has refused to sell King's Beach — the planned hub of the city's tourist trade — to the Port Elizabeth City Council, at this stage.

As a result, a lease agreement for a prospective developer of the King's Beach amphitheatre complex will probably be negotiated through SATS by the City Council.

Mr A Savides hopes to create an amusement park on the site, but SATS says the site has to be surveyed and it will enter into a lease with Mr Savides taking note of any conditions the council wants imposed.

The council has been negotiating with SATS for some time over the King's Beach land

The issue will be discussed by the council's Land Usage Committee today.

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# Wage negotiation proposal for Sats

THE wage increases of rail workers could soon be determined independently of those awarded to the rest of the public sector.

The federal council of Sats trade unions yesterday accepted a proposal that an autonomous labour council be established as a new bargaining forum for wages and service conditions.

Transport Minister Eli Louw is to be asked to implement the council as

GERALD REILLY

soon as possible.

Until now railway unions have had to accept the same pay deal as the rest of the public sector.

Recommendations that a labour council be established for Sats workers were made by a committee headed by labour expert Nic Wiehahn.

The council would consist of representatives of the 11 unions and of Sats management, and would have powers similar to those granted industrial councils.

If the recommendation is accepted the council would have final authority to determine the extent of pay hikes, and improvements in other service conditions, without reference to the Transport Minister.



Mrs L. de Lange, left, Mr F. C. Victor, and Mrs S. Jordaan, at the launch of the Sats pensioners' social club in East London this week.

## Sats pensioners club formed

EAST LONDON — A social club for SA Transport Services (Sats) pensioners has been launched here

The club's temporary committee chairman is Mr Robbie de Lange. The secretary is Mrs Mary Lyons and the committee members are Mr Maurice Geyer and Mr J. Weitz.

A spokesman for Sats, Mr Don Loxton, said the aim of the club was the upliftment of the social, cultural and

spiritual aspects of retired employees' lives.

"There are about 2 800 retired staff in the region and about 2 100 are living in East London"

About 300 people attended the meeting at Turnbull Park and the newly elected temporary committee will decide on dates for future meetings to get "the ball rolling", Mr Loxton said — DDR



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SOUTHERN AFRICA LABOUR AND DEVELOPMENT RESEARCH UNIT



nesday March 11 1987

ARGUS 11/3/87

CITY/NATIONAL

## Union chief blasts Government over training of blacks

The Argus Correspondent

PRETORIA. — The Government has come under attack from one of South Africa's most powerful trade union leaders

Mr Jimmy Zurich, president of the South African Transport Services Artisan Staff Association and chairman of the Sats Federation of Trade Unions, slammed the Government for discrimination against black apprentices and failing to grant public service salary increases

At the staff association's congress in Pretoria, Mr Zurich urged trade unions to reconsider their decision to allow blacks to be trained as artisans if the Government continued to discriminate against black apprentices

### Theoretical

He said "This union drastically and timeously changed its policies during 1983 and decided to train non-whites as apprentices and to open its membership to non-whites."

He said good practical training could be negated without the correct theoretical training and this should be obtained by attending classes rather than taking correspondence courses.

He said "Attendance at technical colleges by white apprentices does not generally create a problem but for black apprentices it is another story

### Understanding

"The black apprentice is good enough . . . on the shop floor, working shoulder to shoulder with the white apprentice and being trained in the same training centre, but he is not allowed to attend classes in the same technical college

"When this union agreed with the employer to train other races as apprentices it was on the understanding that salaries, service conditions etcetera must be the same as those applicable for their white counterparts."

On pay, Mr Zurich said it was regrettable the Government did not have the courage of its convictions to tell workers clearly it was going to give the workers a salary increase and when.

# Beach land saga put on hold until Town Clerk returns

12/31/87 (230)  
Municipal Reporter ~~Post~~

THE next move in the King's Beach land saga cannot be made until the Town Clerk, Mr Paul Botha, returns to Port Elizabeth next week

South African Transport Services (SATS) has said it is happy with the Port Elizabeth City Council's recent statement on continuing negotiations for land at King's Beach.

The regional manager of SATS, Mr George Engelbrecht, met the Mayor, Mr Ben Olivier, for informal discussions on Monday after which Mr Olivier said a decision to speak to a Cabinet Minister about the transferring the King's Beach land to the City Council could have been based on a misunderstanding

It had become clear that the statement that SATS had refused to sell the land to the City Council was based on a misunderstanding and needed clarification.

"As a result, it will be necessary for the matter to be reconsidered when the Town Clerk returns to Port Elizabeth," Mr Olivier said

A SATS spokesman has said the organisation was happy with the council's quick response, but declined to go into details about the "misunderstanding".



# Renewed attempts to resolve SATS, King's Beach issue

270  
POST

16/3/87

## Municipal Reporter

PLANS for a civic delegation to make representations to a Cabinet Minister for King's Beach land to be transferred to the city are to be held in abeyance while attempts are made to solve a misunderstanding between SA Transport Services and the City Council

"We will attempt to resolve this locally," the Town Clerk, Mr Paul Botha, said today

Negotiations have been continuing for some time between the council and South African Transport Services (Sats) to enable the council to co-ordinate development on the site which is envisaged as the

hub of the beachfront for tourism

A decision was taken by a council committee recently to speak to Mr Eli Louw, Minister of Transport, to resolve the matter

But after a top-level meeting between Sats and the council last week, the Mayor, Mr Ben Olivier, said the decision to speak to Mr Louw might have been based on a misunderstanding

Mr Botha said today the council's interpretation of Sats' letters was that it would not sell the land to the council.

"But according to Sats that is not their intention," he said

# Big upsurge in prices asked for used cars in Eastern Cape

EPOST 17/3/87

By DEBBIE MARCH

SOME used cars are already selling for more than they cost new — and prices haven't stopped climbing yet

The used market — certainly in the Eastern Cape — is moving up in keeping with runaway new car prices

Because more and more people are searching for good used vehicles because they just can't afford new cars, a "critical shortage" of good "pre-owned" cars has resulted, according to salesmen

Because of the astronomical prices of new cars, owners of reliable,

well-cared-for cars were unwilling to part with them because of prohibitive replacement costs, hence they shortage of good used vehicles at "reasonable" prices.

And when dealers laid their hands on sound late model cars for re-sale, they were tempted to push up the price to such an extent that the car easily sold for more than its original price, they said

General sales tax, with tax applying each time the same vehicles changes ownership, further aggravates the public's burden

None of the five dealers interviewed expected any change for the better in the near future

"It will continue to escalate until new car prices are stabilised, and that's going to take a while," Mr Tony Verwey, a used car manager, said. Another dealer, Mr Barry Levin, said there was no logical relationship between the price of new and used cars.

The chronic shortage of quality used cars meant that as soon as a car came in, it was sold, he said.

Cape Times 17/3/80 270 (100)

# 600 workers join Cosatu affiliate

Staff Reporter

ABOUT 600 South African Transport Services workers in Cape Town have resigned from SATS's Black Trade Union (BLATU) to join the Cosatu-affiliated SA Railway and Harbour Workers' Union (SARHWU).

SARHWU yesterday sent BLATU officials a list of the signatures of about 600 workers who have resigned from the blacks-only union.

A SARHWU spokesman yesterday said workers were dissatisfied with BLATU because the union was "too scared" to confront management with worker grievances.

SARHWU is not recognized by SATS, which has a closed-shop agreement with BLATU.

However, the Cosatu affiliate has been helping workers to bypass BLATU and voice their grievances to management through other appeal channels.

It has dealt with cases of unfair dismissal, insulting behaviour towards workers by their superiors and the failure of SATS to provide harbour staff with protective clothing.

The BLATU secretary, Mr Jackson Jantjes said his union had 1 600 members in Cape Town and claimed those who had resigned had been intimidated — a claim which was scorned by SARHWU.

POLITICAL comment in this issue by A H Heard, G Q Kling, G E Shaw, A Johnson and B Ströck. Posters, headlines and sub-editing by A Henderson. All of 122 St. George's Street Cape Town.

# Nearly 9 000 SATS workers in stayaway

By Mike Siluma

270

19/3/87

SPAR

Nearly 9 000 transport workers employed by SATS stayed away from work yesterday as industrial action spread to a number of railways establishments on the Reef, the SA Railways and Harbours Workers Union (SARHWU) reported.

The stoppages have been confirmed by the SATS Southern

Transvaal regional manager, Mr Braam le Roux

A SARHWU spokesman said about 6 000 workers at the Kaserne, Johannesburg, depot had downed tools in solidarity with 600 colleagues who stayed away from work at City Deep since late last week

About 3 000 SATS workers had stayed in their compound at the

Central Rand, on the East Rand, in protest at living conditions

Yesterday, SATS management obtained a Supreme Court interdict restraining the City Deep workers from interfering with operations at the depot

The union spokesman said the workers' demands included the unconditional reinstatement of a colleague dismissed last week

for an offence allegedly committed in October 1986, full payment for the time they have stayed off work and that all future disciplinary hearings be open for assessment by workers

Mr le Roux said the dismissed driver was involved in "cash irregularities" "The driver concerned has a further right of appeal to the general manager"

He was declared... Africa's... lion (about R1,45 billion) into South... syndrome



# Railways agree to improve worker food

BY SEFAKO NYAKA

THE South African Transport Services this week responded to a list of grievances submitted on November 3 by workers housed at the compound. But Sats responded to queries from the *Weekly Mail*, not to the workers, who are members of the South African Railway and Harbours Workers Union (Sathwu). They said this week they are still awaiting an official response to their grievances.

According to the workers the manager, a Mr Esterhuysen, promised to look into the issues last year, but when he had failed to do so a month later, they decided to stop using the kitchen facilities at the compound.

The workers claim they are served half-cooked meals prepared in what they term "unhygienic" conditions.

"The meal meal is of a poor quality and even after being cooked it still tastes raw and is inedible.

"The people who cook the food are not clean — they wear the same overalls for a whole week and smoke while preparing the food," the workers stated in the memorandum.

Workers claim that when they complained about the maize meal they were told they would have to pay R1,50 for a better grade.

They also claim they are served "fish tails" instead of fish and that no provision is made for workers who do not eat chicken.

"If a food ticket is lost, workers are sometimes fined R15, R30 or R35,"

according to the workers.

However they said after they stopped eating from the compound kitchen their money was refunded, they were promised no further deductions would be made.

Jenne Jordan, PRO of the Southern Transvaal region of the SATS, said cleanliness of the kitchen and staff is receiving priority.

"The chefs have been issued with new uniforms and have been instructed to keep the kitchen spotlessly clean.

"We have also agreed to provide the workers with a superior quality of mealie meal at no extra cost," she said.

She admitted that "fish has been a problem" but said the management had decided to remove it completely

from the menu.

"There is a question mark behind the chicken," she said.

She said the question of lost meal tickets was also being looked into.

The quality of the food is only one of the issues included in the workers' complaints about the compound.

They also claim they are given thin mattresses and have to use cold water for washing.

Jordan said better mattresses would be issued and a hot water system is being installed.

Workers have complained that although 50 cents per month is deducted for recreation, there are no recreation facilities, except for one television set for 2 000 workers. There is also only one telephone in the whole compound.

More telephones and an extra TV set will be installed and a sports field and recreational hall "are receiving priority", according to Jordan.

She said all the other grievances of the workers are being attended to. They include the following.

Hostel fees are deducted on an "unequal basis" and deducted even if workers are on leave.

Workers also pay R2 for what they say are non-existent car shelters. Meanwhile fuel is often syphoned out of cars and tyres are occasionally slashed.

They claim there are no facilities for visitors and watchmen and guards often manhandle workers.

Workers have also complained that because the leave their keys at the gate when they go to work they often find their possessions tampered with on returning from work.

13-19/3/87  
NVC

# Dispute over SATS driver

SAPA 10 270

**AT LEAST 5 000 SA Transport Services workers have joined 500 striking SATS drivers from the City Deep container depot who downed tools on Friday in solidarity with a dismissed driver, the union representing the workers said yesterday.**

Earlier, a SATS spokesman said many of the City Deep workers had returned to work following discussions with management

Assistant General Secretary of the SA Railway and Harbour Workers Union, Mr Themba Khuzwayo, said 5 000 workers at the Kaserne cartage and forwarding depot had come out in sympathy with the City Deep workers

At 4am yesterday, the City Deep workers were issued with a Supreme Court order prohibiting obstruction of the premises or those who wanted to return to work, Mr Khuzwayo said

He said drivers had barricaded the gates with their trucks. They

## SAPA

then handed over their truck keys and returned to the change room, where they had been sitting since last Friday

Mr Khuzwayo said the strike had started on Friday after a driver, Mr Andrew Ledzamba, was dismissed on March 11 following an incident last October, where he had handed in cash late

Workers had discussed his case and decided to strike until he was unconditionally reinstated, according to Mr Khuzwayo

ALIMPHAKI reports that management yesterday said that the dispute was over but Mr Khuzwayo said this was

not true.

Mr Jannie van Zyl, of SATS, said they held discussions with worker representatives and reached an agreement yesterday morning

He said all was now back to normal

Mr Khuzwayo said management was not telling the truth as the matter had not yet been resolved

He said management refused to talk to the union. He said workers had also indicated that they had lost confidence in management

Mr Khuzwayo said Mr Ledzamba was ordered to pay a fine of R80 last Friday before he could be re-instated. Workers rejected this

Handwritten scribbles at the bottom of the page.

# Sats strike halts goods deliveries to Cape Town

By DICK USHER  
Labour Reporter

CONTAINER and goods deliveries to Cape Town have been hit by a strike at South African Transport Services depots at Kaserne and City Deep in Johannesburg

Cape Town businessmen said goods had been held up because there had been no container deliveries for several days

Sats spokesmen in Cape Town were unable to say how badly deliveries had been affected. They said Sats had made alternative arrangements to ensure delivery and collection of containers, although there would be a backlog for a few days.

Sats spokesman in Johannesburg Miss Jenne Jordaan said workers were being flown in from other depots to handle containers at the City Deep "inland harbour", the main container handling depot.

Urgent containers would be handled on request.

The strike, involving members of the South African Railways and Harbours Workers Union, started at City Deep on Friday.

About 500 workers stopped work over the dismissal on March 11 of a driver alleged to have been involved in "cash irregularities" in October last year.

Late yesterday Mr Themba Khuzwayo, assistant general secretary of the union, said the strike had spread to Kaserne, which handles general goods and mini-containers.

## Discussions

He said at least 5 000 workers were on strike.

Sats spokesmen in Johannesburg said no more than 3 000 were involved.

Miss Jordaan said some employees at City Deep had gone back to work. Discussions about the stoppage at Kaserne were continuing with worker representatives from the Staff

Association for Black Sats Employees.

She said the union had not been involved in the discussions because it was not recognised.

According to the union, the dispute also affected the Sats compound at Central Rand, north-east of Johannesburg, where about 3 000 workers had stayed in the compound to protest against living conditions. They also wanted Sats to resolve the City Deep dispute.

Miss Jordaan said that was "a domestic dispute which has been resolved".

At 4am yesterday, Sats obtained a court order prohibiting City Deep workers from obstructing the premises or those who wanted to return to work.

Sats spokesman Mr Jannie van Zyl said some workers at City Deep returned to work yesterday.



Cape Town 20/3/87

# No end in sight for week-old SATS strike

Labour Reporter

270

THE strike by thousands of South African Transport Services (SATS) workers in the Southern Transvaal enters its seventh day today with no sign of a resolution

The strike, which has disrupted container and goods deliveries to Cape Town for several days, began last Friday after a truck driver was dismissed for allegedly failing to hand in money he had collected for COD deliveries

Sats subsequently withdrew the dismissal notice, and claims the driver has been fully reinstated, pending an appeal to senior management.

However, talks between Sats and the workers have been bedevilled by management's reluctance to talk to members of the Cosatu-affiliated South African Railway and Harbour Workers' Union (SARHWU), representing most of the strikers

SARHWU claims that 300 more workers joined the strike yesterday, bringing the number to 6 000



W/E ARGUMENTS 21/3/87

## Unions compete for Sats workers

LABOUR  
AFFAIRS  
DICK  
USHER



THE work stoppages that broke out at goods handling facilities in Johannesburg this week should not have surprised anyone with even half an ear to the ground

The likelihood of South African Transport Services (Sats) workers coming into conflict with management has been there since the South African Railways and Harbours Workers' Union (SARHWU) was reformed last year

Complicating matters is the fact that there are at least three organisations competing for Sats workers — the South African Railways and Harbours Workers' Union (SARHWU), which re-emerged last year, the National Union of Railway Workers and the in-house Staff Association for Black Employees which recently renamed itself the Black Trade Union.

SARHWU, the independent union involved in the stoppages, is an affiliate of the Congress of South African Trade Unions (Cosatu) and claims to have signed up about 15 000 members nationally since it was launched in October last year.

Assistant general secretary Themba Khuzwayo said this week SARHWU had approached Sats for recognition but been turned down

Earlier this year SARHWU members at Kaserne, one of the centres involved in the stoppages, raised a list of 19 demands related to living conditions at their hostel and there were negotiations between SARHWU and Sats management over these.

There are several pertinent issues around which it can organise, including wages, the status of black employees, the right of workers to join associations of their own choice and the exclusion of Sats workers from

the provisions of the Labour Relations Act

Sats workers, like all others in the public sector, are not allowed to strike and have no recourse to the Industrial Court for settlement of disputes

Grievance and disciplinary procedures are conducted "in-house", but even with the most scrupulous fairness rulings must leave a residue of suspicion if there is no body outside the organisation which can be appealed to

Wages are always of concern to workers but they will receive extra emphasis as Cosatu has a major campaign around the "living wage" issue this year

And one of the fundamental planks of the labour movement is the right to strike

Without this; "collective bargaining becomes collective begging" as Jimmy Zurich, president of the Federal Consultative Council of SATS Staff Associations said after last year's wage "negotiations"

Sats is implementing a five-phase programme to introduce parity of pay, service conditions and benefits for all employees, the third phase of which is due to be introduced with the next general salary increases.

Another focus of organisation is the Black Trade Union which SARHWU regards as an apartheid institution, helping continue divisions among workers on racial lines.

SARHWU says the campaign has been hindered by the disappearance of thousands of resignations from the staff association which it had collected

# Posh homes for SATS workers

270 By MARGARET de PARAVICINI

WORK has started on the first of 250 luxury homes — costing about R7-million — for black employees of the South African Transport Services (SATS) at Mlungisi, near Queenstown.

"The housing is part of a countrywide plan to provide a high standard of housing at reasonable cost for our black employees," said Mr Harry Lotz, chief clerk and spokesman for SATS.

"So far, Queenstown is the biggest undertaking in this area, but in February, 26 similar houses were completed at Sterkstroom."

Mr Ben van Wyk, senior superintendent of the SATS Eastern Cape house ownership schemes, said "The scheme has been in operation for three years.

"Employees are given a 100 percent loan with interest and repayments on a sliding scale, based on salary.

"The homes are sold to them on deed of sale and as soon as the loan has been paid we pass title to the employee. This cuts out transfer costs."

Burgersdorp, Aliwal North and Elliot have also been the sites for successful schemes.

The average house at Mlungisi will cost about R25 000 and three designs are offered.

270 Sowetan 23/3/87

# SATS move angers Pta commuters

HUNDREDS of black commuters are barred from sitting inside stationary Pretoria to Johannesburg bound trains more than 15 minutes before they leave because they relieve themselves in the trains and on the platform, South African Transport Services has claimed.

This move by SATS has drawn an angry reaction from black leaders and commuters who described the action as "blatant racism". The barring of commuters from the trains, according to people interviewed was implemented about three to four months ago.

Scores of commuters interviewed by the *SOWETAN* during investigations this week, complained that they were prohibited by black ticket examiners to go through to the platforms at the Pretoria A station and sit inside stationary trains until about five or 10 minutes before the train pulls out.

"Ticket examiners tell us every day that we must not get into the trains because we relieve ourselves inside these trains," angry commuters said. A court interpreter who did not want his name published said: "At one stage I was so furious that I forced my way into a stationary train. This whole thing smacks off racism."

Mr Des Erasmus, manager passenger services of SATS in Pretoria said this move applied to both black and white commuters. He added: "If you allow people to sit in the trains for two or three hours they misuse the facilities. They relieve themselves in there and this leads a terrible stench," Mr Erasmus said.

## Waiting rooms

He added that commuters were only allowed to board the trains with 15 minutes left for it to pull off. "In the meantime we try to keep these people at a place nearby where there are lavatories and seating places," said Mr Erasmus. Commuters however denied that they were being kept at convenient waiting rooms and said the place was congested.

Mr Z Z Mashao, executive member of the Southern Transvaal African Chamber of Commerce yesterday described the move as "plain rubbish," and warned the authorities to stop oppressing and degrading black people. "Our people know hygiene. This is sheer racism at its worst," said Mr Mashao.

The mayors of Atteridgeville and Mamelodi, Mr Matthew Mahlangu and Mr Zikhali Ndlazi respectively yesterday condemned the SATS move and said it was "horrible and unbelievable."

Mr Mahlangu added: "There is no law like that. The move is to smear blacks." Mr Ndlazi said it was an unjustifiable action. Both leaders promised to take the matter up as soon as possible with the relevant authority.

Own Correspondent

CAPE TOWN — A special Government Gazette has been published giving South African Transport Services' (Sats) general manager the right to summarily dismiss strikers.

According to the South African Railways and Harbours Workers' Union (SARHWU) the strike of rail workers on the Rand which started at the City Deep container depot 11 days ago had spread to the East Rand

Gazette gives SATS right to dismiss strikers

and at least 8 000 men were involved

The union is an affiliate of the Congress of South African Trade Unions.

Minister of Transport Affairs Mr Eli Louw yesterday gazetted amendments to the Sats per-

sonnel regulations giving the general manager discretion to treat striking workers as having terminated their jobs without notice with effect from the date of the strike

Sats spokesman Mr J C van Rooyen confirmed the regula-

tion had been formulated with the City Deep strike in mind

He said it was expected that Sats would warn strikers of the new regulation before applying it

Mr Themba Khuzwayo, the union's assistant general secretary, said men from Jan Smuts Airport and Johannesburg station joined the strike today.

He said about 75 percent of the strikers were union members



# SATS strike involves

8 000 employees <sup>Cape Town</sup> 24/3/87

770 ~~1000~~ ~~1000~~ From ALAN FINE

JOHANNESBURG. — The SATS strike, which began 11 days ago, now involves 8 000 employees compared with 2 500 last week, a spokesman said.

And despite SATS's vehement refusal to meet the SA Railways and Harbours Workers' Union (Sarhwu), which it does not recognize and which claims to represent the majority of the strikers, the State Attorney met the union's attorney yesterday to discuss the issues that precipitated the strike.

SATS also says discussions with worker representatives continued yesterday at City Deep, where the strike began after the dismissal of a driver.

Meanwhile, a special Government Gazette was published yesterday by Transport Affairs Minister Mr Eli Louw, amending personnel regulations to give the SATS GM the "discretion" to treat striking employees' contracts as "terminated" without notice and with effect from the first day of the strike.



THE strike by Sats workers, which began 11 days ago, spread dramatically yesterday. An Sats spokesman said 8 000 employees were now involved compared with 2 500 late last week.

The spokesman said "most Witwatersrand depots" were now affected.

A 1 300-container backlog had built up by noon yesterday. This is equivalent to the number usually handled each day, and is up from a backlog of 800 last Thursday

And despite Sats' vehement refusal to meet the SA Railways and Harbours Workers' Union (Sarhwu), which claims to represent the majority of the strikers, the State Attorney met the union's attorney yesterday to discuss the issues that precipitated the strike

# Sats strike

## burgeons

24/3/77  
270  
B/day

ALAN FINE

The State Attorney made the initial contact "to clear up any misunderstandings about the disciplinary case and to discuss with him the possible effect this may have on the strike action"

Sats also said discussions with worker representatives continued yesterday at City Deep, where the strike began after the dismissal of a driver.

A Sarhwu spokesman says the strike now involves about 10 000 workers and could spread further if the dispute is not resolved. He says: "Management will eventually have to talk to us. If they had spoken to us on the first day we could have settled it then, as we have done on previous occasions."

The union will ask Assocom and the Federated Chamber of Industries to urge Sats management to negotiate.

Sats does not recognise Sarhwu. A spokesman said last week that "since we have our own unions we would prefer not to negotiate with Sarhwu".

The recognised Black Trade Union of Sats, whose officials are involved in the talks at City Deep, is seen by many as an in-company "sweetheart" union.

A special *Government Gazette*, published yesterday by Transport Affairs Minister Eli Louw, amends the Sats personnel regulations to give the Sats GM the "discretion" to treat striking employees' contracts as "terminated" without notice.

# Tearsmoke on Road as strike causes backlog

24/3/87. E Post

By KIN BENTLEY

A STRIKE by more than 8 000 South African Transport Services workers has caused a backlog of 2 000 containers — but the effect on Port Elizabeth is “slight”.

According to Mr Dirk Beukes, public relations officer for Sats in Johannesburg, the strike by 8 084 workers started 12 days ago and is confined to the Witwatersrand area.

Police dispersed strikers with tearsmoke yesterday, the Bureau for

Information has confirmed.

The incident involving 250 strikers occurred in the early afternoon. No one was injured or arrested. Newsmen were prevented from immediately reporting it by the emergency regulations.

Today Mr Beukes said the container backlog, which had increased by 700 since noon yesterday, was equivalent to the number of containers handled in two days.

Using employees from other sections “we are

copied with the daily demand and gaining slowly on the backlog” he said.

PE, as a harbour depot, continued to “serve its own area very well”.

However, he said, there could be a “slight” effect on the flow of containers between the Reef and PE.

The strike started after the dismissal of a driver at City Deep.

Mr Beukes said Sats was “not prepared to talk to Sarhwu” (the SA Railways and Harbour Workers’ Union), but said negotiators were talking to representatives of various groups

Sarhwu claims to represent the majority of Sats workers. Despite Sats’ refusal to recognise it. The State Attorney yesterday held talks with the union’s attorney.

A Sarhwu spokesman said yesterday that 10 000 workers were involved, adding that the strike could spread if the dispute was not resolved.

# SATS wields big stick

THE Government yesterday published a special Gazette that empowered the general manager of the South African Transport Services,

24/3/87  
370 Sowetan  
By MOJALEFA MOSEKI

Dr E Groble, to fire striking workers without notice.

The Minister of Transport Affairs, Mr Eli Louw, gazetted amendments to SATS personnel regulations that now give the general manager the "discretion" to treat striking employees' contracts as "terminated" without notice.

According to Sapa, a SATS spokesman, Mr J C van Rooyen, confirmed that the regulations were formulated because of the strike by more than 7 000 SATS workers that started at the City Deep depot two weeks ago.

The general secretary of the South African Railways and Harbours Workers' Union (Sarhwu), Mr Themba Khuzwayo, said they had expected some Government action.

The union expressed willingness to negotiate an end to the strike for its members who, according to Mr Khuzwayo, had started the strike spontaneously.



overdraft to fund the advertisements, and Mrs Cosby could be resolved.

# More workers join rail strike

CAN-TMPS 25/3/87 270

JOHANNESBURG — The first major rail strike in South Africa escalated yesterday as SATS reported that up to 11 000 workers were out on strike at Johannesburg stations, cargo depots and Jan Smuts Airport

The illegal strike, triggered by the dismissal of a worker accused of theft, entered its 12th day yesterday with little hope of an early settlement

"We cannot be sure, but we think there are between 9 000 and 11 000 men out at present," said Mr Tienie van den Berg, a spokesman for SATS

"We will continue negotiations (today), but at this moment we don't see any light at the end of the tunnel

"We have never had a strike on the railways before. At this stage no one has been dismissed, but they are not actually allowed to strike"

Mr Van den Berg said transport workers were forbidden to strike because railways and airports were considered essential services

The government on Monday enacted

special legislation giving SATS the right to dismiss strikers

The Bureau for Information confirmed yesterday that police had dispersed about 250 strikers with teargas on Monday. There were no injuries or arrests

A spokesman for the SA Railways and Harbours Workers' Union (SARHWU) said it was difficult to say how large the strike had become because of the rate at which it was spreading. He said workers at Standerton had joined on Monday

SATS is refusing to meet the Cosatu-affiliated SARWHU as it is not recognized, although it claims to represent the majority of those on strike.

The National Union of Railway Workers, which claims 12 000 members, yesterday said it would put aside its differences with SARHWU to "unite in action". — Sapa, UPI and Own Correspondent

## Titanic dinner to aid ferry orphan

270 152

# 10 000 down tools as SATS strike escalates

JOHANNESBURG — SATS spokesman Mr Jannie van Zyl said the 13-day-old strike escalated overnight.

Now between 9 000 and 10 000 workers have downed tools.

But talks between the South African Transport Services and representatives of the strikers were due to resume today.

He confirmed that the strike had spread from most depots on the Witwatersrand to Jan Smuts Airport and a plant in Vereeniging.

A spokesman for the South African Railways and Harbour Workers' Union (Sarhwu), which most of the strikers belong to, said the

union estimated as many as 14 000 workers could have downed tools.

Phone calls were flooding into the office about new areas joining the strike and indications were that the stoppage would spread beyond the Witwatersrand.

Mr Van Zyl said that, despite the dramatic escalation in the strike, SATS had reduced the container backlog from 2 000 to 1 700 by using workers from other areas.

Yesterday the strikers rejected a SATS offer that the case go to the general manager on appeal.

The union spokesman said areas joining the

strike were raising new issues and the union might revise the proposals before the striker representatives joined the talks today.

According to SATS' public relations officer, Mr Frikkie Stevenson, none of the strikers had been dismissed. This was despite the fact that the general manager of SATS had the discretion to do so in terms of an amendment to SATS personnel regulations, published in a special Government Gazette this week, he said.

⊙ The strike began at City Deep over the sacking of a driver for alleged "cash irregularities". — Sapa

B/D Day 28/3/87  
270

# Another 1 000 Sats workers join strike

AT least another 1 000 workers at 10 locations joined the Sats strike yesterday, and the container backlog increased by 400 to 1 700

Workers are demanding the unconditional reinstatement of a driver dismissed two weeks ago.

A Sats spokesman said last night 9 000 workers at 80 depots were on strike, most on the Witwatersrand, but the strike had extended to the borders of Vereeniging

A SA Railways and Harbours Workers' Union (Sarhwu) spokesman said it was difficult to say how large the strike had become because of the rate at which it was spreading. He said workers at Standerton had joined yesterday.

Sats is refusing to meet the Co-

ALAN FINE

satu-affiliated Sarhwu as it is not recognised, although it claims to represent the majority of those on strike.

The Sats spokesman said talks with other worker representatives continued yesterday. He said an agreement was reached late on Monday, but strikers rejected it yesterday morning. Details of the proposal were not disclosed.

A Bureau for Information spokesman confirmed police fired teargas to disperse a group of about 250 strikers at a depot in Johannesburg yesterday. He said no injuries or arrests were reported

Argus 5/3/87  
270

# Sats to spend R32-m on new houses for black employees

The Argus  
Correspondent

PRETORIA — The South African Transport Services has decided to spend R32-million on new houses for its black

employees in the 1987-88 financial year.

Mr James Colyn, the superintendent of the company's black house-ownership scheme, said the move follows the success of a scheme in the last financial year in which 1 500 houses were built.

The scheme was started 30 months ago and has provided work for hundreds of people. It is expected to last for as long as there is money and need for houses among employees.

Mr Colyn said employees were entitled to

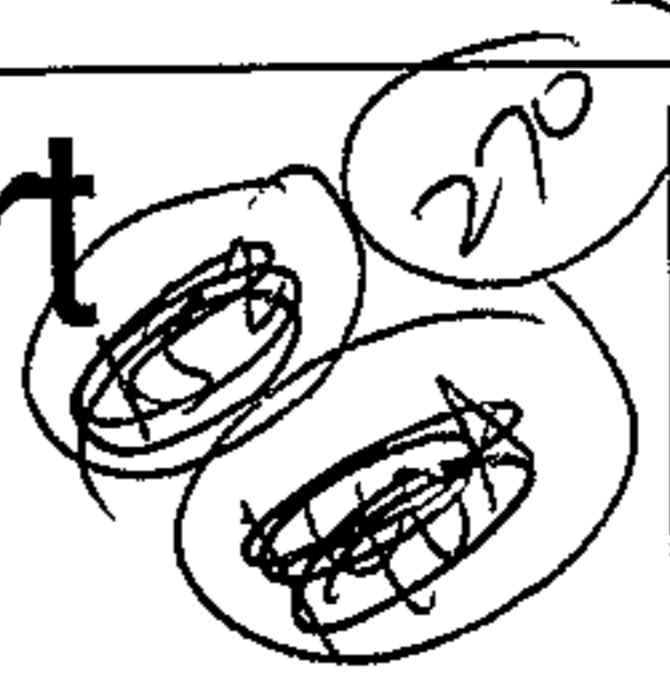
a loan of R30 000 or more, depending on income, with low interest rates and free house insurance for workers earning R10 000 or less a year.

The demand for houses was growing but the company had enough resources to meet employees' needs. About 65 applications for loans were received in March and the company was processing them.

Mr Colyn said the company was offering good quality houses, its own inspectors and reasonable tenders to save money.



# Cosatu support SATS strikers



By MONO BADELA

THE giant Congress of South African Trade Unions (Cosatu) has come out in support of 14,000 striking railway workers who have virtually paralysed the transportation services in the Johannesburg area

In a statement, Cosatu called on SATS to overhaul its "labour relations strategies" and negotiate in good faith with the workers and their union, the South African Railways and Harbour Workers' Union (SAR&HWU)

It also condemned government interference and asked employee organisations to urge SATS to resolve the dispute as speedily as possible

## Free rides

White workers were called in this week to ease the congestion at SATS railway and distribution centres. Commuters were greeted with the unusual sight of white women sweeping the floors at Johannesburg station

Commuters on trains from the black townships to the city got free rides because black barrier guards and ticket

collectors had also joined the strike

However, they had to put up with the stench of overflowing toilets and rubbish that had not been collected since March 13 at Johannesburg's Park Station

The two-week-old strike was given an added dimension earlier this week when the government issued a special promulgation giving SATS the right to dismiss striking workers without notice

A SATS spokesman said on Wednesday that so far no worker had been dismissed and that negotiations were continuing. He also confirmed that the strike had caused a backlog in the delivery of 2,000 containers

The strike was triggered off by the dismissal of a driver who had a R40 shortfall in money due to SATS. He was later reinstated and fined R80 but he refused to pay. The union demanded his unconditional reinstatement

The strike is the biggest in the public sector since the 1980 strike by Johannesburg's black municipal workers.

# Strike-hit railways faces backlog

SA Transport Services (Sats) was faced with a backlog of 1 800 goods containers at its container distribution nerve centre yesterday after a strike by more than 5 500 SA Railway and Harbour Workers' Union (Sarhwu) members

Sats said only 2 549 workers were on strike at its Kaserne and City Deep cartage and forwarding depots.

But Sarhwu insisted there were 5 500 workers out — 500 City Deep

270 By SEFAKO NYAKA and ADRIAN HADLAND

workers who went on strike last week in protest against the dismissal of a driver, Andrew Nenzamba, and more than 5 000 who went on strike this week in support of them

Management agreed to reinstate Nenzamba this week on condition he pays an R80 fine — an offer which was rejected by the strikers.

W/Mail 2026/3/87  
Yesterday, Sats disclosed that an arbitrator — Brian Berndt, Sats' regional manager in Kimberley — had been appointed to consider Nenzamba's case, and said the fine might be reviewed

The Kaserne workers are demanding Nenzamba's unconditional reinstatement, as well as full pay for the days they have been on strike

Cape Times 26/3/87

270

# SATS warns strikers of dismissal

JOHANNESBURG — The South African Transport Services (SATS) yesterday warned about 11 000 striking workers that they faced dismissal as the country's first rail strike entered its 14th day.

A SATS official said strikers had been warned in pamphlets yesterday that they could face dismissal. There were no talks yesterday, according to SATS' public relations officer Mr Jannie van Zyl.

"We have left the door open for them to come. We will be there at City Deep at 7am tomorrow again," he said yesterday.

Mr Van Zyl was unaware of a statement by the South African Railways and Harbours Workers' Union that workers from 12 depots met yesterday to draw up a revised set of demands.

"Workers are asking for full pay for the period on strike, no victimisation of strikers, a statement of intent by SATS to abolish discrimination and the unconditional re-instatement of the dismissed worker as preconditions to going back to work," a SARHWU spokesman said.

"We don't have discussions with SARHWU," Mr Van Zyl said. "We haven't talked to their representatives. We are talking to our shop stewards and representative people elected by our employees."

Mr Van Zyl was unaware of a statement issued yesterday by South Africa's largest labour federation, Cosatu, to which SARHWU is affiliated.

Cosatu said SARHWU had conducted the SATS strike in a disciplined way and called on SATS to negotiate in good faith.

The strike started when a driver accused of theft was dismissed and fined R80.

□ The Bureau for Information reported yesterday that about 50 people "who were part of a larger group of strikers" at the City Deep railway depot stoned a private vehicle on Tuesday, causing about R2 000 damage. No injuries or arrests were reported — Sapa



# Sats

# Workers strike again

• Many fear unfair dismissal  
• Rents increase as salaries go up  
• Big fines for being late

By CHRIS GUTUZA

MANY railway workers are angry at the way they are treated by the South African Transport Services (Sats), a SOUTH investigation has shown.

Workers interviewed claimed that, among other things, they were unfairly dismissed, fined for being late for work, treated badly by some foremen, and paid unfair rent scales at the hostel in Phillippi.

Most workers feared dismissal and that some had even appealed against their dismissal.

"The dismissal seems to be a way of removing chaff," one worker said.

Sats said there was no substance in allegations that workers were dismissed, especially not those under suspension.

According to branch secretary of the South African Railway and Harbour Workers Union (SARHWU), Mr Denis Makati, Sats labourers are unhappy with the treatment they endure from their foremen.

A labourer, Mr L Mafereka, who was dismissed with 24 hours notice, was threatened at gunpoint by a foreman, his lawyer told SOUTH.

The Union appealed to SATS on his behalf and a charge was laid against the foreman.

Mr Mafereka claimed that last November a foreman at Woodstock station ordered him to work late and brand a gun on him.

Mr Mafereka was forced to work for 30 minutes at gunpoint with the foreman swearing at him all the time. The foreman moved away when he saw other workers were watching. The matter was reported to Sats, but nothing came of it. After a meeting at which Mr Mafereka was not present, he was told to go back to work.

## Sub justice

A month later he was given 24 hours notice with no reasons given for his dismissal, a union spokesman said.

Sats confirmed that Mr Mafereka reported the matter to the police and that "the case was sub justice".

Workers also complained of paying

"massive fines" for arriving late at work.

"It normally starts with a warning or a fine of R4. Then it escalates in leaps and bounds to reach amounts well over a hundred rand.

"The fact that you arrive only ten minutes or an hour late is not taken into consideration," a Sats employee said.

## Sick daughter

According to SARHWU an appeal was lodged on behalf of Mr C J Michaels who was suspended and eventually fired after being an hour late for work.

Mr Michaels claimed he was late after being up all night attending to a sick daughter. He missed the train by a few seconds and phoned his employer to explain.

Mr Michaels received a letter from SATS on 21 January 1987 informing him that his wages had been reduced from R8,100 a year to R4,560. The letter said the reduction was because he was an hour late.

Mr Michaels appealed to SATS to be lenient, because he already struggled to survive on R675 a month.

"I can hardly cope with a salary of R675 a month as I am repaying a SATS loan of R200 a month as well as other household expenses."

SATS suspended him without pay on February 2, 1987, and the same day he received a letter notifying him that he had been demoted.

The letter added that Mr Michaels had the right to appeal against the notice within 14 days of his dismissal.

## Disruptive

Sats said that workers arriving late disrupted the smooth running of things.

"Sometimes it is necessary to resort to disciplinary action in cases where employees do not heed to warnings to improve their work attendance," the organisation said.

The other major allegation is against

the scale of rents for Sats employees.

Railway personnel living at a resident hostel in Phillippi complain that labourers earning R307 a month pay R82 rent, while clerks who earn about R 900 a month pay R198.

Rents increase as salaries go up. A labourer whose salary was increased by R37 to R257, paid R25 more in rent.

## Deaf ears

Higher paid residents have repeatedly voiced their dismay at hostel committee meetings. Their persistent call for a single rent for all residents, irrespective of their salary, have repeatedly fallen on deaf ears.

"It's unfair. We eat the same food and use the same facilities, yet for some it is cheaper than for others," a resident said.

In reply Sats said: "As in the case of all Sats hostels provisions are made whereby complainants are dealt with."

In reply to a question whether staff benefits apply equally to all races, Sats said, "not at this stage."



ALAN FINE

AS THE Sats strike on the Reef continued to grow, a spokesman for the organisation yesterday indicated that management was seriously considering dismissing the strikers.

And the Congress of South African Trade Unions (Cosatu), to which the SA Railways and Harbours Workers' Union (Sarhwu) is affiliated, said that such action could fuel tension and conflict in the factories and the townships.

Cosatu said Sats was doing a grave disservice to the entire commercial and industrial sectors which were critically dependant on its services.

The Sats spokesman said 11 000 employees were now involved in the strike. The door for negotiations was still open.

However, While Sats had not yet decided to dismiss strikers, "one must take into account that since the strike is illegal, and he has the power to do so, it cannot go on indefinitely."

He said most workers wanted to return to work, but they were being intimidated by a small group of Sarhwu members.

A Sarhwu spokesman said a meeting of worker representatives met yesterday

# Sats 'considers firing strikers'

WHITE office secretaries rolled up their sleeves to remove tons of litter piling up at the Johannesburg station since the beginning of the SA Transport Services (SATS) strike.

Dirty pieces of paper, empty tins, mealie cobs and empty bottles lay strewn all over the platforms.

and formulated a list of demands.

They included the unconditional reinstatement of the driver whose dismissal precipitated the strike; pay for the period on strike; and no victimisation. They also wanted a statement of intent from management that it would eliminate racism and create adequate channels for resolving grievances.

Workers also wanted Sats to agree to meet a group of representatives to discuss redrafting the disciplinary code and creating a negotiating forum.

Bl Day  
26/3/8  
290

# Sats strike 'confined to Reef'

*Argus 26/3/89*  
The Argus  
Correspondent

PRETORIA. — The strike by more than 10 000 South African Transport Services workers is still confined to the Reef, a spokesman confirmed today.

Mr J C van Rooyen denied claims that the strike had spread to other areas and confirmed that about 10 000 workers were on strike.

Mr van Rooyen said Sats was not involved in negotiations with the union representing the workers.

"We are talking to our own shop stewards and representatives elected by our workers."

CAPE TIMES  
27/3/87

270

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## SATS meets on rail strike

JOHANNESBURG. — SATS management and a group of nearly 100 worker representatives met for more than three hours yesterday afternoon in an effort to resolve the strike which began at the City Deep depot two weeks ago and this week spread to the whole Witwatersrand region.

The meeting was adjourned to Monday.

SATS says it believes the 11 000 workers participating are unaware that the penalty of the person whose dismissal triggered the strike has since been reduced to an R80 fine.

But strikers are demanding his unconditional reinstatement, says the South African Railways and Harbours Workers' Union (Sarhwu).

SATS continues to refuse to deal with the union, which claims majority membership among the strikers. However, the large negotiating team was elected at a meeting convened by Sarhwu on Saturday.







# SATS talks

NEGOTIATIONS between the South African Transport Services management at City Deep depot and workers' representatives aimed at ending the 13-day-old strike by an estimated 11 000 workforce collapsed again yesterday.

11/11/87



270

Sowetan  
27/3/87

# SATS may fire 15 000 strikers without notice

THE SOUTH African Transport Services yesterday warned that it may fire the 15 000 employees out on a strike at its various airports.

SATS spokesman, Mr. Time van den Berg, yesterday said there was a "possibility" that the general manager, Dr E Groble, could use his recently gazetted powers to fire the striking workers without notice.

"There is no use having powers if you do not use them. But it is difficult to dismiss the striking workers because others have long service and joined the strike against their wishes," said Mr van den Berg.

Mr Themba Khuzwayo, assistant general secretary of the South African Railways and Harbours Workers Union (Sarhwu) said the gazetting of "special powers" for the SATS general manager was a "waste of taxpayers' money" as SATS man-

agement already had "awesome firing powers".

The general secretary of the Black Trade Union of SATS workers, Mr Martin Matloha, and Blatu chairman Mr Daniel Phiri appealed in vain to strikers to return to work on Wednesday.

## Warned

Mr Matloha warned his members that his union (Blatu) had "no strike clause" in its agreement signed in 1981 with SATS.

As the dispute between workers and management representatives deepened yesterday several unions including the

National Railway Workers Union, The Teammates Union and the Post and Telecommunications of Workers Association expressed support for Sarhwu.

Workers and management disagree on conditions for the reinstatement of a SATS driver, Mr Andrew Nendzanda.

He was fired for allegedly delivering an article late.

Both parties were still locked in talks in Johannesburg late yesterday afternoon.

Workers demand that dismissed worker at City Deep be reinstated unconditionally.

## Yoga lessons free of charge

A LECTURE on yoga and meditation will be given free of charge tomorrow at Funda Centre, Diepkloof at 5 pm by a master of the art, Dadaji Yagiish Vara Nanda.

Dadaji, who is based in Nairobi, will be giving lectures in South Africa for the next four weeks. He plans to open yoga and meditation schools in various centres throughout the country.

*B/102*  
**Sats, workers discuss strike**  
*(152)*  
*278*

ALAN FINE 27/3/87

SATS management and a group of nearly 100 worker representatives met for more than three hours yesterday afternoon in an effort to resolve the strike which began at the City Deep depot two weeks ago and this week spread to the whole Witwatersrand region.

The meeting was adjourned to Monday.

Yesterday was the first day this week the strike did not spread further, according to Sats, which says 11 000 workers are participating.

Sats says it believes workers are unaware that the penalty of the person whose dismissal triggered the strike has since been reduced to a R80 fine. But strikers are demanding his unconditional reinstatement.

# Transport staff won't lose jobs

Labour Reporter

AR 6/23 27/3/87 270  
THE Minister of Transport and South African Transport Services general manager have assured unions jobs would not be lost as a result of privatisation, the president of the Salaried Staff Association has said

Mr John Benwell was reacting to claims by South African Airways staff that they had been told at a recent meeting that SAA was to be split from Sats and jobs would be lost.

He said these people had obviously got hold of the wrong end of the stick.

"The Wim de Villiers report on privatisation is being kept top secret until it is tabled in Parliament and we can only discuss its recommendations in veiled terms," said Mr Benwell.

"But it is well known that Sats policy is to turn each arm of its operations into departments that will be run on business lines

"And anyway, whatever the De Villiers report recommends, it is hardly likely that the whole of SAA will be sold off to private enterprise.

"The probable scenario is that some operations will be taken over.

"But we have been assured by both the minister and the general manager that no-one will be paid off."



# Whites sweep station as blacks strike

**At white railways stations, whites sweep the floors. At black stations, no-one does**  
**MONO BADELA reports on the country's biggest strike in seven years**

WHITE workers were roped in by the SA Transport Services (Sats) this week in a bid to ease the crippling congestion at railway stations and distribution centres caused by the two-week-old railways workers' strike.

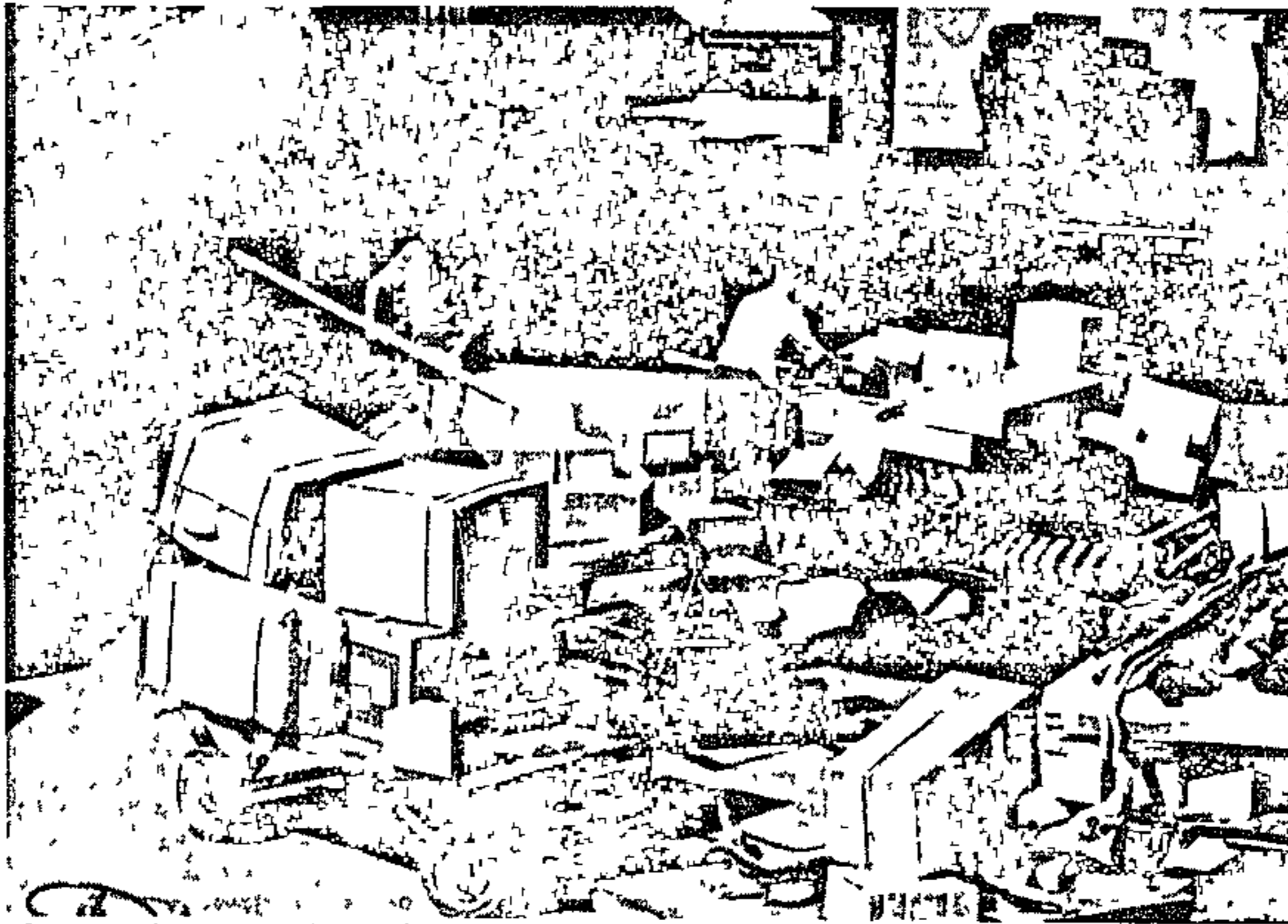
In the country's main station in Johannesburg, white women swept the floor of the whites-only section of the station.

But white workers worked only at "white stations". Black stations have been left untouched since Friday, when the strike involving members of the SA Railways and Harbour Workers Union (Sarhwu) started to escalate.

Black commuters have been able to score free rides from the townships to the cities as ticket collectors and barrier officials joined the strike.

But they have had to pay in another way for their free rides: the stench at Johannesburg's Park Station, through which thousands of black commuters pass every day, is unbearable. Toilets have not been cleaned since the strike started on March 13 and platforms were not swept.

According to a Sats representative, no workers have yet been dismissed, despite an extraordinary government gazette published this week to give the Sats system manager the power to fire strikers without notice. He said



Carrying the can, white railway workers doing the manual labour normally done by black workers who downed tools this week.

Picture: ERIC MILLER, Afrapix

negotiations were continuing.

On Monday, police used teargas to disperse striking workers assembled at Johannesburg station. Police, who have since confirmed the action, also sjambokked and baton charged the workers and turned police dogs on them. Only hours after the incident, a bomb explosion destroyed railway lines near Dube, Soweto.

The strike began two weeks ago when nearly 14 000 workers, mostly members of the newly-launched Sarhwu, downed tools across the Reef and in Pretoria. It was triggered by the dismissal of

a driver who did not immediately hand in the sum of R40 received from a customer. He was subsequently rehired but fined R80. Sarhwu rejected the fine and demanded the driver's unconditional re-employment.

As the strike escalated, workers began demanding full strike pay and recognition of Sarhwu. The authorities currently recognise only a rival in-house union, alleged by Sarhwu to be a "sweetheart" union.

A Sarhwu representative, Temba Khuzwayo, warned that if the dispute was not resolved soon, action could easily spread to other major centres. Already there have been reports that Durban dockworkers may have joined the strike.

The industrial action threatens to be the biggest since Joe Mavi organised the Johannesburg municipal workers' strike in Johannesburg.

But it is not the first industrial action to hit Sats. In 1982, some 600 Port Elizabeth dockworkers were dismissed by the government-run transport services after they had downed tools, demanding recognition of their trade union, the General Workers Union (GWU). They were trucked to the homelands.

Sarhwu is a member of Cosatu, the country's largest umbrella union federation, and one of its most militant.

## 'Negotiate' call by Cosatu

By MONO BADELA

THE giant Congress of South African Trade Unions this week came out strongly in support of striking railway workers and in a strongly worded letter to the South African Transport Services it urged the authorities to "negotiate in good faith with the workers and their union".

Cosatu also warned that mass dismissal of the strikers would fuel political and industrial tension in the country.

The strike by more than 14 000 Sats workers entered its third week today. Judging from the mood of the strikers, the chances it could be resolved this weekend are minimal indeed.

Acting general secretary of the SA Railway and Harbour Workers' Union, Temba Khuzwayo, told *Weekly Mail* more than 450 delegates representing workers from 12 depots resolved in a five-hour meeting to continue with the work-stoppage. At the same time, they elected 37 delegates to reinforce those now involved in discussions with management at City Deep and they drew up a revised set of demands.

These included, *inter alia*:

● The unconditional re-employment of driver Andrew Nenzanda, whose dismissal set off the strike.

● A clear statement of intent to eliminate racism "anywhere and everywhere in Sats" and the establishment of the appropriate grievance machinery to deal with complaints in this regard.

● A guarantee that no person shall be singled out for any disciplinary action arising out of the work stoppage.

● Full payment for the time workers are on strike.

Khuzwayo said the reason for the

last demand was that workers felt the dispute could have been resolved at the outset if management had been "reasonable". The time wasted, the workers claim, was due to "intransigence" on the part of Sats.

But Sats PRO Jannie van Zyl has warned that strikers will not be remunerated while on strike. And Sats has made it clear it does not recognise Sarhwu.

Cosatu has urged Sats to pay immediate attention to overhauling its labour relations practices. Cosatu has also called on other employer organisations to urge Sats speedily to resolve the dispute which is escalating and involving increasing numbers of workers in various parts of the country.

The federation has also condemned the interference of the government in the dispute. It has warned it would be "dangerous" for Sats to resort to mass dismissals. Cosatu said such an action would only fuel tension and conflict, both in the factories and the townships.

A similar call has been made by Sarhwu. The union, one of the youngest Cosatu affiliates but very militant, claims to be representing the majority of black workers employed by Sats.

Khuzwayo said the workers were not paying any attention to the threat of being dismissed without notice. The system manager, he said, has always had these arbitrary powers — and, he added, workers have been dismissed without warning down the years. He said it would not be easy to dismiss workers at City Deep.

# SATS container backlog moving

JOHANNESBURG—The South African Transport Services said yesterday it had eliminated much of the backlog of containers which had piled up at depots because of the strike by its workers.

A SATS spokesman said a normal backlog of 1 300 containers was what remained to be cleared.

Special arrangements had been made to deliver the containers today.

Although many workers were on strike, 'we can cope

with the situation for the next six months', he said.

Meanwhile the National Union of Railway Workers said yesterday it was 'contemplating uniting all our forces to take solidarity action with workers on the Reef' who were engaged in a strike protest against the dismissal of a colleague by SATS.

The union called on SATS to reinstate driver Andrew Nendzanda unconditionally and 'recognise our unions and negotiate with the elected leaders of railway workers — not their sweethearts, the hated puppet Staff Association'.

Mr Nendzanda is a member of the S A Railways and Harbours Workers' Union, an affiliate of Cosatu, which SATS does not recognise. — (Sapa)

270

~~270~~

28/3/87

# Sats and strikers are still talking

By SANDILE MEMELA

THIRTY-seven elected worker representatives who are members of the SA Railway and Harbours Workers' Union were engaged in intensive talks with SA Transport Services management yesterday

day in an attempt to end the two-week-old strike.

According to assistant general-secretary Themba Khuzwayo, the Durban branch of Sarhwu has pledged to come out in solidarity if the dispute was not resolved soon.

The talks started on Wednesday and continued into yesterday after the parties failed to reach an agreement

"There is no point in management holding out, because they are apparently aware that they were in the wrong by firing the driver," said Khuzwayo.

He expressed fear that if the strike was not resolved in the next few days, it may take a new turn when more plants staged stoppages.

This week witnessed the strike spreading to 10 more new locations.



# Cosatu calls for help to end Sats strike

u/rep 29/3/87

~~SA~~  
~~SA~~  
275

By SANDILE MEMELA

THE Congress of SA Trade Unions has sent out an SOS to the business sector to urge Sats to resolve the dispute which is escalating and spreading throughout the country

Cosatu has warned that failure to resolve the dispute would only fuel ten-

sion and conflict in factories and townships

In another development, the National Union of Railway Workers has pledged support for the striking workers and is considering solidarity action

It has pledged support for the striking workers and has called upon man-

agement to recognise worker-elected unions and to begin immediate negotiations with them

General-secretary Andre van der Haart said his union was considering steps to take solidarity action with the striking workers

"We call upon workers

to support the courageous action of the strikers

"Bosses must give immediate attention to our plight as workers and redress not only unfair dismissals, but also low wages and poor working conditions," said Van der Haart

Cosatu slammed Sats' failure to set up effective and healthy procedures to resolve the dispute

"Failure to come to terms with this and to bargain in good faith with workers will continue to cause unnecessary conflict and disrupt industrial peace

"By clinging to old-fashioned notions of black workers' place in industrial relations, Sats is doing a disservice to the entire commercial and industrial sectors, which are dependent on their transport service," said a statement

Cosatu warned that workers in every sector have become more conscious of their rights and their collective power

Further, it condemned the government's "heavy-handed interference in the dispute"

"The government should be aware that it would be dangerous for Sats to resort to mass dismissals," said a statement



29/3/81

# Sats warns workers — no work, <sup>S.H.</sup> no pay

By BOETI ESHAK

**STRIKING** South African Transport Services (Sats) workers have been told "no work, no pay".

This warning was made in a statement yesterday by Mr Dirk Beukes, Sats' public relations officer.

The strike involving between 11 000 and 15 000 workers, began on March 13 at the City Deep depot and rapidly spread to other Reef depots. It started after a City Deep employee, Mr Andrew Nedzamba, was thought to have been fired by Sats.

"The true facts about Nedzamba is that he collected money on behalf of transport services. On his arrival at City Deep he presented only part of his takings," Mr Beukes said.

"When confronted with the cash shortage he disappeared and only made his appearance with the money three days later.

## Charged

"Nedzamba was charged and at a departmental hearing he admitted guilt.

"A decision to fire him was reversed after he appealed. He was subsequently fined R80.

"It would appear that many employees were misled by outsiders to take part in the strike. In fact, workers at other depots are becoming very angry as they realise that they are going to lose a great deal of their much-needed income for supporting a trivial cause."

(150) (270)

# More talks as SATS strike enters 17th day

As the strike by about 14 000 workers at South African Transport Services (SATS) depots across the Reef enters its 17th day today, management is ready to hold a further round of talks with the strikers' delegation

SATS has refused to negotiate with the South African Railways and Harbour Workers' Union (Sarhwu), but the union claims that the workers' delegation that management is to meet today consists mainly of senior Sarhwu members

The first talks between the enlarged group of worker representatives and SATS management was held last week

A spokesman for the SATS strike committee, Mr J C van

Rooyen, said there was a surprise turn last Thursday when about 100 striker representatives discovered during negotiations that the strike was over an R80 fine imposed on "cash irregularities"

Mr Rooyen said these workers had been given the impression by "intimidators" that the employee had been fired

Mr van Rooyen admitted that the employee was initially dismissed but, after a reappraisal was reinstated (but had not taken up the offer) and fined R80

The strikers are demanding his unconditional reinstatement, also the elimination of racism, payment of strikers for the period of the dispute and a guarantee strikers will not be disciplined.

# The SATS strike causes big stink

270 30/3/87

THE black section of Johannesburg's Park Station looked like a dumping ground yesterday with several heaps of rubbish around the area. The white section was relatively clean.

A heavy stench hung over the station. Pools of water spilling from toilets in the mainline trains' waiting-rooms and toilets for the suburban train passengers added to the offensive smell.

This follows a strike by 15 000 South African Transport Services employees.

The strike now in its second week, started after a SATS driver at the City Deep Depot was fired after handing in cash late.

The strike has reportedly cost SATS more than R5-million so far.

White SATS employees were seen

By MOJALEFA MOSEKI

collecting litter at Johannesburg and Braamfontein stations. But they put the refuse in heaps around these stations.

Gates at stations between Langlaagte and Johannesburg were manned by whites who fined several commuters who were taking advantage of the "free-rides" that followed the two-week strike.

Even the cloakroom at the Johannesburg Station was manned by white staff.

Negotiations between worker representatives, who are members of the Cosatu-affiliated South African Railways and Harbours Workers Union (Sarhwu), have deadlocked several times.

# Sats strike on Reef in 17th day

AK64S 30/3/87 770 (1004) 152  
The Argus Correspondent

JOHANNESBURG — As the strike by about 14 000 workers at South African Transport Services depots across the Reef enters its 17th day, management is to hold a further round of talks with a representative group of strikers.

Although Sats has refused to negotiate with the South African Railways and Harbours Workers Union throughout the dispute, the workers' delegation management is to meet today. Numbering about 40, it consists mainly of senior union members, the union claims

The first talks between the enlarged group of worker representatives and Sats management was held last week. This was followed by a union report-back to workers at the weekend.

## SURPRISE TURN

A spokesman for the Sats strike committee, Mr J C van Rooyen, said there was a "surprise turn in events" on Thursday when about 100 striker representatives discovered during negotiations that the strike was over an R80 fine imposed on an employee for "cash irregularities".

Mr Rooyen said these workers had been given the impression by "intimidators" that the employee had been fired.

"They were upset and asked whether they could discuss this with other strikers and resume talks today"

Mr van Rooyen said the employee was initially dismissed but, after a reappraisal of the case, he was reinstated (but had not taken up the offer) and fined R80.

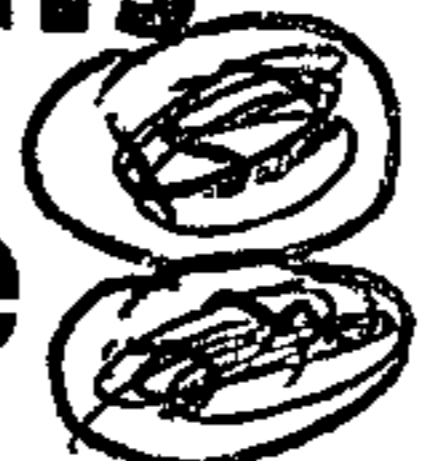
The strikers are demanding his unconditional reinstatement, elimination of racism, payment of strikers for the period of the dispute and a guarantee strikers will not be disciplined.



Violence  
at Sats  
strike

29/10/84

3/13/84



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**JOHANNESBURG —**  
 Twenty-eight South African Transport Services workers have been arrested in two days after incidents in which non-striking workers were intimidated and in some cases seriously assaulted.

A police spokesman said 21 strikers were arrested near Vereeniging after two workers had been attacked with knobkerries. The victims are in a serious condition in the Sebokeng hospital.

Six strikers were arrested at Springs and one at Nancefield near Soweto. — Sapa

# SATS strike talks continue today

Cape Times 31/3/87

270  
Own Correspondent

JOHANNESBURG — South African Transport Services (SATS) management and about 40 worker representatives will hold talks again today after yesterday's five-hour meeting aimed at ending the transport workers' strike on the Witwatersrand.

A SATS spokesman says management is considering certain proposals "similar" to those disclosed by the South African Railways and Harbours Workers' Union (Sarhwu) last week. He says management suggested that workers — now numbered at 13 000 by SATS — return to work and begin earning wages while talks continue.

He would not elaborate further, other than to say there had been a "positive atmosphere" yesterday.

Last week the union said workers were demanding unconditional reinstatement of the driver whose dismissal

sparked the strike SATS earlier reduced his penalty to an R80 fine

Workers are also demanding pay for the period on strike, a statement by SATS that it intends abolishing "racism" in its employment practices, the amendment of the grievance and disciplinary procedures and the creation of a negotiating forum.

SATS refuses to deal with Sarhwu, although most representatives were elected under its auspices. Reports have said the strike has cost close to R5m.

Sarhwu could not be reached for comment on the meeting.

Case of sacked worker to be examined in detail

# SATS strike: end is in sight

The 18-day impasse between thousands of striking members of the South African Railway and Harbour Workers' Union (Sarhwu) and the SA Transport Services might be broken today, a management spokesman said.

The strike, which was sparked off by the dismissal of a driver at the City Deep depot, involves 23 goods and container depots on the Witwatersrand and has severely disrupted freight and passenger services in the Southern Transvaal.

SATS spokesman Mr Jannie van Zyl said talks with worker representatives — adjourned yesterday — would resume at noon today.

Yesterday's talks were again dominated by the issue of disciplinary action taken by SATS against Mr Andrew Nedzamba, dismissed at City Deep after being involved in "cash irregularities".

The union, a Cosatu affiliate not recognised by SATS, is demanding the unconditional reinstatement of Mr Nedzamba. It also wants SATS to pay members for the duration of the dispute and to undertake not to discipline strikers.

Mr van Zyl said the talks were adjourned after differences of opinion regarding Mr Nedzamba's case had arisen. The matter would be looked into in-depth today.

Expressing hope that the matter would be resolved, Mr van Zyl said an indication would be given today as to when strikers would resume work.

Yesterday SATS claimed that workers on the East Rand were prevented from resuming work and in a number of cases assaulted. Some of those assaulted were admitted to hospital and subsequently discharged. Mr van Zyl was not able to provide any details on the assaults. No-one has been arrested.

Sarhwu spokesman Mr Mike Roussos denied knowledge of the reported assaults. It was not union policy to use any kind of violence, he said.

More than 100 workers have been brought in from depots around the Witwatersrand to cope with the container backlog at City Deep, where the strike started, a SATS spokesman said.

He declined to name the depots for fear that workers would be intimidated.

He said the container backlog was drastically reduced over the weekend and should be wiped out this week.

Passenger services had also been affected by the strike.

Commuters have complained that they have been unable to buy tickets at many stations. Some said when they board trains, they are either "thrown off" or "get into trouble" with ticket examiners at Johannesburg Station.

The spokesman appealed to passengers experiencing such problems to approach SATS.

● See Page 3.

18/3/87  
2625  
270  
270

# Sats, workers meet again today

SATS management and worker representatives will hold talks again today after a five-hour meeting yesterday aimed at ending the transport workers' strike on the Witwatersrand.

A Sats spokesman says management is considering certain proposals "similar" to those disclosed by the South African Railways and Harbours Workers' Union (Sarhwu) last week. He says management suggested that strikers — now

31/3/87 ALAN FINE B/Ddy

numbered at 13 000 by Sats — return to work and begin earning wages while talks continue.

Last week the union said workers were demanding the unconditional reinstatement of the driver whose dismissal sparked the strike. Sats earlier reduced his penalty to an R80 fine.



Cape Times 1/4/87

# Whites to replace strikers

JOHANNESBURG. — Talks between SATS management and representatives of striking workers reached deadlock yesterday as management rejected a proposal for arbitration and announced it would begin recruiting whites to replace some of the strikers.

The workers' representatives were meeting last night to discuss these new developments, and there were signs they would appeal to Cosatu and community organizations for assistance.

The SA Railways and Harbours Workers' Union (Sarhwu) said 18 000 workers were on strike SATS put the figure at 13 000.

SATS said advertisements for white drivers would appear today. Most initial new recruitments would be for the City Deep depot because it was the disseminating point for all containers on the Witwatersrand.

## 'Normal redundancy procedures'

Asked why SATS was to recruit whites only, a spokesman said whites brought in from other areas recently to do the work of strikers were more productive, so it seemed a "viable proposition" to extend the practice.

The spokesman said striking workers were not being dismissed. However, if SATS was overstaffed when strikers returned to work, "normal redundancy procedures will take place" And the new employees "will not be transferred elsewhere".

He said management rejected arbitration because it believed the worker whose dismissal sparked the strike should follow the in-company appeal procedures.

Mr Mike Roussos, spokesman for Sarhwu, said management had refused to discuss a proposal to send the dismissal of the SATS worker for arbitration.

SATS has offered to reinstate the dismissed worker on condition he pays a fine of R80. — Own Correspondent and Sapa

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~~152~~  
~~145A~~

# Whites to replace Sats strikers

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ALAN FINE

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Asked why Sats was to recruit whites only, a spokesman said whites brought in from other areas recently to do the work of strikers were more productive, so it seemed a "viable proposition" to extend the practice. Striking workers were, however, not being dismissed.

B/Day 11/4/81

270 DD 1/4/87

# Sats to hire whites to replace strikers

Dispatch Correspondent

**JOHANNESBURG** — The talks between South African Transport Services (Sats) management and representatives of striking workers reached deadlock yesterday as management rejected a proposal for arbitration and announced it would begin recruiting whites to replace some of the strikers.

The workers' representatives were meeting last night to discuss these developments.

The SA Railways and Harbours Workers Union (Sarhwu) said 18 000 workers were on strike — Sats put the figure at 13 000.

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more productive.

The spokesman said striking workers were not being dismissed. However, if Sats was overstaffed when strikers returned to work, "normal redundancy procedures will take place".

Meanwhile, more than 30 striking workers have been arrested for allegedly attacking employees wishing to work, police said last night.

The liaison officer of the Railway Branch of the SAP, Major Dries Jacobs, said 21 men had been arrested in the Vaal Triangle after they allegedly attacked two workers with sjamboks and knobkieries.

The two are in a serious condition in hospital.

Another 10 workers were arrested at Krugersdorp, seven at Springs and one at Nancefield near Soweto, the major said.



# JUDGE FOR YOURSELF

## The case of Andrew Nedzamba

*Handwritten notes:*  
Sowetan  
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KDA

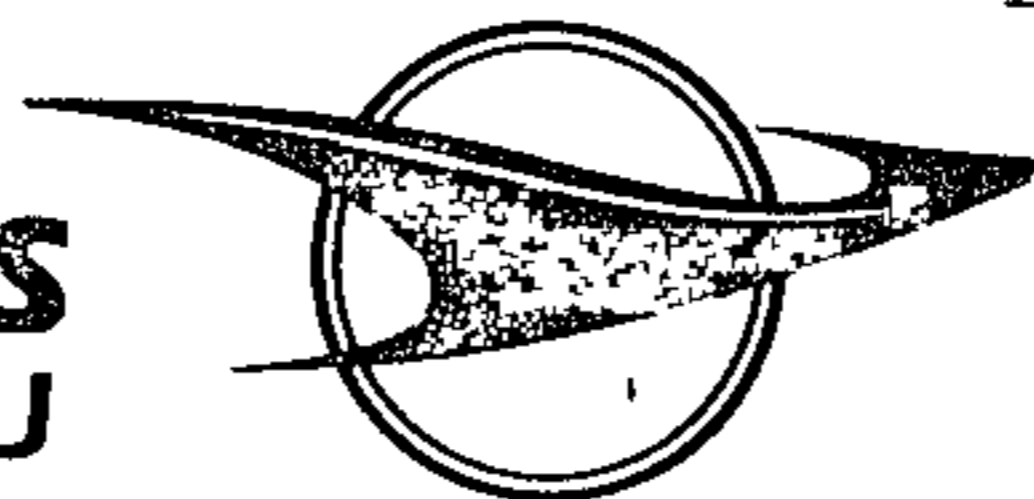
Andrew Nedzamba is currently employed by SATS as a cartage driver at the City Deep depot.

- ★ On Friday 23 October 1986, Andrew failed to hand in money he had collected on a morning delivery on behalf of SATS.
- ★ Andrew, in accordance with SATS disciplinary procedure, was charged with dishonesty and/or neglect of duty.
- ★ At a departmental disciplinary investigation Andrew pleaded guilty to both charges.
- ★ He was subsequently dismissed but retained his right of appeal to higher authority, the Regional Manager, in keeping with the provisions of the disciplinary code. He duly exercised his right of appeal.
- ★ His appeal was successful on the charge of dishonesty. He was found guilty on neglect of duty.
- ★ He was then fined R80. He was fully reinstated in his position.
- ★ Andrew had and still has the right of appeal to the General Manager of SATS. Sadly, Andrew has opted not to exercise his right of appeal and has failed to come to work.

This is the case of Andrew Nedzamba, the case that started the strike at SATS. The strikers demand that Andrew be unconditionally reinstated but Andrew has been fully reinstated, despite the fact that he had admitted guilt on both charges.

Andrew Nedzamba is still a cartage driver at the City Deep depot of SATS.

**S.A. TRANSPORT SERVICES**  
WE'RE ALL FOR YOU





CAPL Time 11/4/82

## SATS strikers arrested for harassment

JOHANNESBURG. — More than 30 striking South African Transport Services workers have been arrested for allegedly attacking employees wishing to work, according to the Bureau for Information and police reports last night.

Twenty-one men were arrested in the Vaal Triangle area after they allegedly attacked two workers with sjamboks and knobkieries. The two are in a serious condition in hospital in Sebokeng.

Another 10 workers were arrested at Krugersdorp, seven at Springs and one at Nancefield near Soweto.

□ The bureau also confirmed yesterday that a man was killed and two were injured when police opened fire to disperse stone-throwers on a road near Murchison Flats at Paddock on the Natal South Coast at the weekend.

The confirmation of the death of Mr Walter Ngcobo, 20 — killed by a bullet — and the wounding of Mr V Lele, 21, and Mr Josef Mthembu, 20, follows earlier bureau reports that there were “no casualties”.

Our Durban correspondent received reports on Sunday that police had cordoned off the area.

Police in Durban and Port Shepstone said on Sunday night that they had no knowledge of the stone-throwing incidents or the shootings.

But when asked to check on reports of death and injury, the bureau confirmed the incidents and said police had used buckshot to disperse the stone-throwers. The bureau said nobody had been killed.

The man killed and the two injured were residents of Murchison Mission.

□ The bureau also reported the death of Mr Petrus Malanga, 60, who was shot dead at his home in Senoane, Soweto, when attacked by about 80 people. His home was later petrol-bombed causing extensive damage. — Sapa and Own Correspondent

# SATS warning

270  
2/4/87

THE South African Transport Services yesterday warned that workers who continued with the strike were "endangering" their bonus or 13th cheque payment due at the end of this month.

A SATS spokesman, Mr Janie van Zyl, said management was reviewing the situation and looking into the payment of the annual bonus as applied to people who have not worked the required time expected of them.

By MOJALEFA MOSEKI

"Although management has not considered dismissing them it is looking into the payment of annual bonus as regards the workers at work presently," said Mr van Zyl.

The South African Railways and Harbours Workers Union (Sarhwu), which has been co-ordinating the strike as the majority of workers involved were its members, has put the

workforce on strike at 16 000 while SATS say, the number is 13 000.

SATS said some workers were returning to work despite intimidation by others.

Sarhwu officials could not be reached yesterday as they were meeting with workers and representatives of concerned unions in Johannesburg. A union spokesman said on Tuesday that SATS management had sabotaged talks between workers representatives and management at City Deep. This has been denied by SATS.

Meanwhile, several unions based in the Transvaal expressed their support for Sarhwu and the striking SATS employees. The unions noted that they were to meet to determine solidarity action with the striking SATS workers.



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## Sats adding fuel to fire, says union

214/87  
b Day  
ALAN FINE

THE South African Railways and Harbours Workers' Union (Sarhwu) said yesterday Sats' action in "causing negotiations to deadlock" on Tuesday had made workers even more unwilling to return to work.

Sats said it was waiting for worker representatives to arrange a meeting for talks on a return to work.

The strike, precipitated by the dismissal of a driver, began 20 days ago and involves at least 13 000 workers on the Witwatersrand.

Sarhwu has called a Press conference for today, which will be attended by representatives from Cosatu and the UDF, suggesting these organisations may plan some kind of intervention in the strike.

The National Council of Trade Unions (formerly Cusa/Azactu) said yesterday it would set aside its ideological differences with Cosatu, to which Sarhwu is affiliated, and lend its support.

SAPA reports that the Black Trade Union (Blatu) of Sats — an in-company union — has called on strikers to return to work.

Blatu said Sarhwu was responsible for the strike and had misled the workers.

214/87  
b Day

## Lion Match will burn on in SA

KAY TURVEY

IT will be business as usual for Lion Match, despite the takeover of its UK parent company, Wilkinson Sword, by Swedish Match.

Earlier this week, Swedish Match management said Lion Match would be sold off as soon as financially feasible.

But Lion Match CE Bob Harker said yesterday there would be no change in its operations for the next year at least.

Despite Sweden's ban on trade with SA, Harker said he understood Swedish Match would not be compelled to sell Lion Match, although rationalisation of its Wilkinson acquisition was intended.

Harker felt confident Swedish Match would take a long, hard look before disposing of Lion Match, which had a 35% SA shareholding and contributed "greatly" to group profits.

Lion Match controls the Southern African match market and reported a R15,18m operating profit for 1986. The shares have risen by 400c since the results were announced last week.

Wilkinson Sword's substantial match-producing concerns in Brazil and Australia are troubled by economic ills and shrinking markets.

b Day 214/87

## Sats marks a problem for sanctions-busters

SANCTIONS-BUSTING exporters who deliberately omit Sats standards markings on packaging to disguise the SA origin of goods may have difficulties claiming against Sats for damages in transit.

However, Sats, if asked to do so, would accept altered standards markings omitting reference to SA, Andre du Rand, superintendent of packaging, said yesterday.

Sats is liable to pay the lesser of either R16,15/kg or the market value of goods damaged while transported by them, provided the packaging complies with specifications.

Normally, packaging manufacturers print a diamond-shaped Sats logo on boxes, indicating compliance with packing requirements.

Du Rand said that because of exporters' problems if goods were marked as originating from SA, Sats would agree to the use of

HELENA PATTEN

modified certificates of compliance.

However, these could be used only for avoiding restrictions on export traffic, and not for local distribution.

Modified certificates could exclude reference to Sats or SA and could depart from the distinctive diamond shape. The alternative certificates would indicate such details as the boxmaker, lot number and date, possibly in code.

Any wording required, such as on dangerous goods, could be in English only, Du Rand said.

Johan Blaauw, Sats deputy director (claims), said before a claim for damage against Sats could be approved, Transport Services had to be sure the packaging had complied with requirements.

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# Channing the Guard

CAPE TOWN 2/4/81

By PETER DENNEHY

A PRIVATE security company has been awarded an 18-month renewable contract of more than R2 million, in terms of which it will take over the Western Cape tasks of the former SA Railway Police.

Mr David Plane, managing director of the company, Coin Security (Cape) (Pty) Ltd — which has a heavy military image, said yesterday's particular contract applied only to the Western Cape, but "the same exercise" was taking place all over the country.

Mr Plane said his company had landed the contract after SATS had put the service out to tender, but he could not comment on whether his tender had been the lowest.

"We are a wholly-owned South African company, and most of our directors and owners have served in the security forces," he said "That, along with the millions we spend on train-



The new-look SATS guard

## SATS pays R2m for Security contract

ing, may have counted for something" Mr Plane said his security guards had powers of arrest only where they guarded National Key Points, while they could effect only citizen's arrests elsewhere.

He did not envisage a problem here, he said, as his men would liaise closely with the South African Police.

"The style of our company is very military, in many of our uniforms, the colour of our vehicles, and our holding of parades," he said.

The company was founded by an infantry officer, Major John Bishop, eight years ago, and Coin Cape was formed out of a City Tramways security company two years ago, said Mr Plane.

His men would carry 9mm pistols

and would be equipped with pump-action shotguns at National Key Points. They also had rifles, though these would not be used on SATS property.

Security men stationed at points where they would be in direct contact with the public wore a smart, continental-type uniform complete with the French "kepi", or peaked cap, instead of battle fatigues.

Mr Bertie Heckroodt, Western Cape regional manager of SATS, said the South African Police had long wanted to increase the size of its force, and it had done so without training expenses by simply "taking over" the SA Railways Police.

"I don't think you can really justify SATS having its own police force," he

said "Privatization is the key word nowadays. This is not really privatization, as we are not handing over a service we have to the private sector. "But it's a nice example of a parastatal working hand-in-hand with the private sector to the benefit of both parties and of the Western Cape, which will benefit by the creation of a number of jobs."

Mr Heckroodt said the manpower involved countrywide in this initiative was between 7 000 and 9 000, which was "a lessening of manpower from our side" which would definitely lead to savings.

During the transition, the old Railways Police which now fell under the control of the police, would still undertake some of the more specialized legal work, such as dealing with railway theft and train deaths, he said.

Mr Heckroodt said his staff had done pioneering work in drawing up the tender document and the contract.

Though the contract was worth R1,5m a year, Coin staff would collect and transport an average of R1,5m a day, and this "sizeable responsibility" was a small part of their total duties.



THE REASONS are clear: racism and avarice.

CAPL Times 2/4/87 146A  
**Sats strike: need  
for inquiry** 270

IN April last year, the former Minister of Transport, Mr Hendrik Schoeman, announced that he had approached the architect of South Africa's labour reforms, Professor Nic Wiehahn, to conduct an inquiry into labour relations in the South African Transport Services (Sats). His announcement then was public confirmation that all was not well in industrial relations in the state-controlled corporation which is one of South Africa's largest employers.

The urgent need for an inquiry of this sort has now been dramatically exposed by the inept way the Sats management have handled the current strike, which involves between 13 000 (the Sats figure) and 18 000 (the union figure) workers and is costing South Africa a fortune.

The situation has deteriorated with the refusal of the Sats management to go to arbitration over the strike and its move to hire white workers to replace striking black workers.

It is perhaps understandable why the Sats management has adopted such an approach. Although the Wiehahn reforms have now been in force for almost ten years, Sats still refuses to recognise independent trade unions, such as the SA Railways and Harbours Workers' Union. It has no medical aid scheme for black workers and racially differentiated service benefits continue in spite of objections in the House of Delegates.

With its approach to labour relations modelled on the antiquated pre-Wiehahn policies, it is little wonder that Sats has ended up in a confrontational strike. A new Wiehahn-type inquiry into labour relations in state-controlled corporations is now imperative before any further industrial conflict occurs. And the Sats management should settle the strike on the Rand as soon as possible — without racially provocative gestures such as employing whites to replace black strikers who have legitimate grievances.

South Africa cannot afford labour disputes which drag on unresolved, creating potentially explosive conditions which endanger the public peace.





# The born again union that SATS can't kill

Four weeks into the biggest public service strike this country has ever seen, the South African Railways and Harbour Workers' Union, once a member of South African Congress of Trade Unions and relaunched just five months ago, shows no sign of surrendering to the union bashing of the South African Transport Services MONO BADELA examines the union which has taken on the country's biggest employer.

THE South African Railway and Harbour Workers' Union (SAR&HWU), one of the "baby" affiliates of Cosatu, is bound to emerge as a giant on the South African trade union scene following a strike by about 14,000 rail workers in Johannesburg

The strike, over the short payment of R40 by a railway driver, has cost the South African Transport Services millions of rands and virtually paralysed the goods transportation centres on the Witwatersrand

The strike is the biggest in the public sector and by SAR&HWU members in recent years and represents a significant increase in union organisation

It also comes after thousands of railway workers handed in their resignations from the SATS-backed Black Staff Association, which SAR&HWU members have labelled a "sweetheart union"

The union, born out of years of exploitation of railway workers, was only officially launched in October last year

The union began as an organisation in 1936, and was officially structured in 1944. With the coming of World War II, the union suffered setbacks as many of its members were involved in the war effort

In 1950 the SATS initiated a staff association, for whites, coloured, Indian and African workers. It became increasingly apparent that these associations were set up only for the benefit of the white members

In 1955, the workers decided to revive SAR&HWU in Maritzburg and again it was able to gain national support. During 1955 the union, under the leadership of Lawrence Ndzanga, affiliated to the South African Congress of Trade Unions (SACTU)

By 1959 the union had a total affiliated membership of 4,677. The staff associations set up by SATS were unable to redress the many grievances and problems of workers. Union members were harassed and workers who complained of unsatisfactory working conditions risked suspension.

Initial struggles were about senseless suspensions of workers. Many of them were suspended for several months. They often could not find alternative jobs as their passes had not been signed.

Among the activists who dedicated themselves to railway workers were Ndzanga, who died in detention in 1977, his wife, Rita, still an active trade unionist, and Caleb Mayekiso who also died in detention.

Others now in exile include Alven Bennie of Port Elizabeth and Archie Sibeko of Cape Town

In Durban, popular leader Philemon Tsele organised railway workers under the guidance of Moses Mabuda. Mabuda was the secretary-general of the SACP until his death last year

The workers combined into a powerful union between 1956 and 1960 and the United Democratic Front chairperson, Curmick Ndlovu, continued organising among railway workers

SAR&WU's regional organiser, Johannes Ngcobo, a key figure in the present railway strike, said organising among railway workers was never easy

Organisers often had to dress as railway workers to gain access to railway property

During the 1960 State of Emergency, SAR&WU was again subjected to state repression. In December 1961 the union's offices were raided and membership cards confiscated. Despite this the union continued to organise and voice the demands of railway workers

In 1962, SAR&HWU demanded R2 a day, permanent and not casual employment after three months, unemployment insurance, sick leave, improved workmen's compensation and treatment, full union rights and three weeks' annual leave

From 1963 to 1964 every SAR&HWU official was either in detention or banned. Union offices were under constant surveillance and workers were threatened when they visited

By 1964 the union was leaderless and could no longer continue operating

From 1965 to 1976 there was a general lull in black trade unionism. However in 1976 there was again an attempt to revive SAR&HWU but once again the State acted against progressive organisations. Ndzanga died in detention during this period.

The recommendations of the 1978 Wiehahn Commission to allow blacks to organise trade unions did not include railway workers. They were also not provided for under the normal labour legislation

In September 1983 SAR&HWU was revived. It has since set up branches throughout the country

The union has grown rapidly although state harassment continues. It affiliated to Cosatu last year with a paid-up membership of 20,000. So far SATS has refused to recognise the union or negotiate with it to end the present dispute which is now in its third week

Prospects that the strike will be resolved soon appear bleak. It has, however, caused a major boost in SAR&HWU's membership making the union a major force in South African trade unionism

# Sats, union apply 'strike' pressure

214/8 B/Day

THE SA Railways and Harbours Workers' Union (Sarhwu) and Sats yesterday applied pressure on each other in attempts to provoke movement in the three-week-old stale-mated strike.

Sats said employees would lose R8m in respect of their annual bonus if they did not return to work by today. It said: "The Cosatu-affiliated Sarhwu must carry the responsibility for the present state of affairs. Sats has at all times adopted a lenient attitude and an open-door policy."

Cosatu and the UDF representatives pledged their affiliates would initiate unspecified solidarity action in support of the strikers.

Cosatu general secretary Jay Nai-

ALAN FINE

doo said the right of workers to join trade unions of their own choice was the key issue at stake in the strike. Sats was violating the principle of freedom of association, enshrined in SA labour legislation, by refusing to negotiate with the union of the striking railwaymen and only recognising the official in-house union.

He said Cosatu would telex the Minister of Manpower to inform him of the planned action. It - also ask Assocom - the FCI to intervene.

Curtis Nkondo said the UDF would discuss with its affiliates ways in which the community could support the strike.



# Two sides of the story behind railway strike

270  
SAR  
2/4/87

About 15 000 black South African Transport Services employees are on strike at 23 Witwatersrand, cargo, and freight depots for the 21st day today

The dispute, started on March 11 by the dismissal of Mr Andrew Nendzamba, a driver at City Deep container depot, now threatens to spread to other sectors of the economy with the giant Congress of SA Trade Unions (Cosatu) — which organises in crucial sectors such as mining, transport, metal and motor manufacturing — throwing its weight behind the strikers.

Members of the Cosatu-affiliated Transport and General Workers' Union have pledged not to do work normally done by the strikers

Mr Nendzamba was accused of failing to hand in money he collected during a delivery. Management has throughout the dispute said that Mr Nendzamba, since reinstated with an R80 fine, still has the right to appeal if dissatisfied with action taken against him.

According to the SA Railway and Harbour Workers' Union (SARHWU) — which says it represents most of the strikers and 20 000 other SATS staff — Mr Nendzamba merely forgot to hand in the money. The strikers want him reinstated unconditionally because he voluntarily handed in the money at the earliest opportunity. Other workers had done the same under similar circumstances without action against them.

In interviews with The Star yesterday, SATS and union spokesmen reflected vast and deep-running differences in perspective on the strike's underlying causes and the course it has taken.

## On the breakdown in negotiations.

Union spokesman Mr Mike Roussos

Management sabotaged the talks by coming to the table with one intention — to give worker representatives a lecture. They also reneged on undertakings they had given during previous sessions

SATS chief spokesman, Mr Jannie van Zyl

**Negotiations to end the biggest and longest strike so far by black railway workers broke down this week after several days of talks between South African Transport Services management and strikers' representatives. Three weeks after strike began at the SATS City Deep depot in Johannesburg the parties are nowhere near agreement. MIKE SILUMA reports.**

The workers themselves withdrew proposals they had made and which the union is referring to. When they wanted to discuss these again we refused

**On the recognition of the union and the SATS approach to industrial relations.**

Mr Roussos: Since 1983, when the union was revived after being forced to lie low several times by the State, our members, who have been elected to management-established staff committees, have been negotiating with management on various issues, including the improvement of living conditions in hostels

Management is aware of this, although they will not recognise us as a representative union. Compared to most managements in the private sector, the SATS approach to industrial relations is primitive. For example, they still believe in deciding which union they will talk to and in setting up sweetheart unions. They have to realise that to resolve conflict they have to talk to unions they do not like

Mr van Zyl: We cannot admit other unions into our system now because this will cause chaos. Unlike our recognised unions outsiders do not know how our system works. Our industrial relations structures are not outdated but could be improved. Companies such as those in the retail sector have had strikes. Does this mean their IR practice is outdated? The question of freedom of association will only be decided after the results of the present commission into the bargaining processes

within SATS are known. The commission's report is with the Minister of Transport.

On whether the magnitude of the strike is an indication of mass SARHWU support.

Mr van Zyl: That there are so many on strike is a result of intimidation. While the strike at City Deep may have resulted from a genuine grievance over Mr Nendzamba's dismissal, we have had cases such as that of black workers working being attacked by a crowd while working on a railway line. Our employees who have resumed work have also told us that they were intimidated

Mr Roussos: While the union did not organise the strike, we have gained the impression from the thousands who come to our meetings that most workers support us. Our members have found it difficult to resign from the staff association because it is being backed by management. Since the strike broke out we approached management, offering to talk to them to stop the strike spreading and to settle the dispute. A number of our members have been assaulted, especially by white workers

**On the workers' grievances,**

Mr van Zyl: The workers have genuine grievances which we have agreed to look into. We have said they should go back to work and earn a living while negotiations on their grievances continue. But the main issue has been the R80 fine

Mr Roussos: The workers did not go on strike simply because they liked Mr Nendzamba. The workers have other grievances inherent in the SATS racial IR system, where white superiors do as they like. Proof of this is the diverse demands tabled by the workers after the strike began.

**On dismissals and a possible end to the dispute.**

Mr van Zyl: The possibility of strikers being dismissed is always there but we are still asking our workers to come back to work and our door is still open for talks. We cannot say when we will dismiss

# R146m PE pion for mini-trains

(200)

2/1/82  
2/1/82

By GAVAN O'CONNOR, Municipal Reporter

**THE construction in Port Elizabeth of South Africa's first light rail transport system, at an estimated cost of R146 million, will be considered this afternoon by the City Council's Works and Traffic Committee.**

The system is intended to run from the city centre to the heart of the northern suburbs and black townships

If the plan meets approval the system will be accepted as the future primary mode of transport in the transport corridors to those areas

Representations could be made to the Department of Transport for approval in principle of expenditure of R146 million for construction.

The committee, under the chairmanship of Mr Frikkie Kotze, will consider a report prepared by the City Engineer's Department.

The proposed route is from Russell Road north to Sydenham, west to Korsten and then to Gelvandale. Before Gelvandale the line will branch to Windvogel in the northern suburbs and to Daku in the townships

800-metre intervals

The Main Street route to Sydenham was chosen due to cost and passenger distribution considerations, according to the report.

The approximately R146-million cost is made up of

- R19,5 million for structures such as culverts and tunnels
- R2,5 million for stations
- R22,3 million for depot and maintenance facilities
- R24,4 million for the track and earthworks
- R10,7 million for catenary (the overhead electrical supply)
- R6,5 million for power supply
- R4,7 million for signals
- R56 million for vehicles at R1 million each

Trains will be able to carry 760 passengers each

The report evaluates the implications of the light rail system, a heavy rail system, an improved bus system and a minibus system.

The results of a financial evaluation showed that with full capital redemption, all the alternatives would operate at a loss of about R20 million to R30 million a year which would be the minimum subsidy required

The report concludes that the light rail system

was the most suitable and in addition to deregulated feeder services offered by the communities, would best satisfy the social and economic aspirations of commuters

Both the Ibhayi City Council and the Northern Areas Management Committee have agreed to the recommended system



# The no-talk railways step grudgingly to the tables

In 1982, the railways had a simple solution to strikes: they fired the dissenters. This month, things are rather different. The railway chiefs are reluctantly agreeing to sit down and talk. EDDIE KOCH reports on the extraordinary change



Commuters step over trash at Johannesburg station as the Sarhwa strike continues.

Picture ERIC MILLER, Afrapix

RAILWAY workers have never been a major force in the trade union movement. So it came like a bolt out of the blue when a small strike at an SA Transport Services (SATS) depot in Johannesburg over the dismissal of a single worker escalated into the biggest strike ever in the public sector.

Strikes on the railways are strictly outlawed, Sats employees are excluded from the labour legislation that allows workers in other industries to join unions and the SA Railway and Harbour Workers' Union (Sarhwa) is a young organisation with only 9 000 workers at the time of the strike.

So what made it possible for the union to roll the strike so rapidly from depot to depot across the Transvaal and keep as many as 18 000 workers out for nearly three weeks?

"The reason in a nutshell for the strike spreading so wide is the intimidation by a small group of strikers on workers who want to work. The fact that the Railways have never had such a big strike is proof of the good labour relations that exist at Transport Services," said Sats PRO Dirk Beukes.

The union rejects such conspiracy theories. Sarhwa education secretary Mike Roussos said Sats employment practices and conditions in its hostels explain why workers responded so quickly to the dismissal of driver Andrew Nendzanda.

Black Sats workers are governed by a special Sats Conditions of Employment Act that outlaws strikes, forbids membership of unions other than official in-house staff associations and provides for its own disciplinary code.

Black workers are paid poorly, with most workers getting R307 monthly. The railways are traditionally the bastion of protected employment for

poor whites and still has more white employees (105 000) than black workers (101 000).

"The first thing that governs day-to-day work conditions is the high number of conservative whites in supervisory positions and that generates a lot of racial friction," said Roussos.

"But the disciplinary code used to dismiss Andrew Nendzanda is the real hot issue. It is essentially a punitive code that applies only to black workers, allows them no representation and is used daily for minor offences. So when workers saw the City Deep strikers contesting this kind of discipline, it gave them the

chance to express grievances that have been building up for a long time." Conditions in the compounds that house most of the unskilled workers are also fertile ground for the young union. Workers are antagonised by rigid security measures, poor food and overcrowded conditions. Early this year, Sarhwa won a lot of support

after winning improved living and eating conditions at compounds in Johannesburg and Germiston.

When the big strike broke out, the union was busy with a similar dispute at Sats' Benoni compound. The membership it built up in these hostel campaigns flowed straight into the stoppage.

But the sheer size of the compounds is the most crucial factor. City Deep and Kazerne in Johannesburg each house 3 000 migrants, Delmore near Germiston has 4 000 and Central Rand near Benoni has 3 000. This concentration of workers and the common experiences of workers from different Sats regions explains why the strike was able to bolt like lightning from one depot to the other.

But unions like the General Workers' Union (GWU) were prevented by these conditions from making such headway. In the only recent railway strike, 600 workers in Port Elizabeth were promptly fired by Sats in 1982 for downing tools to demand the recognition of GWU.

What has now allowed workers to turn the situation to their advantage? "We are now organising in a very different climate. The level of unionisation is much higher and the general political climate has made workers more determined to fight. It removes the fear of getting involved despite the general level of repression that still exists on the railways," says Roussos.

The outcome of the strike is still unsure as talks between the union and management floundered this week. What is clear, however, is that although Sats refuses to deal with Sarhwa it has been forced to conduct unprecedented talks with the strikers - indicating the union movement has finally arrived as a force to be reckoned with on the railways. Agenda Press Services.

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## CONTAINER STRIKE

### No box-up

Co-operation between Sats and the private sector had reduced the backlog of containers in the strike-bound City Deep terminal from 2 000 to 500 by Tuesday morning.

Pat Henegan, president of the SA Association of Freight Forwarders (Saaff) says that to keep traffic flowing, Sats waived one of its most rigid rules — that only its vehicles may operate inside the terminal. It now allows private hauliers to take delivery of containers.

Sats also delivers after hours, at no extra cost, to speed up deliveries. Most firms stay open and co-operate, adds Henegan.

"Sats also allowed urgently needed LCLs (less than container loads) destined for Johannesburg to be cleared by customs in Durban, then to be moved in bond to Johannesburg where clearance is finalised," he adds.

The decision to allow LCLs to bypass the terminal for movement on rail into the SA Container Depots' (SACD) yard was welcomed by Richard Wilkinson, Rennie Group's marketing and development director.

"We have wanted this for years, but clearly this is a concession that will last only as long as the strike lasts. Under normal circumstances, Sats insists on moving containers between the terminal and the depot by road with its own vehicles to generate revenue," he says.

At the height of the strike, there were no deliveries for two days and, at its worst, the backlog reached about 2 000 containers in City Deep, says a Sats spokesman. Drivers from other centres, mostly white, were moved to City Deep and by Tuesday the backlog had been whittled down to about 500.

About 1 300 containers arrive at the terminal daily and are being distributed normally.

"We have broken the back of the backlog," says Henegan. And in his view "importers and exporters no longer have anything to complain about."



# UDF joins in support for rail strikers

By MONO BADELA

THE United Democratic Front (UDF) and the Transvaal Students' Congress (Trasco) have joined the Congress of South African Trade Unions (Cosatu) in supporting the 16 000 striking railway workers

The strike — which is believed to have cost the SA Transport Services (Sats) between R15 and R20 million so far — enters its fourth week today with no end in sight. The latest round of talks collapsed this week, with Sats rejecting the workers' demands for full strike pay and recognition of their union

UDF official Curtis Nkondo — who emerged from hiding to host a UDF press conference yesterday — said the front had pledged its solidarity for the strikers "in whatever action they take to force the railway authorities to negotiate with the SA Railway and Harbour Workers' Union (Sarhwu)

"The UDF will do anything that will benefit the workers. We will rally behind them," he said

At the same press conference, Cosatu general secretary Jay Naidoo said the labour federation will meet this weekend "to formulate action which can force Sats to negotiate with Sarhwu".

Sarhwu is now planning meetings with the Federated Chamber of Industries (FCI) and the Associated Chambers of Commerce (Assocom), to get them to add pressure on Sats

● In a statement issued yesterday, Trasco said Sats should recognise the strikers' demands were "genuine and legitimate"

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# Sats warning: Few railmen back at work

270 (A) 152

EARLY signs are that few railway workers returned to work today in response to an ultimatum that they end their 21-day-old strike or lose their annual bonuses

South African Transport Services public relations officer Mr Jannie van Zyl said few workers appeared to have responded to the warning. Yesterday Sats warned that workers would lose annual bonuses worth a total of R8-million unless they ended their stoppage.

The South African Railway Workers Union said yesterday that it would ask fellow unions in the Congress of South African Trade Unions (Cosatu) to take action in solidarity.

The Minister of Transport, Mr Eli Louw, yesterday accused Cosatu and the United Democratic Front of trying to transfer the crisis in the townships and schools to the workplace.

His comments came hours after both organisations had pledged to put pressure on Sats to negotiate with the railways union to end the strike.

## Allegedly attacked

The strikers' demands include the unconditional reinstatement of Mr Andrew Nendzamba, who colleagues believe was unfairly dismissed from the City Deep depot

The railways union said yesterday that it would institute litigation on behalf of members allegedly attacked by white Sats supervisors.

Sats declined to respond to the union offer to take the dispute to arbitration, claiming the union was not involved in talks on the strike.

At a Press conference, Cosatu and UDF leaders accused Sats management of forcing "dummy" bodies on workers.

However, Mr Louw denied on SABC-TV last night that Sats workers were prevented from joining unions of their choice, but repeated that Sats would "recognise the union to which the vast majority of our workers belong".

Describing Cosatu and the UDF as "outside" organisations, he said they wanted to take "the crisis" away from the townships and schools to the workplace. — The Argus Correspondent, Sapa.

# 'COSATU BACKS STRIKE



SARHWU spokesman, Mike Roussos.

# AT SATS'

**THE Congress of South African Trade Unions and the United Democratic Front yesterday declared their full support for the striking South African Transport Services workers.**

At a Press conference in Johannesburg the two organisations expressed their support for Cosatu affiliated South African Railways and Harbours Workers Union, and its 16 000 striking SATS workers

They pledged to call on their membership to encourage SATS management to come back to the negotiating table.

Cosatu's general secretary, Mr Jay Naidoo, said. "We will also telex the Minister of Transport, Dr Eli Louw, to ask him to intervene in the dispute. The Federated Chamber of Industries and the Associated Chamber of Com-

merce will be asked to intervene because they 'will be affected' by Cosatu membership action if the dispute is not settled"

The Transvaal vice-president of the UDF, Mr Curtis Nkondo, said the UDF had reached a phase of the struggle where workers had become even more important than ever

"The majority of consumers of SATS services are our people and we will ask them to pressurise SATS to recognise its workers' request of choice of representation. To date SATS has applied divisive Government-like strategy by insisting on negotiating with its in-house created union (Blatu)," said Mr Nkondo.

Meanwhile, the general secretary of Cusa-Azactu, Mr Piroshaw Camay, said the federation "unflinchingly" supports the SATS workers, and the Nel's Dairy workers

*Sowetan 3/4/87*





# **Cosatu-Sarwhu intensify action**

By SANDILE MEMELA

THE ATTEMPT by over 16,000 workers to pressurise the SA Transport Services reached an impasse this week and the SA Railway and Harbours Workers' Union has threatened to take stronger measures to resolve the deadlock.

Sarwhu has approached its affiliates and community-based organisations to take action in a bid to pressure SATS into agreeing to its demands.

This emerged at a joint Sarwhu-United Democratic Front and Cosatu Press conference held at Cosatu House yesterday.

Delegates from Sarwhu said attempts by management to fire any worker would only exacerbate matters and result in more pressure being exerted on SATS. This followed reports that management has recruited whites to replace the strikers.

Already attempts are underway to get railway workers on a solidarity strike nationwide.

The UDF and Cosatu have pledged solidarity with the strikers.

## SATS workers reject approved organisation

# Louw: unions are 'transferring crisis'

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SARHU  
3/4/89  
By Mike Siluma

Minister of Manpower Mr Eli Louw, who granted South African Transport Services (SATS) the right to summarily dismiss striking workers, yesterday accused the Congress of SA Trade Unions (Cosatu) and the United Democratic Front (UDF) of attempting to transfer the crisis in the townships and schools to the workplace.

Mr Louw's comments came just hours after both organisations had pledged to put pressure on SATS to negotiate with the SA Railway and Harbour Workers' Union (Sarhwi) to end the 22-day-old strike. About 15 000 SATS workers are involved in the strike, which affects depots and workshops in the Witwatersrand.

Their demands include the unconditional reinstatement of Mr Andrew Nenzamba, whom colleagues believe was unfairly dismissed from the City Deep depot.

SATS yesterday declined to respond to a Sarhwi offer to take the dispute to arbitration, claiming the union was not involved in talks to resolve the strike.

On television last night Mr Louw denied that SATS workers were prevented from joining unions of their choice, but repeated that SATS would "recognise the union to which the vast majority of our workers belong".

He described Cosatu and the UDF as outside organisations and said they wanted to take the crisis away from the townships and schools to the workplace.

The Cosatu-affiliated Sarhwi has claimed majority support among the striking workers.

At a Press conference yesterday Cosatu and UDF leaders accused SATS management of forcing "dummy bodies" on workers.

Warning that the dismissal of strikers would only worsen the situation, Sarhwi spokesmen said workers felt their demands were legitimate.

Cosatu's general secretary Mr Jay Naidoo said the federation had decided to fully support "the struggle of the SATS workers for their right to be represented by an organisation of their choice".

Meanwhile, SATS called on the strikers to return to work today or lose their bonuses. It said many employees who were prepared to go back to work were prevented from doing so by intimidators. It added that Sarhwi must carry the responsibility for the present state of affairs.

In response, Sarhwi said it would institute litigation on behalf of members allegedly attacked by white SATS supervisors.

● The Cusa-Azactu federation yesterday pledged solidarity with the SATS workers after their situation had been reviewed by the federation's central committee.

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# PE light rail plan praised

270  
3/4/87

## Municipal Reporter

ORGANISED commerce and industry have acclaimed the proposed R146-million light rail transit system which will run from Port Elizabeth's city centre to the northern areas and Ibhayi.

The managing director of PE Tramways, Mr Carl Coetzer, said today he hoped that in view of the fact that Tramways would lose 40% of its business to the rail system, the company would be part and parcel of the system's operation and management.

Mr Gerrie Albertyn, vice chairman of the Port Elizabeth Sakekamer, also stressed that the system would complement the minibus taxis. "They are not in competition"

The Sakekamer believed the system had tremendous benefits for the city, he said.

It was also clean and quiet, Mr Albertyn said.

He added that the system would not divide the city, as a heavy rail system would, but would be easily crossed.

Mr Brian Matthew, executive director of the Midland Chamber of Industries, hoped that manufacturers in the city would be able to get about R100-million of the project with the 5% tender preference which applied in the area.

A second positive aspect was that the travelling time for commuters would be cut.

Mr Tony Gilson, director of the Port Elizabeth Chamber of Commerce, welcomed the capital expenditure on the system and said any new economic activity in the city was good.

At places all along the route of the system at the stops, business turnover was likely to be generated.

Both the Northern Areas Management Committee and the Ibhayi City Council have approved the system which now only needs the Port Elizabeth City Council's final approval.

48/11/87 \*\*

# Railmen ignore <sup>(270)</sup> final warning

Weekend Post  
Correspondent

**JOHANNESBURG** —  
Thousands of striking railway workers yesterday ignored a SA Transport Services ultimatum to return to work or lose their annual bonuses — and the SA Railway and Harbour Workers Union (Sarwhu) has challenged the Government to an independent ballot to assess union support among rail workers

Sats spokesman Mr Jannie van Zyl said few workers had returned and the situation remained the same as on Thursday

Management had not heard from the strikers' negotiation team since talks broke down earlier this week.

Manpower Minister Eli Louw has accused the Congress of South African Trade Unions (Cosatu) and the United Democratic Front (UDF) of attempting to transfer the crisis in the townships and schools to the workplace

In response, Cosatu spokesman Mr Frank Meintjes said the strike was rooted in the workers' grievances and Cosatu would support them in every way.

# Few strikers return ~~to~~ despite ultimatum <sup>270</sup>

JOHANNESBURG — Early indications show that few of the striking railway workers returned to work today in response to an ultimatum that they end their 21-day-old strike or lose their annual bonuses.

Sats PRO Mr Jannie Van Zyl said few workers appeared to have responded to the warning

Yesterday SATS issued a warning that workers would lose annual bonuses worth a total of R8-million unless they ended their stoppage. — Sapa. 3/4/87



# Strikers ignore return to work call

MIKE SILUMA

As thousands of striking railway workers yesterday ignored a South African Transport Services (SATS) ultimatum to return to work or lose their bonuses, the South African Railway and Harbour Workers' Union (Sarwhu) challenged the Government to an independent ballot to assess union support among rail workers.

SATS spokesman Mr Jannie van Zyl said few workers had returned to work and the situation had remained the same as on Thursday.

Management has not heard from the strikers' negotiating team since talks broke down earlier this week.

Reacting to a statement by Minister of Manpower Mr Eli Louw on Thursday that that management would recognise the unions to which "the vast majority" of SATS workers belonged, Sarwhu spokesman Mr Mike Roussos challenged the Minister to agree to an independent ballot to test the union's support among workers.

Mr Louw had also accused the Congress of South African Trade Unions (Cosatu) and the United Democratic Front (UDF) of attempting to transfer the crisis in the townships and schools to the workplace.

In response yesterday, Cosatu spokesman Mr Frank Meintjies said the strike was rooted in the workers' grievances, and Cosatu would support them in every way.

● The Cusa-Azactu Federation yesterday pledged solidarity with the SATS workers after their situation had been reviewed by the federation's central committee.

# Striking bus staff meet Tramways management

Weekend Post Reporter

STRIKING bus drivers and workshop staff met the management of PE Tramways today in a bid to resolve a day-old strike which has severely curtailed services in the city and Uitenhage

The deputy general manager of PE Tramways, Mr Stan van der Merwe, said the strike began at 3pm yesterday when 200 drivers and 40 workshop staff at the Struanway depot in the city

went on strike. Forty drivers and 10 workshop staff at the Uitenhage depot also stopped working

Bus routes affected last night and today were mainly those serving the townships, whose residents were forced to walk or take taxis. However, some other routes were affected

A shop steward for the drivers and workshop staff — who are members of the General Workers' Union of South Africa (Gwusa) — said the cause of the strike

was a dispute over "no work — no pay" deductions made by the company after a sit-in by staff last week

He said discussions were going on with management, and it was possible that strikers would return to work on Tuesday

Monday is a public holiday

Mr Van der Merwe confirmed that talks were taking place, and that management was awaiting a report-back from the strikers.

WP 4/4/88

~~WP~~ ~~WP~~ 270

man for the department said no more could be done

# Tramways hoping for role in new light rail system

By RAYMOND HILL

THE Port Elizabeth Tramway Company hopes to be involved in the operating and management of the city's proposed R146-million ultra-modern light rail transit system, the first in South Africa

This was said by PE Tramways managing director Mr Carl Coetzer, following the approval given to the scheme by the City Council's Works and Traffic Committee this week

But a spokesman for the City Engineer's Department's transport planning division emphasised that it was not a "foregone conclusion" that the money needed for the scheme would be forthcoming

Construction work on the system could, however, begin within 12 to 18 months after a "commitment for financial assistance" had been given. There was also uncertainty about where the money would come from.

The matter has still to be approved by the full council

Mr Coetzer said. "We are very, very excited about the light rail system.

"The future of our city depends tremendously on an efficient, reliable, cost-effective and comfortable public transport system. Buses simply cannot meet those requirements. The bus speed of movement is restricted by the traffic flow."

Light rail vehicles could attain a top speed of 75km/h on their "own, exclusive right of way".

The company's bus fleet, he said, would be reduced by about 40% when the new system was put into operation.

"We certainly hope that we will be involved in the management and operating side of it," he said

Mr Coetzer also hoped that the private sector would be involved in it from a financial and operating point of view

The Port Elizabeth transport planning division's spokesman said negotiations regarding the system were advanced, and financial proposals were being prepared

"It is, however, not a foregone conclusion that we will get the money for the system.

The light rail vehicles will travel as far as Russell Road, but not into the central business district.

A thorough investigation of Main Street was undertaken by the municipal transport planning division, and no widening was needed.

Two lanes will be used for light rail transport, two for other traffic and two for parking



Staff Reporter

CAPE TOWN — A private security company, hired by SA Transport Services to take over the duties of the railway police in the Western Cape, plans to clean up Cape Town station

Commandant David Plane, managing director of Coin Security, predicts that the atmosphere at the station will change dramatically into a safe and pleasant place in the next few months.

On their first night at the station his personnel carried out four citizen arrests for alleged attempted rape, assault and carrying dangerous weapons, said Commandant Plane.

The cases were handed over to the police.

The firm was awarded a R2 million-plus contract by SATS to take over the functions of the former railway police — now incorporated into the SA Police — and to take over some security and protection functions at the harbour and other important installations.

# Security firm to patrol station

The move is part of SATS' privatisation policy. Other regions are expected to follow.

"We have two functions at the station — protection of SATS property and support of railway customers

"We want to make people using the station feel safe at all times," Commandant Plane said.

The company is also responsible for transporting about R50 million in cash a month for SATS

"The unsavoury elements who haunt the station after hours must realise they will not be able to harass people any longer," said Commandant Plane, who is a former officer in the Cape Town Highlanders

270  
S.M.  
6/4/87

As 13 000 face loss of bonus . . .

# Cosatu offer to mediate in strike rejected by Sats

7/4/87 B/Day  
270

SATS yesterday refused to negotiate with the Congress of SA Unions (Cosatu) and rejected its offer to mediate in the more than three-week-long transport workers' strike.

After a meeting of Sats management, a statement was released accusing Cosatu of seeking to overthrow the status quo of Sats, as well as other industries, by committing itself to the establishment of one union per industry.

"How could management even consider Cosatu's proposal to act as mediator when the cause of the strike can be traced back to SARHWU (SA Railways and Harbours Workers' Union), a Cosatu affiliate," it said.

It added Cosatu's call on Assocom and the Federated Chamber of Industries to exert pressure on Sats to prevent the strike from spreading was obviously aimed at getting as much mileage out of the situation as possible.

Assocom CE Raymond Parsons yesterday suggested a mediator — agreed by both sides — be appointed to resolve

THELMA TUCH

the deadlock. It was not Assocom's role as an employer organisation to intervene in such a dispute, he added.

Meanwhile, Sats PRO Jannie van Zyl said all the 13 000 workers on strike would forfeit their annual bonus because they had failed to meet Friday's deadline for them to return to work.

He said about R8m was scheduled to be paid out as bonuses in the form of 13th cheques to the workers at the end of April. But, according to their contracts, they had to be in service on April 1 and continue working until the end of the month to qualify for the bonuses.

Employees would have to forfeit these bonuses even if they decided to return to work this month, Van Zyl added.

Sats had contingency plans to continue for up to five months under the present circumstances. It had employed more than 750 schoolchildren and students over the holiday period, he said.

He stressed that all the strikers could be dismissed "at any time".

1270 DD

# Police arrest 300 railway workers

JOHANNESBURG —

More than 300 South African Transport Service (Sats) workers were yesterday arrested under emergency regulations at Ogies, near Springs, on the East Rand while 13 000 railwaymen continued their month-old strike.

The Bureau for Information in its daily unrest report said the men had "gathered illegally" at Phola

The spokesman for the South African Railway and Harbour Workers' Union (Sarhwu), Mr Mike Roussos, said the workers were arrested while on their way to the union's Springs office

A spokesman for Sats said the train service to Delmore, near Springs, was disrupted at peak hour yesterday evening after an "incident with black men"

She declined to specify further and said the Bureau for Information would supply the information in their unrest report

A passenger on the affected train said "masses of blacks gathered at Germiston station chanting and singing".

"On the coach adjacent to ours, blacks boarded the white coach," he added.

An official went through and herded the whites into the remaining whites only section

"At Delmore Station we were informed to disembark and board the next train," the passenger said

"By this time the police arrived. Rumours were flying and passengers said the blacks wouldn't let the train move on" — Sapa

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# SATS refuses to talk to Cosatu

CAC-Times 7/4/87

270

Own Correspondent

JOHANNESBURG. — The SA Transport Services (SATS) yesterday refused to negotiate with the Congress of South African Unions (Cosatu) and rejected its offer to mediate in the more than three-week-long transport workers' strike.

After a meeting yesterday, SATS management accused Cosatu of seeking to overthrow the status quo of SATS and other industries by committing itself to the establishment of one union per industry.

"How could management even consider Cosatu's proposal to act as mediator when the cause of the strike can be traced back to the South African Railway and Harbour Workers Union (SARHWU), a Cosatu affiliate," it said.

It added that Cosatu's call on the Associated Chamber of Commerce (Assocom) and the Federated Chamber of Industries (FCI) to exert pressure on SATS to prevent the strike from spreading was obviously aimed at getting as much mileage out of the situation as possible.

The chief executive of Assocom, Mr Raymond Parsons, yesterday suggested that a mediator — agreed upon by both sides — be appointed.

He said that as Assocom was an employer organization, it could not intervene directly to resolve the deadlock.

Meanwhile, the SATS public relations officer, Mr J van Zyl, said yesterday that all of the 13 000 workers on strike would automatically forfeit their annual bonus because they had failed to meet Friday's deadline for them to return to work.

Mr Van Zyl said about R8 million was scheduled to be paid out as bonuses in the form of 13th cheques to the striking workers at the end of April.

However, according to their contracts they had to be in service on April 1 and continue working till the end of the month to qualify for their bonuses.

He said SATS had contingency plans to continue for up to five months under the present circumstances. It had employed more than 750 schoolchildren and students over the holiday period.

But he stressed that the chances were good that all the strikers could be dismissed "at any time".

Among workers' demands are the unconditional withdrawal of an R80 fine imposed on Mr Andrew Nendzamba after an alleged cash irregularity.

# Sats/worker clash bound to happen

AGS 2/4/87 270 (1987) 157

**T**HE clash between workers and South African Transport Services management which broke out on the Rand about three weeks ago was an inevitable head-on that would have happened, sooner or later.

The strikes involved between 13 000 and 18 000 workers and spread rapidly from a stoppage by 500 drivers at the City Deep container terminal to other areas, including Jan Smuts airport.

In conversation with one unionist, I suggested it was reminiscent of Durban 1973

"I hope it's not a Jo'burg 1980," she replied

Durban 1973 is looked on as the resurgence of a fresh wave of black unionism which eventually led to the reform of labour relations in South Africa

Johannesburg 1980 was a disastrous strike by 10 000 municipal workers, mainly unskilled, belonging to a

barely-formed union which ended in many dismissals and charges (on which they were acquitted) against union leaders

The union involved in the present dispute, the South African Railways and Harbours Workers' Union (Sarhwu), was launched only late last year and would seem to be in a fairly vulnerable position

Shopfloor organisation must be somewhat embryonic and, apart from the City Deep drivers, appears to involve mainly unskilled workers who would be relatively easy to replace

Management has moved to replace the black drivers with whites and is using about 850 schoolchildren and students to do unskilled work at other places

## Not isolated like municipal workers

But there are distinct differences between Johannesburg 1980 and Johannesburg 1987

For a start, Sarhwu is not isolated like the municipal workers were

It is an affiliate of the Congress of South African Trade Unions (Cosatu), which has about 750 000 members.

Earlier this year, during the OK strike, the federation's executive committee issued a message to members which contained a strong reaffirmation of Cosatu's slogan "An injury to one is an injury to all"

Among other urgings it said "Too often we have stood back and watched while our comrades struggled alone against the bosses or the government"

The possibility of a widening of the stoppages if management dismisses workers is very real Cosatu warned on March 25 that mass dismissals would fuel political and industrial tension

Sats's strategic position in the economy and labour practices, which the union



By  
**DICK USHER**  
Labour  
Reporter

movement regards as antiquated and "complete anathema to the principle of free association," made it an obvious goal for organisation from outside — and a sitting duck for labour disputes such as the one which escalated into the strike

The worker bodies with which Sats deals, in its own industrial relations structures, are all "in-house" staff associations

Strikes are not allowed, a situation Mr Jimmy Zurich, president of the Federal Consultative Council of Sats Staff Associations, says "reduces collective bargaining to collective begging"

Although the independent unions would agree with the sentiment, the difference is that they're committed to the right to strike as a non-negotiable principle

So Cosatu and other organisations regard the staff associations as "sweetheart" non-unions, their workers as unorganised and without the right to strike, and subject to a management which, according to an article in the South African Labour Bulletin "has distinguished itself as one which incorporates among the most repressive and antiquated labour relations practices"

## Important to other unions

The clash had to come and whether Sats management goes to the wall and dismisses workers, or dances round Sarhwu in some fashion, it will eventually have to deal with independent worker organisations

The Sats plum is too valuable for it to be left to the in-house associations

Strategically, according to the Labour Bulletin, organising Sats is particularly important to other unions in freighting, containerisation and stevedoring

"We won't make any progress on wages, on issues like May Day and so on unless Sats is successfully organised," said Transport and General Workers' Union general secretary Ms Jane Barrett.

So far Sats response has been of the mailed-fist-in-velvet-glove variety

The Minister of Transport changed the regulations to permit Sats general manager the discretion to treat striking workers as having terminated their jobs without notice with effect from the date of the strike

Management said it was "perfectly happy" with its present industrial relations structure, stuck to a policy of no work, no pay and issued an ultimatum that workers would lose annual bonuses worth R8-m unless they ended their stoppage

Developments from here will have deep effects for both Sats and the labour movement



# Sats asked to sell beach land only to PE council

## Municipal Reporter

THE Port Elizabeth City Council has asked South African Transport Services (Sats) for an unequivocal undertaking that land at King's Beach will not be sold to anyone but the city

The council wants to own the land which it sees as essential to beachfront development

Last month the council's Land Usage Committee, which is to consider the matter again this afternoon, resolved to send a delegation to the Minister of Transport for clarity on the dispute

A report to the committee from the Town Clerk, Mr Paul Botha, says Sats indicated that when the master plan for King's

Beach was complete it would, in consultation with the council, decide whether the land would be sold or leased to applicants

Sats also said it would deal directly with a developer of the amphitheatre

Mr Botha says Sats, in a letter, was reminded of the council's efforts to control and co-ordinate the development of King's Beach.

After receiving this letter the regional manager of Sats, Mr George Engelbrecht, told the Mayor, Mr Ben Olivier, that he believed the council had misunderstood Sats' intentions

As a result, Mr Botha wrote to Mr Engelbrecht saying the previous letters showed Sats intended to sell the King's Beach

land to people other than the City Council

He said it was necessary for Sats to give an unequivocal undertaking that the land would be sold only to the council.

No reply has yet been received to this letter, the report adds

Other matters to be discussed by the committee are:

- Servicing of the land for a permanent campus for Vista University at Missionvale

- The future of a site on the corner of Cape Road and First Avenue, Newton Park, at Greenacres, developers having said they were interested in the site

- Further negotiations between the council and proposed developers of the Brookes Hill site

27

7/4/87

EP.



# Sats <sup>(1/18/87)</sup> rejects <sup>(18)</sup> Cosatu <sup>(270)</sup> offer <sup>DD</sup> 7/4/87

Dispatch Correspondent

JOHANNESBURG —

Sats yesterday refused to negotiate with the Congress of South African Trade Unions (Cosatu) and rejected its offer to mediate in the more than three-week-long transport workers' strike.

After a meeting yesterday a statement was released by Sats management accusing Cosatu of seeking to overthrow the status quo of Sats and other industries by committing itself to the establishment of one union per industry.

"How could management even consider Cosatu's proposal to act as mediator when the cause of the strike can be traced back to the SARHWU (the South African Railways and Harbour Workers' Union), a Cosatu affiliate," the statement said.

It added Cosatu's call on the Associated Chamber of Commerce (Assocom) and the Federated Chamber of Industries (FCI) to exert pressure on Sats to prevent the strike from spreading was obviously aimed at getting as much mileage out of the situation as possible.

Assocom's chief executive, Mr Raymond Parsons, yesterday suggested a mediator — agreed upon by both sides — be appointed to resolve the deadlock

Sats had contingency plans to continue for up to five months under the present circumstances, he added.

S77K 7/4/87

# Cosatu 'wants status quo destroyed'

By Mike Siluma

The strike by between 13 000 and 16 000 black South African Transport Services (SATS) workers has entered its 26th day, with management accusing the Congress of SA Trade Unions (Cosatu) of seeking to "overthrow the status quo" in SATS and other sectors of the economy.

Reacting to a Cosatu offer to help resolve the dispute, SATS spokesman Mr Jannie van Zyl said it was well known that SATS had been singled out as one of the major industries in which single industrial unions have been planned by Cosatu.

"It would be very naive for SATS to negotiate with a union which, as pointed out, seeks to overthrow the status quo not only of SATS but also other industries of our economy," said Mr van Zyl

He said Cosatu's aim of one union an industry represented "a point of view which is not only contrary to the principle of freedom of association but also very far removed from modern industrial relations".

Mr van Zyl said Cosatu's call for the intervention of organised commerce and industry would "hopefully not succeed, as many of the industries represented by these bodies are also on Cosatu's agenda".

Cosatu spokesmen could not be reached for comment this morning. Cosatu has said, however, that the strike is rooted in the workers grievances and the union will support them in every way

Cosatu said it was the workers themselves who would decide on the course of the strike.

The railway workers are demanding the unconditional reinstatement of a colleague dismissed from the SATS City Deep depot last month.

Other organisations which have supported the SATS workers include the Transvaal Students' Congress, the National Union of Mineworkers and the Cusa-Azactu federation

● The Post and Telecommunications Workers Association (Potwa) reported that about 4 000 black post office workers are on strike in Soweto.

The workers are protesting alleged racial prejudice by senior officers as well as management's alleged anti-union stance

Management comment was unavailable early this morning

# The Star



## Time to call in a good mediator

AS THE SA Transport Services strike enters its fourth week the SA Railway and Harbour Workers' Union and SATS reveal a disturbingly wide gap in their understanding of each other's problems. Both sides have already lost heavily. Workers have forfeited wages and annual bonuses; SATS has a troublesome and growing backlog of freight. There are ugly accusations of intimidation and assault on workers wanting to return to work. Strikers are under threat of dismissal.

Private sector experience suggests SATS and the union should seek outside mediation if future labour-management relationships are not to be permanently scarred. The most recent mediation success story was that which settled the OK Bazaars strike. All that is needed is a gentlemen's agreement to ask an independent mediator, acceptable to both

parties, to intervene.

There also appear to be some serious contradictions in what SATS is saying in its public statements. On the one hand, a SATS spokesman has blamed intimidators for the strike but conceded in the same breath that workers have genuine grievances and that SATS industrial relations could be improved.

On the other hand, Transport Minister Eli Louw said on television that outside forces were to blame for stirring up the workers. Here again the recent OK experience might be helpful. To minimise nuisance disputes over who said what, both OK and the union limited their public pronouncements to joint statements once mediation was in progress.

In the SATS dispute the time has come for parties to appoint a mediator, zip up their lips and limit the talking to constructive bargaining.



CAPE TIMES 8/4/87  
270 228  
JOHANNESBURG

# PO sympathy stoppage

At least 4 000 postal workers stopped work in Soweto and Johannesburg yesterday in solidarity with the 26-day-old railway workers' strike on the Witwatersrand.

A spokesman for the Post Office and Telecommunications Workers' Association said 6 500 workers had downed tools with the railwaymen because "they are getting the same attitude from SATS as we are facing in the post office".

Between 13 000 and 18 000 railway workers have been on strike across the Witwatersrand for 26 days.

A Post Office spokesman said 4 000 workers were on strike and management was negotiating with their union "to see if complaints can be addressed in a meaningful way".

He said the grievances differed from one workplace to another and it was difficult to "find the substance of the complaints".

However, he had heard that strikers

were complaining of discrimination between African and other employees. Some of the workers have been on strike since last Thursday.

Meanwhile, both the SATS and the SA Railway and Harbour Workers' Union (Sarhwu) hoped to meet today to resolve the three-week-old stoppage.

Union spokesman Mr Mike Roussos said the union was hoping to meet management today and was telexing the Minister of Transport, Mr Eli Louw. He said the contents of the telex would be disclosed later.

SATS PRO Mr Jannie van Zyl said: "We don't like the deadlock situation we have at the moment."

But a SATS spokesman said yesterday afternoon that they would not be meeting the Sarhwu and reiterated their standpoint of not recognizing that union.

Talks today would be with "elected grade stewards at City Deep", a SATS statement said. — Sapa



## Talks to re-open on strike

Chanting members of the Post and Telecommunications Workers' Association (Potwa), employed at various Soweto post offices, gathered at the Orlando Post Office yesterday while waiting for a management response to their grievances.

Negotiations to resolve the 27-day strike by 15 000 railway workers are expected to re-start today.

But the strike by post office employees in Soweto and parts of Johannesburg is expected to continue while preparations are made for talks between management and the Post and Telecommunications Workers' Association (Potwa), the union said.

SATS made it clear yesterday that talks aimed at ending the rail workers' strike would not involve the SA Railway and Harbour Workers' Union (Sarhwu).

"SATS is maintaining its standpoint that it refuses to negotiate with Sarhwu, which is trying to create the impression that SATS is recognising it," said a statement.

Sarhwu has called for a ballot to test its support. Attempts to resolve the postal strike were also continuing.

Potwa president Mr Vusi Khumalo said worker delegates who met late last night established a committee to co-ordinate the workers' grievances, which would be discussed with management later in the week.

The postal workers were protesting against alleged racial discrimination against black post office employees.

SATS 8/4/87

# Strikers<sup>EP</sup> hope to meet management

8/4/87



By BARBARA ORPEN  
STRIKING PE Tram-  
ways bus workers were  
hopeful that a meeting  
would take place today  
between shop stewards  
and management to dis-  
cuss the dispute, now in  
its fifth day

A spokesman for the  
three unions involved in  
the strike said a meeting  
scheduled to take place  
with management yester-  
day did not get off the  
ground because the com-

pany's managing direc-  
tor, Mr Carl Coetzer, had  
insisted the delegation  
meet him at his offices in  
Valley Road

The workers, however,  
asked that Mr Coetzer  
come down to the Struan-  
way plant, where workers  
from the depots in Uiten-  
hage, Brickmakerskloof  
and Korsten had gath-  
ered

"If we have a meeting  
here, it means that we can  
give a report-back to the

workers immediately.  
That is why we are not  
prepared to go up to Mr  
Coetzer's offices," the  
spokesman said

The company's deputy  
general manager, Mr  
Stan van der Merwe, said  
today a written letter had  
been sent to the strikers  
inviting a delegation to  
meet management at any  
time

"We have made our-  
selves available, but we  
are under the impression  
that they want Mr  
Coetzer to address a mass  
meeting at Struanway It  
is impossible to negotiate  
with 300 workers and  
therefore we cannot do  
that"

● Meanwhile, Mr Ron-  
nie Kruger, public affairs  
manager at Volkswagen  
in Uitenhage, said produc-  
tion was back to normal  
today after work at two  
final assembly lines at the  
plant had been halted yester-  
day because of the bus  
strike

Employees were un-  
able to get to work.

"I don't know how it has  
happened, but all our  
workers are back today"

The manager of public  
relations at Goodyear, Mr  
Mike London, said produc-  
tion had not been dis-  
rupted at all as the plant  
had made in-house ar-  
rangements for trans-  
porting employees



# Vagrants and pupils keep Sats going

CP 8/14/87

By DEBBIE BOOYSEN  
ABOUT 850 Transvaal schoolchildren — and 15 vagrants — are keeping South African Transport Services airport and station operations in Johannesburg running as 13 000 Sats employees continue their four-week-old strike

The Sats public relations officer in Johannesburg, Mr Jannie van Zyl, said today the emergency workforce was being used to perform unskilled labour and did not include any blacks because of the risk of intimidation

He said Sats had recruited 15 vagrants from the Joubert Park area to help with unskilled labour such as cleaning and sweeping coaches

"For their work they are paid and given a meal," Mr Van Zyl said

"They're very eager to work and simply cannot believe that people are risking losing their jobs by striking with unemployment as it is"

About 600 of the hourly paid temporary workers were employed at the station, cleaning coaches, offices, carrying parcels and doing messengers' work

At Jan Smuts Airport all national and international flights and cargo operations were monitored hourly and were being kept on schedule with the help of 250 students and Std 9 and 10 pupils eager to make some extra pocket-money

"We actually had such a huge response that we could not take them all on at once," Mr Van Zyl said

The media relations officer for South African Airways in Johannesburg, Mr Francois Louw, said permanent staff at Jan Smuts Airport were working overtime

"Flights may take off a few minutes late, but even 20 minutes can be made up in flight time and arrivals are all on schedule," Mr Louw said

The strike, now in its 26th day, is confined to the Johannesburg-Vereniging area

● Sats management, who are still refusing to meet the South African Railway Workers Union, was due to meet worker representatives at City Deep today

## Strike of postal workers spreads

JOHANNESBURG — The postal workers strike, which started last week in Soweto in sympathy with the SATS strike, spread today, affecting more than 6 000 workers, according to the union.

Thousands of Post Office and Telecommunication workers continued their strike at Soweto, Marshalltown, Rosebank, Newlands and Crown Mines in Johannesburg and Randburg, while the union reported that some workers at the main Jeppe Street Post Office in Johannesburg city centre had downed tools in solidarity with other strikers.

A spokesman for the Post Office and Telecommunications Workers Association (Potwa) said about 300 workers at the Jeppe Post Office went on strike today.

The strikers had been ordered out of the building by management and the situation was "tense" — Sapa

# Sats and workers in a new war of words

*B/Day* *270* *9/4/77*  
A MEETING between Sats management and worker representatives yesterday to resolve the strike by at least 13 000 workers failed to materialise.

This has led to a new war of words between Sats and the SA Railways and Harbours Workers' Union (Sarhwu) over who is responsible for prolonging the nearly four-week-old strike.

Sarhwu education secretary Mike Roussos said a grade steward at City Deep phoned management to say the stewards wished to be accompanied by worker representatives from other depots elected under Sarhwu's auspices. The grade stewards represent the staff association recognised by Sats. Some are, however, also members of Sarhwu.

The steward was told Sats would confirm later whether this was acceptable. However, they had not done so by late afternoon. Roussos said representatives would contact Sats again today in an attempt to arrange another meeting.

A Sats spokesman said, however, it was evident the grade stewards were

ALAN FINE

intimidated by Sarhwu into not attending the meeting. The spokesman said the stewards were told on Tuesday only they would be permitted to attend.

He said the strike arose from a problem at the City Deep depot, and concerned only that depot's stewards.

Transport Minister Eli Louw said yesterday he was satisfied with the negotiation channels being followed "as management has continuously left the door open for negotiations with recognised worker leaders".

The independent National Union of Railway Workers, which said 3 000 of its members were on strike in solidarity with Sarhwu, called on Sarhwu to desist from using violent tactics to recruit members. It said some of its members had been assaulted "by Sarhwu people".

Sarhwu could not be reached for comment on these allegations.

See picture on Page 3

Cape Times 9/4/87

268 770

# PO workers' strike spreads

**JOHANNESBURG** — More than 3 000 post office workers were on strike at 32 post and telecommunications centres on the Witwatersrand while talks aimed at resolving the 27-day-old railway strike failed to resume yesterday

Post office spokesman Mr Ben Rootman said the postal strike, which began last Thursday in solidarity with the railwaymen, spread yesterday to 32 postal depots and telephone installation depots

A spokesman for the Post Office and Telecommunications Workers' Association (Potwa) maintained that up to 7 000 workers had stopped work yesterday as post offices in Jeppe, Lenasia, Florida, Bramley, Cottesloe and Bramley as well as all telephone service centres in Soweto joined the strike. The spokesman said



**SATS STRIKE ...** Youths, employed by SATS since the strike began 27 days ago, load cargo on to a SATS truck.

telephone exchange workers at Power Park in Soweto and Lenasia and phone installation yards in Bramley and Cottesloe had also downed tools

Mr Rootman confirmed that Soweto was without any postal and telephone installation

services and said the Florida, Bramley and Jeppe post offices in Johannesburg were forced to rely on poste restante collection

He said the postal workers had not yet compiled a complete set of grievances and management was waiting for

Potwa to announce a date for talks to deal with the dispute

The union spokesman said shop stewards from the strike-hit depots were to finalize details of demands last night, in preparation for negotiations today

Meanwhile, at least

13 000 railwaymen continued their strike at railways stations and freight depots in the Transvaal

The SA Transport Services insists that it will deal only with worker representatives from the City Deep depot where the railway strike began

SATS PRO Mr Jannie Van Zyl said last night that a meeting planned for midday with the "recognized representatives of strikers at City Deep" was "cancelled by the intervention of the SA Railways and Harbour Workers' Union (SAR-WHU)"

He said the representatives had been "intimidated" into not turning up for discussions

□ Meanwhile 1 500 workers at Anglo American's New Denmark Colliery went on strike yesterday in protest at the detention of 75 members of the National Union of Mineworkers in Trans-

kei



22 9/4/87

# 305 SATS workers arrested

PRETORIA — A group of 305 SA Transport Services employees who had gathered illegally were arrested yesterday under the emergency regulations at Phola, Ogies, in the Eastern Transvaal, says the Bureau for Information.

Meanwhile, the strike of Witwatersrand Post and Telecommunications workers continued today with workers at five more post offices downing tools, the Post Office and Telecommunications Workers' Association (Potwa) said.

A Post Office spokesman said 3 000 workers had stopped work in solidarity with striking railway workers. Potwa put the figure at 6 400.

After a meeting with workers last night, Potwa drew up a set of demands to be presented to management tomorrow.

Worst hit by the strike are Soweto, without postal or telephone installation services, and post offices in Florida, Bramley and Jeppe where mail delivery has been interrupted, the Post Office spokesman said.

Meanwhile, the strike by some 13 000 railway workers has bogged down over the question of who represents the strikers — Sapa

# SARHU WORKERS STARTS STRIKE

secretary  
10/4/87  
etc

## 305 SATS workers held under emergency

MORE than 300 South African Transport Services workers were arrested under emergency regulations at Ogies on the East Rand while 13 000 railwaymen continued their month-old strike.

The Bureau for Information rest report said the 305 had "gathered at Rhohla

Spokesman for the South African Railway and Harbour Workers' Union, Mr Mike Rousos, said the workers were arrested while on their way to the Union's Springs office.

Meanwhile, workers at five other post offices and depots downed tools yesterday joining the more than 8 000 postal workers now on strike.

The workers who joined yesterday were from Braamfontein, Joubert Park, Orange Grove, Randburg post office and the Johannesburg Rissik Street post office.

### Delegation

There are now more than 11 000 postal workers on strike and last night the workers were due to appoint a delegation to meet with the post office authorities this morning.

The striking workers belong to the Post Office and Telecommunications Workers Association, formally launched last year. Its president is Vusi Khumalo, a technician.

The talks between SATS management and

To Page 4

### Swoop on strikers

From Page 1

the Sarhwi deadlocked again yesterday. According to Sarwu management wants to negotiate with the recognised Black Trade Union (Blatu).

Blatu enjoys minority support with black staff while Sarhwi and the National Union of Railway Workers enjoy the majority support.

SATS is believed to prefer negotiating with Blatu as this union was virtually formed with management's blessing and it is against confrontation with management. Already it has encouraged strikers to return to work but has been ignored.

The post office has so far not indicated any official hostility to Potwa.

SATS STRIKE *EM 10/4/87*

### **Business as usual**

The strike by Sats drivers at the City Deep container terminal is ironically working to the benefit of both Sats and the private sector.

While the container backlog at City Deep terminal rose from about 500 last week (*Business* April 3) to about 700 on Tuesday morning due to the docking of two container-laden ships at Durban over the weekend, measures taken to overcome the effects of the strike are proving effective, says a Sats spokesman

The private sector is taking full advantage of the temporary concession to send its own vehicles in to the terminal to collect boxes. And new drivers employed by Sats to replace those on strike are apparently outperforming the strikers by 50%

"We usually have 176 drivers, but now utilise only 58 white men. While at best our regular drivers only delivered about six containers a day, the new men consistently average nine each a day," says Sats spokesman Jannie van Zyl.

And striking drivers are in danger of losing their jobs. "We now realise that we had far too many drivers at City Deep," says Van Zyl

The incident on which the strike hinges dates back to October 24 1986, a Friday, when a driver did not hand in the money he had collected during the day. On the following payday he paid in the money, but refused to give an explanation for the incident.

Charged in November in terms of the Sats disciplinary code he failed to give a written explanation for his conduct, which led to an inquiry on February 4 at which he admitted guilt and was dismissed. He exercised his right to appeal to the regional manager who reinstated him and fined him R80.

"He is still on the payroll and still has the right to appeal to the general manager of Sats, but hasn't made use of it," says Van Zyl. "But the union wants us to reinstate him unconditionally."

*(150)* *(270)*



NRGUS 10/4/87

329 (J70) (152) (144A)

## Gathering — 300 railway workers held

JOHANNESBURG. — More than 300 South African Transport Service workers were arrested under emergency regulations at Ogies, near Springs, on the East Rand while 13 000 railwaymen continued their month-old strike.

The Bureau for Information in its daily unrest report said the men had "gathered illegally" at Phola yesterday.

Spokesman for the South African Railway and Harbour Workers' Union, Mr Mike Rousos, said the workers were arrested on the way to the union's Springs office.

### R50 BAIL

They were apparently released on bail of R50 each.

A spokesman for Sats said the train service to Delmore, near Springs, was disrupted at peak hour yesterday evening after an "incident with black men".

She declined to be more specific and said the bureau would supply the information in its unrest report. — Sapa.

# Unionists due in court soon

From PAGE 1  
unrest-related.

No confirmation of the expected court appearance could be obtained from the homeland police or Anglo.

On Wednesday workers went out on strike in protest against the detention of the mineworkers. The NUM and Amcoal management, a subsidiary of Anglo American Corporation, were last night involved in talks to get the striking workers to return to work.

Mothupi said workers were not satisfied with management's response that there is nothing they can do to secure the release of the NUM members.

In a statement Anglo denied the charge.

Management "registered their extreme concern to the Transkei authorities but are in no position to negotiate for their release at this time," Anglo added.

*May 10/47*  
**305 Sats workers arrested**

POLICE have arrested 305 Sats employees in terms of the emergency regulations, according to the Bureau for Information.

The bureau says they were arrested on Wednesday after gathering illegally at Phola, near Ogies, Eastern Transvaal.

Sapa reports that a spokesman for the South African Railways and Harbours Workers' Union (Sarhwi) says the work-

~~ALAN FINE~~ ALAN FINE 270

ers were arrested while on their way to the union's Springs office.

A Sats spokesman said yesterday that grade stewards from the City Deep depot had failed to turn up for a meeting with management for the second succes-

● To Page 2 →

*May 10/47*  
**305 Sats workers held under the emergency**

*5ive day* A spokesman said he had learned they had been taken to the building occupied by Sarhwi and prevented from attending.

The spokesman said that as from today talks would be held at all affected depots to inform strikers of the "actual facts surrounding the strike".

~~ALAN FINE~~ ALAN FINE 270  
● From Page 1 ←

"This is deemed necessary because of the intimidation and spreading of misinformation by Sarhwi about the reason for the strike," he said.

Sarhwi could not be reached for comment yesterday on these allegations



# Rail strike talks collapse again

TALKS between representatives of 16 000 striking railway workers and South African Transport Services (Sats) collapsed for the second time yesterday amid a threat that the already-massive strike will spread to municipal workers.

The Municipal Workers of SA (Mwusa) — closely related to the union that brought Johannesburg to a halt in a 1980 dispute — has threatened to down tools if the five-week railway strike and the solidarity strike of 6 000 postal workers is not settled soon.

At talks yesterday with the SA Railway and Harbour Workers Union, Sats insisted that only five of Sarhwu's 39 worker representatives should be allowed to attend the meeting. The talks were postponed and are due to resume today.

However, it seems that the same 39 members would again attend this morning's meeting, setting the stage for another confrontation.

Sats is still refusing to recognise Sarhwu. Yesterday's talks were with 39 "elected grade stewards" at City Deep.

This week Sats rejected an offer by

By MONO BADELA

Cosatu, to which Sarhwu is affiliated, to mediate. Instead Sats has warned that the strikers will lose their bonuses, due in April, because they were absent from work at the start of the month, and added a warning that they could be dismissed.

The long-awaited talks failed to kick off as scheduled on Wednesday after the worker representatives failed to turn up at the agreed venue for the meeting.

The railway strike, the longest ever in the public sector, enters its fifth week today and has affected some 80 railway depots on the Witwatersrand and Vereeniging. The strike was triggered by the dismissal of a driver at City Deep who was punished for allegedly having been late in handing back R40,40.

Police reported yesterday that a bomb blast, the second since the railway strike began, disrupted train services into Soweto on Wednesday, causing delays of more than three hours.

And the Bureau for Information confirmed that more than 300 railway

strikers were arrested under Emergency regulations at Ogies, near Springs. The Bureau said the strikers had "gathered illegally".

In a statement yesterday, Mwusa pledged solidarity with the railway and postal strikers.

The Congress of South African Trade Unions (Cosatu) has also pledged solidarity with the striking postal workers. Cosatu's general secretary, Jay Naidoo, told *Weekly Mail* his federation fully backs the striking postal workers in their fight for better working conditions.

Meanwhile the one-week-old strike by post office workers has spread from Soweto to Johannesburg and Randburg.

Postal and Telecommunication Workers' Association (Potwa) president Vusi Khumalo warned yesterday that if the dispute between the workers and management is not resolved by today, the industrial action might escalate in other regions.

Post office officials were unavailable for comment.

The strike has left eight post offices in Soweto without postal services since last Thursday.

~~15/11/87~~

~~15/11/87~~

270

M/M/11

10-16/4/87

2170

# PE TRAMWAYS LTD

REQUIRE

## ★ BUS DRIVERS

## ★ WORKSHOP STAFF

including: **ARTISAN and SEMI-SKILLED DIESEL MECHANICS, BODY BUILDERS and AUTO ELECTRICIANS**  
for various depots in Port Elizabeth and Uitenhage

P E Tramways Ltd is a long established company which has a proud record of no retrenchments and never having to work short time. It offers outstanding career opportunities to the individual who is prepared to work hard.

These vacancies have occurred because, as a result of certain Police actions, personnel at our Struanway Depot downed tools on March 24, 1987. The matter was sorted out within a few hours, but things again came to a head on Friday, April 3, when employees once more downed tools in protest against the time of the original sit-in having been deducted from their wages. These men were joined by employees in other Depots and the demands escalated to include wage demands and other matters.

demands escalated to include wage demands and other matters.

The Wage Demands alone would mean that our wage bill would increase by 86% and this increase would have to be passed on to the passenger in the form of higher bus fares.

These "grievances" were not raised with the Company in the usual way. The employees proceeded directly to a strike situation and thereafter put difficulties in the way of further negotiations. The result — the situation we now find ourselves in, where we are unable to meet our commitment to the travelling public.

Help us to meet the challenge of Public Transport and keep the wheels turning.

**IN RETURN WE OFFER:**

- ★ Competitive wages
- ★ Annual bonus
- ★ Pension fund
- ★ Medical aid and sick pay fund
- ★ Free bus travel

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Then please complete the form alongside, cut it out and take it to our

★ **HEAD OFFICE — VALLEY ROAD**

★ **PERL ROAD DEPOT, KORSTEN**

★ **BAY DEPOT, STRUANWAY, STRUANDALE**

★ **UITENHAGE DEPOT, MITCHELL STREET  
UITENHAGE or TELEPHONE 28751**

for further information

POSITION APPLIED FOR .....

FULL NAMES: .....

RESIDENTIAL ADDRESS: .....

.....

TELEPHONE NUMBER: HOME: ..... BUSINESS: .....

DRIVER'S LICENCE: CLASS: .....

DATE OF ISSUE: .....

HIGHEST SCHOOL STANDARD ACHIEVED: .....

PRESENTLY EMPLOYED?: .....

Signature of Applicant .....

Date: .....



# Bus company advertises for staff, 'just in case'

wp 11/4/57

(270)

**Weekend Post Reporter**  
PE TRAMWAYS began advertising for replacement staff today, eight days after the start of a strike which has virtually crippled public transport in parts of the city and halted it in Kwanobuhle, Uitenhage.

A full-page advertisement in Weekend Post aimed at recruiting new drivers and workshop staff was published as a meeting of representatives of the 600 strikers went ahead.

The advertisement states that the strikers are demanding pay increases which would increase the company's wages bill by 86%.

Drivers and workshop staff were originally given to 8am yesterday to return to work or face dismissal, but the deadline has been extended to 8am on Monday.

Mr Stan van der Merwe, PE Tramways' general manager, said today the

advertisement had been placed because "we have to start preparing ourselves in case the workers decide not to come back".

"We have a legal and moral obligation to provide public transport and the advertisement is a start to paving the way in case the strike is not settled."

The advertisement states that "vacancies" have occurred as a result of events arising from "certain police action" which resulted in staff at the company's Struanway depot "downing tools" on March 24.

"The matter was soon sorted out, but things came to a head on Friday, April 3, when employees once more downed tools in protest against the time of the original sit-in having been deducted from their wages."

The advertisement adds that the original strikers were joined by employees from other depots.

"The wage demands alone would mean that our wage bill would be increased by 86% and this increase would have to be passed on to the passengers in the form of higher bus fares.

"These grievances were not raised with the company in the usual way. The employees proceeded directly to a strike situation and thereafter put difficulties in the way of further negotiations.

"The result is the situation where we now find ourselves unable to meet our commitment to the travelling public."

Employees — members of the General Workers' Union of South Africa — were meeting today to discuss the issue.

Mr Van der Merwe said management would be available for discussions over the weekend if workers requested a meeting.

ANC's military wing), I had to do something about it"

He then used the R3 000 compensation from Botswana to buy a car which was later converted into a deadly car-bomb carrying over 60kg of explosives. He used AK-47 bullets and cut up burglar-guards to create additional shrapnel.

McBride told the court he initially selected a Hyperama as a target as "the building is mostly constructed of glass"

On the night of June 14 he and State witness C went to the Hyperama

"He said I was wasting 50kg of explosives (at the hyperama) and why didn't I take it down to the Marine Parade because the (black) people want white destruction. I told him it was not the policy of the ANC to attack white people"

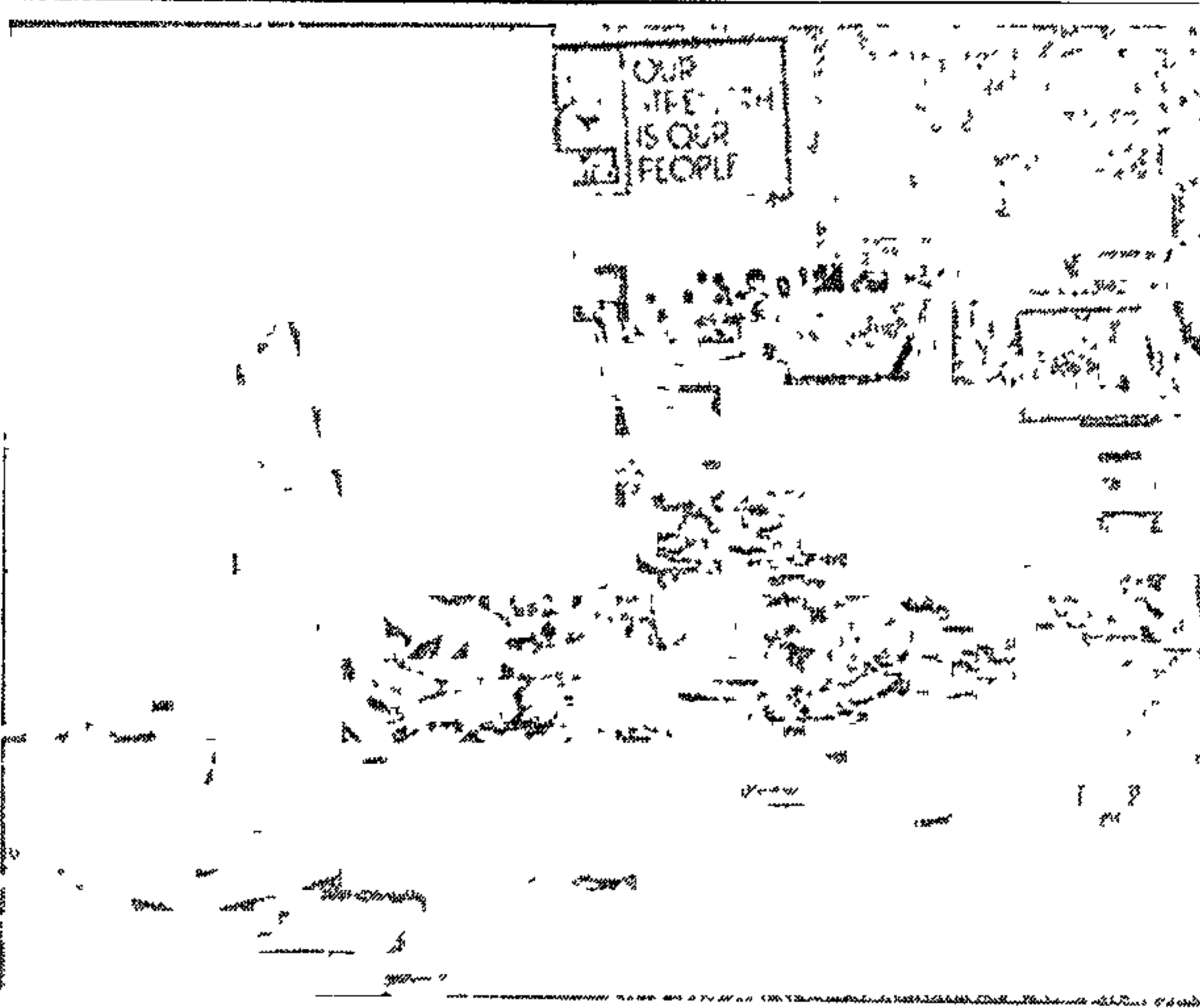
McBride said witness C persuaded him and they drove towards the hotel on

counts relating to the Parade Hotel blast

Daniels and Daniels' em-

On December 4, 1984,

was employed, he said.



Rubbish piles up at Johannesburg Station as strikes continue.

### Zambian strike ends

ZAMBIAN post and telecommunications workers ended a two-day strike this week after management offered to pay a daily transport allowance in place of the free transport the workers were demanding.

A statement from the State-owned Posts and Telecommunications Corporation said that after discussions the corporation had agreed to pay the allowance, back-dated to November 1.

The statement made no mention of the demand for salary increases.

Postal Workers on the northern copperbelt also went back to work after the new agreement was announced - Sapa

*CPres 12/4/87*

# Strike tally reaches 25 000

By SANDILE MEMELA

THE labour scene entered the second quarter of the year riddled with strikes and breakdowns in negotiations - resulting in nearly 25 000 people in the mining, railway and postal services out on strike.

Talks to resolve the month-old strike by over 16 000 SA Railway and Harbours Workers' Union members took a nose-dive this week when worker re-

presentatives did not arrive for talks.

The meeting had been called to continue negotiations between SA Transport Service management and strikers' representatives from the City Deep container depot.

The general manager of SATS has alleged that worker representatives were intimidated by Sarhwi members.

Meanwhile, as attempts

to resolve the week-old postal strike continued, the work stoppage spread to the Central Post Office in Jeppe - increasing the number of postal workers on strike by 2 000.

The strike spread to engineering, telephone exchange and the maintenance section at the Jeppe Post Office.

Postal services, including the delivery of telegrams, registered goods and mail ground to a halt

in Soweto this week as about 4 000 workers continued their strike over an alleged "arrogant attitude" by white office workers.

However, claims to the number of postal workers involved in the strike differed.

The postal strike has spread to 32 depots and telephone installations.

Nearly 2 000 members of the National Union of Mineworkers employed at

Anglo American's New Denmark colliery in the south-eastern Transvaal went out on strike this week.

NUM officials said the workers went on strike to protest the detention of 75 co-workers in Transkei.

Workers at New Denmark believed management had conspired with the Transkeian authorities, because it failed to inform workers of the incident, NUM said.

*CPres 12/4/87*  
*270*  
*USA*

ger of the black majority. All of this, coupled with the fact that the  
Sipho Lude said he had  
LAW AND CRIME MINISTER  
GRK, NICO MALAN, SAID  
at "we applied for a Khumalo, of 1919, Monica



270  
2/24

# Schoolkids make a profit for SATS

By JOHANN VERSTER

THE new white work force at SATS' depots where black workers are on strike is so successful that the transport giant is showing a profit — of up to 300 percent

SATS' spokesman Mr Jannie van Zyl said the new checking system by whites was much more profitable — 300 percent more ticket money was collected during the past few weeks.

The same went for the 800 schoolchildren being employed to do the striking workers' daily work — loading and unloading goods, handling freight and cleaning trains and aeroplanes.

The children receive wages of R3,50 an hour. The white-collar staff are paid the same overtime wages any other worker would have been paid. Mr van Zyl said SATS had vacan-

cies for another 200 schoolchildren, but they had to be 16 or older.

"At our City Deep depot, productivity went up by 50 percent.

"The regular staff — now on strike — on average handled six containers per man per day.

The relief staff have pushed this up to nine containers.

"In fact, for safety reasons we have to control the drivers to ensure they don't work too many hours," he added.

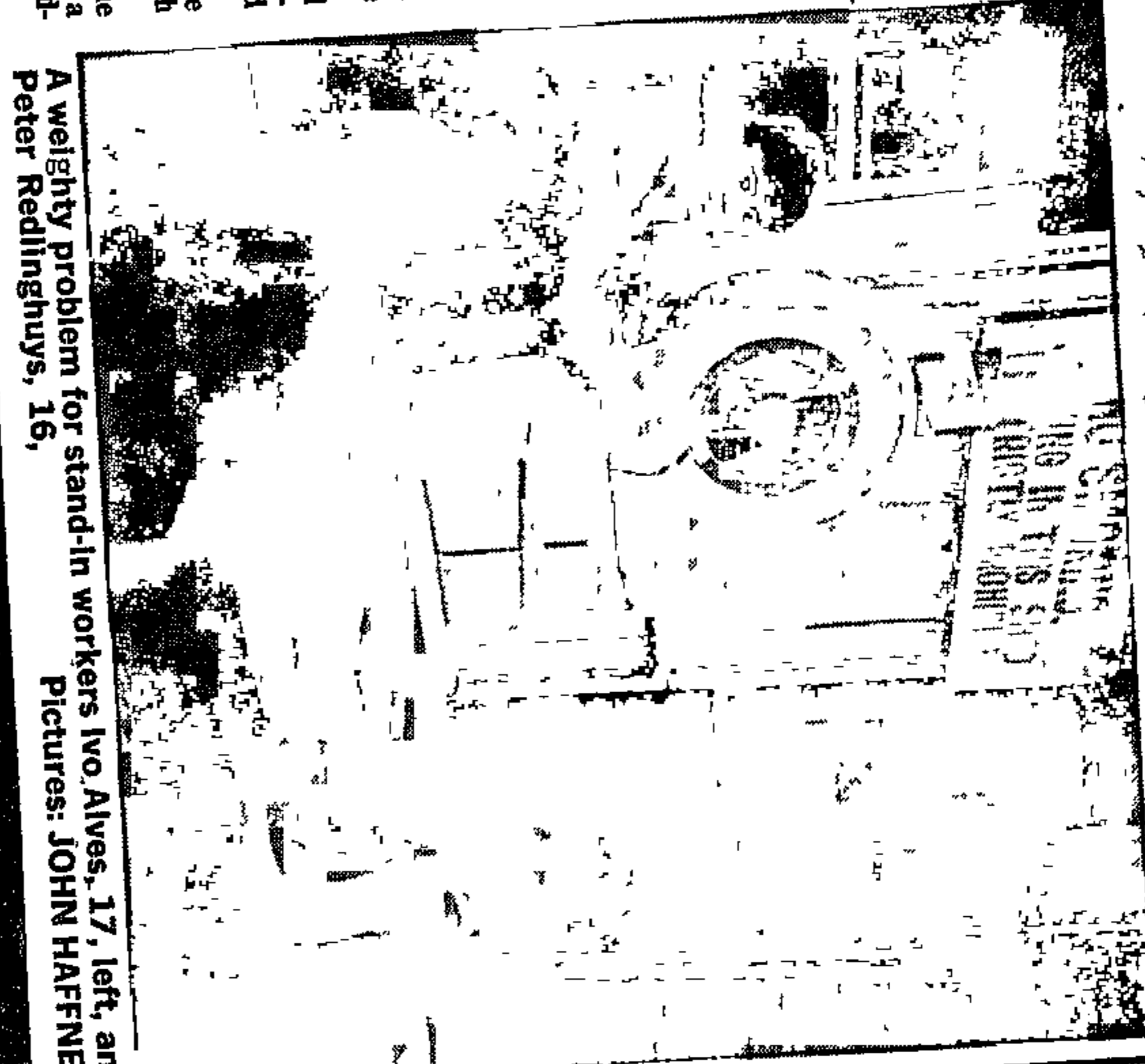
Mr van Zyl also said there had been a dramatic decrease in accidents and damages to vehicles used by the white relief staff.

There seems to be no end to the strike, which has moved into its fifth week, Mr van Zyl said.

"We haven't fired any of the workers, but we will have to make a move in that direction soon," he added.



It's all in a day's work for driver Manie Grove, 17, and loader Marius Nothnagel, 16, as they get the goods rolling



A weighty problem for stand-in workers Ivo Alves, 17, left, and Peter Redlinghuys, 16, Pictures: JOHN HAFNER



# RACE

## A burning issue behind the growing strikes

SPECIAL REPORT by DAVID JACKSON

NEGOTIATORS were this weekend still locked in talks in a bid to head off the threat of increasing black strike action in the public sector.

As the strike by black railway workers — the longest-ever in the public sector — entered its fifth week, union spokesmen warned that a one-week strike by postal workers in the Soweto and Johannesburg areas could spread to other regions. And sympathy strikes by other black unions are not being ruled out.

Black workers are flexing their economic muscle in the up-to-now largely unaffected public sector as the campaign for black bargaining rights moves to a new battleground.

### Incidental

The "trigger" issues — in the railway stoppage the dismissal of a black worker — are being seen as incidental to the main goal.

In the view of unions such as the South African Railway and Harbours Union (Sarhu), the black union which is at loggerheads with the South African Transport Services (SATS), the aim is to win footholds which have largely been gained in the private sector — the principle of direct management negotiation with the black workforce through their own "democratically chosen representatives"

In the words of Sarhu this week in a message to the Minister of Transport "It is only in the government sector that these demands are still regarded as extreme despite the fact that your Government claims to have initiated major reforms in the labour field"

At the crux of the railway dispute is the fact that SATS still does not officially recognise Sarhu.

Sarhu can probably claim to have about one-fifth paid-up members of the black workforce, labour experts pointed out this week. Sats prefers to deal with Blatu, a staff association, which has the much larger "formal" membership.

### Significant

In addition, a sticking point for the emerging black unions is what they see as institutionalised racism in the public sector.

In the case of SATS, for instance, Sarhu has asked the Minister of Transport to explain "why SATS incorporates the division of workers on the basis of race, with racially defined disciplinary codes and conditions of employment"

According to Mr John Lewis, editor of the SA Labour Bulletin "Organisations such as SATS still seem wedded to the idea of company

unions or staff associations

"There has, however, been quite a significant change of attitude in terms of managements' immediate responses, even if they don't seem any more happy about recognising unions which are independent and based outside the service... but at least they're not firing everybody.

"It could have been a lot worse. Two or three years ago these workers might have been back in the homelands by now"

Another motivating factor is the gains made by other unions in the private sector

### Rejected

Mr Lewis says: "The gains that have been made by the independent unions on simple things such as racism, let alone wages, have been very vocal and visible, while workers who are in constant contact with these workers in the private sector are still basically left with the conditions of 20 years ago."

The Government, for its part, has seen a political motive behind the wave of labour unrest.

The Minister of Manpower, Mr Eh Louw, last week accused the trade unions umbrella body, Cosatu (Congress of South African Trade Unions), and the United Democratic Front of attempting to transfer the crisis in the townships and schools to the workplace

But this "conspiracy" theory is rejected by Mr Lewis, among others.

He says "Obviously there is a political element. People's frustrations are building up and merging into concern about conditions of work

"But in no sense is it a conspiracy. The way workers move into action in thousands can't be explained by conspiracy.

"I don't see a solution at the moment guaranteeing peace unless one or the other side is willing to compromise on its demands and pre-conditions."

● See Join the club, page 32.

# The Sats-Sarhwu dispute escalates

By SANDILE MEMELA

THE spotlight fell, once again, on deteriorating relations between SA Transport Service and the SA Railway and Harbours Workers' Union this week, with Sarhwu expressing concern about the escalation of the dispute

In an attempt to break the impasse, the union's president, James Langa, has sent a message to the Minister of Transport, Eli Louw, and Sats' general manager, asking management to start negotiating in good faith

However, Sats management said that they only negotiated with "elected

After 12/4/87  
grade stewards at City Deep" and have continued to refuse recognition to Sarhwu - an affiliate of Cosatu

This week Sats ignored the union and chose to meet only the representatives of the 504 strikers at City Deep in an attempt to end the month-old dispute

Langa said that management was prepared to go to any lengths to deny that mistakes have been made by them.

"Management refuses to admit that workers have genuine grievances. Instead, they have attempted to force workers to accept a 'sweetheart union' - a

union which is rejected by the majority of the workers," said Langa

Langa challenged Sats to hold a jointly monitored ballot to determine which union the workers wanted to represent their interests

"Despite the government's claim to have initiated major reforms in the labour field it is still reluctant to negotiate with democratically chosen representatives in industry," added Langa

Langa warned that Sats' refusal to negotiate with Sarhwu was creating a highly conflictual and volatile situation among its workforce throughout the country

Sarhwu has reiterated its appeal to Transport Minister Louw to intervene in order to get Sats management to return to the negotiating table with an undertaking to responsible negotiate in an attempt to end the dispute

The strike was ignited by the alleged "unfair dismissal" of a worker who management claimed was involved in "cash irregularities"

Workers came out in solidarity action to demand the unconditional reinstatement of the worker, and the strike rolled from one depot to another, culminating in 16 000 workers' involvement

Political comment and newshills by P Qoboza headlines and subediting by Jon Swift all of 204 Hoff Street Ext Johannesburg

SATS

to aid

workers

13/5/87  
270  
188  
South African Transport Services (SATS) is in the process of initiating legal action on behalf of employees allegedly assaulted for not joining the five-week-old transport strike, a spokesman said today

The spokesman said statements by alleged assault victims, as well as pictures of injuries they suffered, had been handed over to the police. Management yesterday received reports of further assaults.

The assaults are said to have taken place at the Johannesburg offices of the South African Railway and Harbour Workers' Union (Sarhwu). SATS has refused to recognise or negotiate with Sarhwu, although Sarhwu claims majority support among the strikers.

Attempts to reach Sarhwu for comment were unsuccessful this morning.

● Talks between the Post and Telecommunications Workers Association (Potwa) are expected to resume early this week to resolve the postal strike, which now affects mail delivery in many Johannesburg areas



**Sats threatens to fire strikers** *to Day*

ALAN FINE

THE 13 000 Sats workers who have been on strike for more than a month might soon be dismissed, Transport Minister Eli Louw warned yesterday.

Speaking from Cape Town he said government could not allow an illegal strike in a strategic industry to continue indefinitely.

"The stage that strikers should return to work in their own interests or be dismissed is fast drawing nearer," he said.

Sats management was still prepared to negotiate with "workers or recognised representatives" over any issue other than that of pay for the period on strike.

Meanwhile, an official of the South African Railways and Harbours Workers' Union (Sarhwu) said the union did not condone any form of intimidation of non-

© To Page 2 →

## Louw warns of dismissals in Sats strike

strikers

Regional secretary Themba Khuzwayo was reacting to claims by Sats that at least 10 workers had alleged in affidavits that they had been taken to the Johannesburg building occupied by Sarhwu and assaulted.

He said as far as he knew the allegations were untrue.

Late yesterday, Sats issued another

← © From Page 1

statement saying Sarhwu had issued a pamphlet urging people not to buy railway tickets. Sats described the call as intimidatory and an indication of "sinister motives".

A Sarhwu spokesman denied any knowledge of the pamphlet.



2 Cape Times, Tuesday, April 14, 1987

## Back to work or go, SATS workers warned

THE time was fast approaching that the 13 000 striking SATS workers would have to return to their jobs or be discharged, the Minister of Transport Affairs, Mr Eli Louw, said in a statement yesterday.

He said the government could not allow an illegal strike in a strategic service to continue indefinitely.

He said SATS management had shown patience and tolerance in the handling of the strike, "particularly because the major portion of the strikers were forced into it through intimidation."

Mr Louw said he was satisfied the strike was being handled "with responsibility".

All channels to him and management were open for negotiations over, among other things, the ending of the strike. There was no limit on the subject matter

that could be negotiated now or in the future, except that pay for the period of the strike was not negotiable.

No striker would receive remuneration for the strike period.

He and management were ready to negotiate with SATS employees or with recognized representatives.

□ A spokesman said yesterday SATS was in the process of initiating legal action on behalf of employees allegedly assaulted for not joining the five-week old transport strike.

The spokesman said statements by alleged assault victims as well as pictures of injuries they suffered, had been handed over to the police.

Assaults are said to have taken place at the Johannesburg offices of the South African Railways and Harbour Workers' Union (SARHWU). SATS has refused to recognize or negotiate with SARHWU.

The SARHWU regional secretary, Mr Themba Khuzwayo, said the union did not condone any form of intimidation of non-strikers.

He said as far as he knew the allegations were untrue. However, SATS should provide the union with details of any such assaults and it would take disciplinary action against guilty members.

"We are not prepared to have such elements in the union," he said.

□ Talks between the Post and Telecommunications Workers' Association are expected to resume early this week to resolve the postal strike, which now affects mail deliveries in many Johannesburg areas — Sapa and Own Correspondent



The Best  
First Visit



# Thousands late for work after arson on Soweto trains

ARGUS 14/4/87 270

The Argus Correspondent

JOHANNESBURG — Thousands of Soweto commuters were late for work today after nine trains were set alight at Soweto stations last night, disrupting all services from the township

South African Transport Services called in police to protect railway commuters, staff and rolling stock

The arson attacks added severe passenger service problems to the troubles of the strike-hit Sats, where about 13 000 workers downed tools a month ago

A spokesman for the Transport Affairs Ministry said police had been called in "Sats will take all the necessary precautions to protect passengers, its staff and its trains following the arson attack on coaches in Soweto," he said.

Trains ran about 90 minutes late this morning, and commut-

ers were seen lining the major routes to the city, waiting for taxis and buses to take them to work

A spokesman for the Sats Southern Transvaal region said overhead power lines had been damaged at various points, but had since been repaired. Signal equipment was also working normally

"The trains are operating normally route-wise but they are not on schedule," she said. Twenty Putco buses had been used last night to ferry passengers home

On the strike front, the climate grew tougher yesterday as the first threat to fire strikers came - a full month into the strike - from Transport Minister Mr Eli Louw.

Mr Louw said in Cape Town that the continuation of a strike in a strategic sector of the economy could not be allowed to go on indefinitely

"The stage when strikers should return to work in their own interests or be dismissed is fast drawing near," Mr Louw warned

He said the question of strike pay was non-negotiable but that Sats management was prepared to talk to recognised worker representatives on all other issues

A Sats spokesman said representatives of strikers had not come forward to date "with an indication for furthering negotiations"

He also said 59 white drivers, who were employed at City Deep after the strike began, had completed their training

Sats was coping well with traffic demand "The backlog has been eliminated and we are coping with the daily demand for containers."

Thousands of Soweto commuters late for work

# Arsonists set 10 trains alight

270  
14487  
SMR

Thousands of Soweto commuters were late for work today because 10 trains were set alight at stations in the township complex last night, disrupting all services.

South African Transport Services (SATS) called in police for the protection of commuters, staff and rolling stock.

A SATS spokesman said today that there was a possibility that "arson on trains forms part of the South African Railway and Harbour Workers' Union's intimidation aimed at SATS".

A spokesman for the union, Mr Michael Roussos, responded to the speculation by saying "We are taking legal opinion on how to react to statements linking us to clearly illegal acts".

The arson attacks have added severe passenger service problems to the troubles of strike-hit SATS, where about 13 000 workers downed tools a month ago.

A spokesman for the Transport Affairs Ministry said police had been called in "SATS will take all the necessary precautions to protect passengers, its staff and its trains."

The Bureau for Information said the first coaches of stationary trains were set alight at Dube at about 5 30 pm. Further blazes broke out over the next few hours at Dube, Phomolong, Inhlazane, Ikwezi and New Canada stations.

All passenger services from Soweto were disrupted. Some trains were running about 90 minutes late this morning.

Commuters were seen lining the major routes to the city today—waiting for taxis and buses to take them to work.

A spokesman for the SATS Southern Transvaal region said overhead powerlines had been damaged at various points, but had since been repaired. Signal equipment was also working normally.

"The trains are operating normally route-wise, but they are not on schedule," she said. "This is the latest of a spate of sabotage and violence on Sats property."

On Friday, passenger coaches were burnt at Dube and Naledi stations, and trains stoned at Doornfontein and Mayfair.

On March 23 there was an explosion on the line at Dube station.

A spokesman for the bureau said four coaches in a single train were set alight in the first Dube burning yesterday. The same train was set alight again a while later, and by about 7 pm two neighbouring trains were ablaze at 7.12

At Inhlazane three trains were set alight and the ticket office also slightly damaged, while Phomolong, Ikwezi and New Canada stations each had one train set alight.

No one was injured in the fires, but witnesses claimed commuters panicked.

The bureau spokesman said no arrests had been made.

On the strike front, the climate grew tougher yesterday as the first threat to fire strikers came—a full month into the strike—from Minister of Transport Mr Eln Louw.

Mr Louw said in Cape Town that the continuation of a strike in a strategic sector of the economy could not be allowed to go on indefinitely.

~~CAP TITLES 15/4/81~~  
~~270~~  
**Soweto trains stopped**  
**JOHANNESBURG — SATS officials**

last night stopped trains entering Soweto after coaches on four trains were set on fire.

Commuter trains were stopped at New Canada station and buses ferried passengers into Soweto.

Earlier, SATS said the rail strike "has developed into civil unrest". Later last night, coaches on 14 trains had been set alight.

Police and SATS officials are investigating possible links between the torching of 26 coaches and the strike.

Meanwhile, the South African Railways and Harbour Workers Union is seeking legal advice after SATS allegations that striking workers set the trains on fire. — Sapa and UPI



# Arson: Police guard on trains

11645 15/4/87 270

**The Argus Correspondent**  
JOHANNESBURG — Police guarded trains and railway stations in Soweto after four more trains were set alight, damaging signalling equipment and causing a temporary suspension of services on one line into the township

Trains were running 50 minutes late on Soweto lines today and thousands of commuters used taxis, buses and private vehicles to get to work

The general manager of South African Transport Services, Dr Bart Grove, warned "stronger action" would be taken to combat what he said had developed into "civil unrest"

His statement came after damage to 14 trains in the past two days

A Bureau for Information spokesman said today that no one was injured and no arrests were made

## Orlando

At 10am yesterday two coaches were set alight at Orlando. At 4pm another train was torched at the same station. A goods train was set ablaze at New Canada station shortly after 5pm. About 8pm a locomotive was set on fire at Dube station.

On Monday, 26 coaches were destroyed after 10 trains were set alight at four stations in Soweto.

Dr Grove linked the burning of trains, alleged intimidation of black supervisors and stone-throwing to the month-long strike by the South African Railway and Harbour Workers' Union.

Dr Grove said Sats had been tolerant but now the issue had gone beyond its jurisdiction.

"We have maintained an open door policy throughout and have repeatedly stated that management is prepared to discuss all grievances."

He said no worker had been dismissed, nor had Sats suspended any worker services.

Yesterday the Congress of South African Trade Unions reiterated its willingness to help get talks between Sats and SARHWU back on course.

It expressed anger at allegations it or SARHWU had intimidated workers, adding "Our track record shows our willingness to negotiate in good faith."

# PE bus bosses keep doors open

270

E Post

15/4/87

## Post Reporter

THE door was still open for the 500 striking bus drivers and workers at PE Tramways to return to work despite the company's decision to employ 60 new drivers yesterday.

Tramways' general manager Mr Stan van der Merwe said some of the strikers had begun to trickle back to work yesterday and he expected more to follow today. About 23 men had returned yesterday, he said.

Mr Van der Merwe said the drivers employed yesterday as a result of a Weekend Post advertisement, were with the company in a temporary capacity.

"The door is still open to the strikers," Mr Van der Merwe said.

During a meeting between management and strikers on Monday, several concessions were granted but no formal agreement was reached. Further meetings are expected to be held this week.

Meanwhile, strikers from the Perl Road depot in Korsten have claimed they are being intimidated by rival unions.

According to one striking driver who did not wish to be named, those who did wish to return to work were being told they would have to resign from their union in order to join the PE Bus Workers' Union.

The unions involved in the strike are the General Workers' Union of South Africa, the Democratic Transport and Allied Workers' Union and the Transport and Allied Workers' Union.

# SARHWU consults lawyers

THE South African Railways and Harbour Workers Union was seeking legal advice after allegations by the South African Transport Services that striking workers were responsible for setting trains alight in Soweto over the last few nights.

A statement from SATS said strong action would be taken as "strike action by workers has developed into civil unrest (and) has become an issue which falls outside the jurisdiction of SATS management.



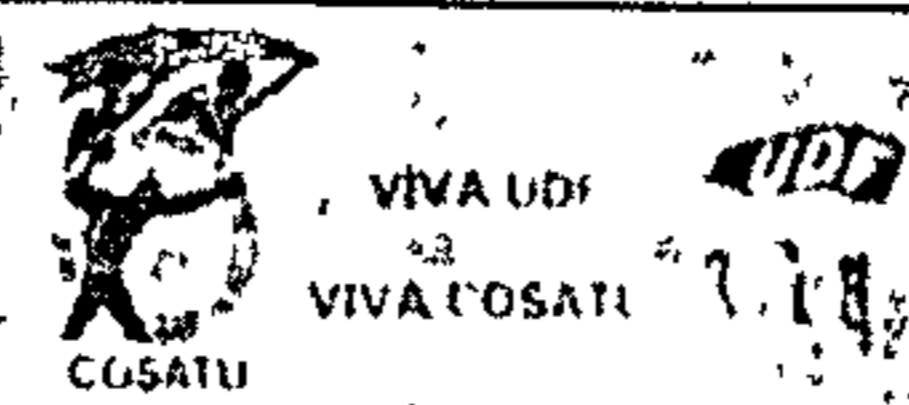
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Soweto  
15/4/83



UNITE AND FIGHT FOR  
LIVING WAGE



Justice Langa, Sarhwu president — hoping the strength of worker unity will triumph

# The Sats strike boss: A life of searching for Justice

THE 34-YEAR-OLD president of the South African Railways and Harbour Workers Union (Sarhwu), Justice Langa, has always admired strength.

As a young boy he would watch, with a sense of disbelief and admiration, a group of black railway workers struggling under the load of a railway track being laid alongside the two existing railway lines outside his Edenvale township home near Germiston.

He admired the strength of the men as they rhythmically lifted the track before lowering it into position.

He would watch with awe how the singing suddenly stopped as the men jumped out of the path of a fast-pounding Durban-bound train.

There was some tinge of sadness in the voices of the workers as they resumed their song after the train had whistled past.

"The fact that those workers had to do all the heavy work while their white supervisor spent most of the day hurling racial insults and abuse at them left a deep mark on me," he says.

He was saddened by what he saw as the complete power the white supervisor had over the men under him — almost as if their very lives depended on the supervisor.

"I knew then that something was wrong," he said.

While at Bakenberg Secondary School in Potgietersrus, he had another demonstration of "the wanton

The president of Sarhwu picked his moment to challenge Sats. It was a question of strength SEFAKO NYAKA reports

strength some people have over the lives of other humans".

He received word that the residents of Edenvale township were being moved to Tembisa near Kempton Park.

The removals did not disrupt his studies, but he started questioning the "right of one human being to move another without proper consultation and compensation".

After completing his junior certificate, Langa was employed in a Wadeville factory assembling mechanical instruments.

Then came June 1976, and Langa experienced the power employers have over workers: he heeded a stayaway call and was summarily dismissed.

"I spent the rest of the year unemployed and the following year found a job with Sats (South African Transport Services) at Jan Smuts airport as an aircraft cleaner," he said.

It was here that Langa came face to face with the strength of "naked racism".

"I soon learnt that racial jibes and insults are part of the vocabulary at my workplace, but these were directed at one section of the workers — the black workers."

Today Langa possesses a different kind of strength.

As head of Sarhwu, he and 22 000 striking Sats workers have taken on the seemingly "invincible might" of the railway management. He says he hopes the strength of worker unity will triumph over the might of the parastatal and the protective laws.

"It is almost as if the white railway bosses and their black indunas are determined to protect apartheid to the hilt," says Langa, a frail looking man and father of two daughters.

He has seen the power of supervisors and indunas to dismiss

workers summarily.

"The industrial and human relations at Sats must be the worst in the country. There is absolutely no respect for workers," he says.

When he joined Sats, Langa set himself the task of making the supervisors realise the human worth of workers. He protested against being called a "kaffir" and spoke out against injustices.

He was, however, careful about the way he did it, lest he be summarily dismissed. "It took time to organise the workers at Jan Smuts and to have them stand up for their rights."

His activities soon gained him the respect of his fellow workers and the ire of management.

Although he lives in a township house in Tembisa, he took up the workers' grievances about food and accommodation in the compound, upstaging the in-house staff association. He believes management might have by then been aware of his power as a worker representative and hence reluctant to dismiss him.

He says he has had several visits from security police, but he is not afraid.

"I take my inspiration from such great leaders like Nelson Mandela. If he was prepared to spend over 20 years in jail removed from his family and friends, then why should I hide from the police?"

Langa believes if management had even "remotely" attempted to resolve the workers' grievances they would have gone back to work long ago.

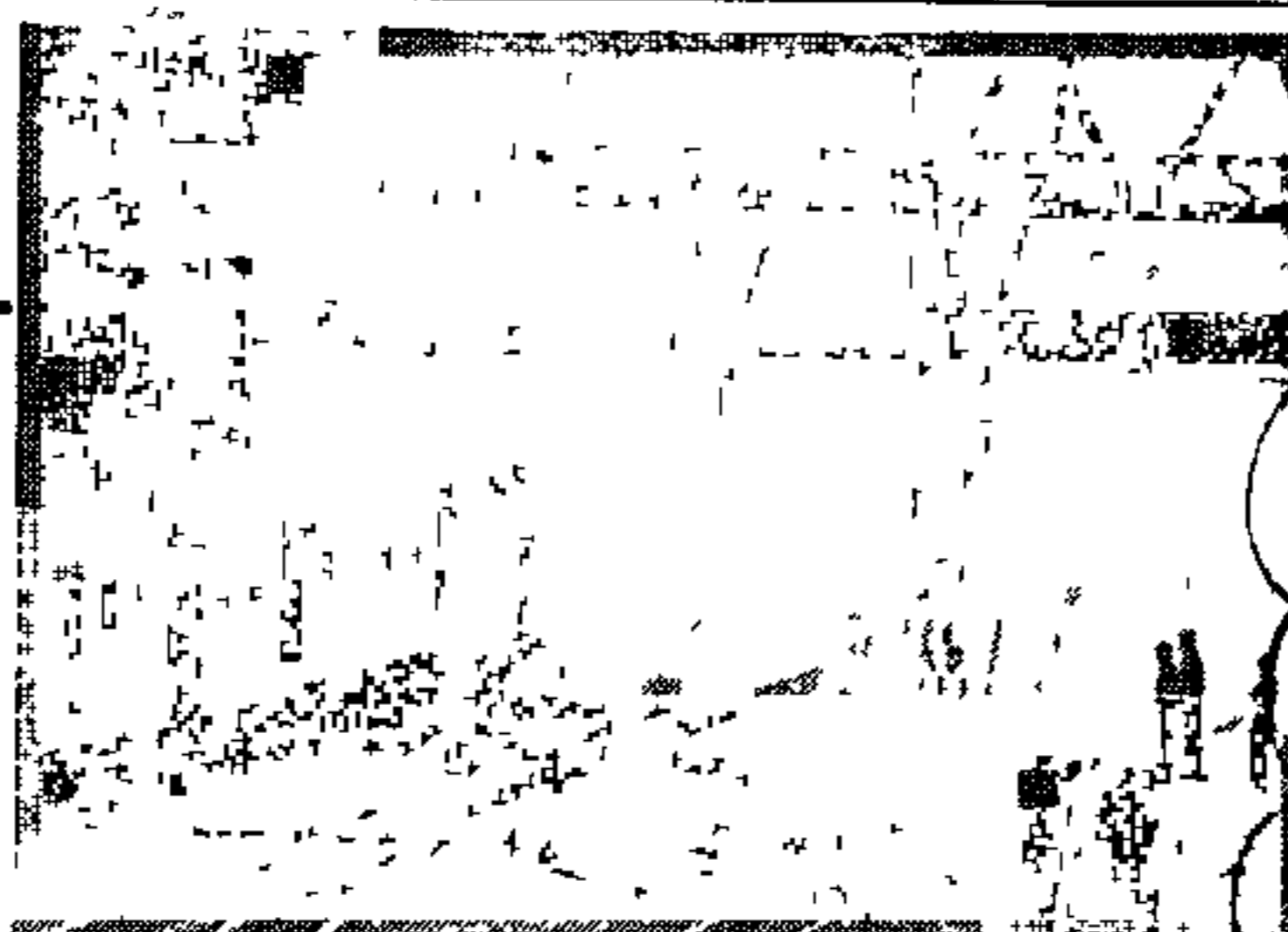
In the 10 years that Langa has been employed at Jan Smuts, his wages have increased from R73 to R386 a month. In fact he has reached the ceiling in his job category.

Weighed against the current inflation rate, Langa feels the struggle for a "living wage" is far from being over. "There are other issues like working conditions, the migratory labour system and non-recognition of a truly democratic worker organisation," he says, as well as the exclusion of blacks from certain job categories.

BY GARRY TRUDEAU



© B. J. ...



Smoke billows from train carriages at Braamfontein.

# Rail chaos: Man shot in leg, more coaches burnt

JOHANNESBURG — A man has been shot in the leg and 48 train coaches have been damaged by fire on the Witwatersrand in the past three days.

A coach was set alight today at George Goch station and another train was attacked by stone-throwers near Kempton Park, the Bureau for Information reported. No injuries or arrests were reported in either incident today.

Yesterday a man was arrested at George Goch after he poured spirits into a train coach. He was shot in the leg when he tried to flee from police, the bureau said.

## 75 BUSES

Yesterday 13 coaches were burnt or damaged at eight stations in or around Johannesburg.

Yesterday's attacks were the first outside Soweto, affecting white commuters on the West Rand and Pretoria routes.

Trains were running up to an hour late today, said a Sats spokesman.

A Putco spokesman said the company has put 75 buses back on the roads but was still unable to cope with the increased demand.

"We are operating at a stretch. There are not enough buses in South Africa to cope with this situation."

Sats was unable to estimate the damage but believed it could run into hundreds of thousands of rands.

Police and soldiers were still guarding railway stations today.

● The South African Railway and Harbour Workers' Union (Sarhwu), has strongly rejected Government accusations of intimidation in the rail strike, and threatened legal action against a Cabinet minister.

At a special Press conference, Sarhwu and the Congress of South African Trade Unions (Cosatu), released affidavits by strikers allegedly assaulted by police and members of Sats management.

## MEETING

Sarhwu spokesman Mr Mike Roussos said the union would take legal action against Law and Order Minister Mr Adriaan Vlok on behalf of members allegedly assaulted by police.

Denying that the union encouraged violence and intimidation, and that it had an interest in prolonging the strike, Mr Roussos gave the Press documents detailing communication which has taken place between the union and management since the strike began.

Mr Roussos said the workers would ask for a meeting with management today to resolve the strike.

The union said yesterday that up to 22,000 workers were on strike.

Sats said today the number of strikers had gone up yesterday from about 13,000 to 14,800 — Argus Correspondent and Sapa.

270  
~~270~~  
~~172~~  
~~172~~



# Fears of violence, unrest take hold as Sats conflict stays unresolved

● NAIDOO

ALAN FINE

## Test of strength

The strike is no longer over the minor issue of alleged unfair disciplinary action taken against a driver who was first dismissed, and later reinstated and fined R80, for handing over R40 to Sats a few days late.

It has now become a major test of strength between a young union struggling to establish itself and a State-owned corporation wanting to retain its comfortable dealings with the in-house Black Trade Union of Sats (Blatu).

Other parastatals such as Escom and Iscor have long entered into relationships with militant black unions, including some Cosatu affiliates.

## Discussions

This week Sats workers in Natal, purportedly Blatu members, invited Sarwhu representatives to visit them for discussions on the strike — an indication it could spread outside Transvaal.

Meanwhile, Sats continues to stress that its door is open for talks, but not with Sarwhu. And allegations and counter-allegations of intimidation and violence spread.

This is much more than a typical industrial relations dispute. Unless it is resolved soon, it is bound to begin affecting the private sector, and threatens to develop into a major civil conflict.

Right now, there seems no way of avoiding it.

SATS GM Bart Grove was close to the truth when, on Tuesday evening, he said the five-week-old strike had developed into civil unrest.

In fact, it has the potential to erupt into the most serious labour conflict yet experienced, and fears of its spilling over into township violence are growing.

There are no signs of possible resolution, the only indications available suggest, rather, an escalation.

There is little possibility of a return to work in the foreseeable future until there are negotiations over the workers' grievances. And Sats refuses to meet with the representatives that workers have chosen — because the representatives belong to the SA Railways and Harbours Workers' Union (Sarwhu).

From Sats' point of view, the next step is the mass dismissal of strikers. And, as Grove indicated, this is likely to be accompanied or preceded by increased police action. Few would be surprised if this included arrest and detention of strikers and union leaders.

There is little the union and its umbrella organisation, the Congress of SA Trade Unions (Cosatu), can do other than plead for its right to represent members to be recognised, and to warn repeatedly of the consequences of escalation. And they will be unable to control some of the more dangerous consequences.

General-secretary Jay Naidoo says Cosatu has met the FCI and Assocom to discuss the issue. But neither has felt able to intervene, publicly at least.

The strike always had the potential to become a major "community" issue, given the hundreds of thousands of black Sats commuters on the Reef. The otherwise likely boycott of Sats services has not occurred — probably because of the emergency regulations.

But other, more dire, consequences of escalation became apparent this week, with the burning of railway coaches on three successive evenings.



# Sarhwu seeks meeting

A NEGOTIATING team representing Sats strikers will attempt to meet Sats management today to discuss the escalating strike.

The team was elected under the auspices of the South African Railways and Harbours Workers' Union (Sarhwu).

Sarhwu education secretary Mike Roussos said the group of about 15 representatives would try to see Sats labour relations chief Bryan Berndt at the City Deep depot at midday.

"We hope that management will live up to their many public statements and be there to negotiate," he said.

But a Sats spokesman said last night management was prepared to meet only the officially recognised grade stewards of the in-house Black Trade Union of Sats (Blatu).

The Sarhwu gesture is designed to

16/4/85  
ALAN FINE

counter Sats allegations that Sarhwu is responsible for prolonging the strike. In a lengthy statement, Roussos countered allegations by Sats against the union about intimidation.

He said recognition of Sarhwu had become a central issue in the dispute, and that it was absurd for management to refuse to meet the negotiating team simply because they were Sarhwu members "because the vast majority of workers in the region are members".

Roussos distributed sworn affidavits from striking workers claiming to have been assaulted. He also distributed copies of correspondence from the union's attorneys to Sats management proposing negotiations and mediation at various times during the strike.

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AN UNEMPLOYED WHITE WORKER HELPS OUT AT SATS — WHILE AT HOME, A BLACK STRIKER'S FAMILY CHOOSES TO GO HUNGRY



# 'I cannot betray my principles'

By SEFAKO NYAKA

LAST month railway worker Shadrack Ngomane didn't send money to his young wife, Nkateko, at Malamulele in Gazankulu

And this weekend he will not be joining the thousands of migrant workers making their annual Easter pilgrimage to the "homelands" to be with their wives and children

The prospect of his two year old daughter, Khensani, going hungry or pining for him while other children sit on the laps of their dads is a sacrifice worth making, this striking SA Transport Services (Sats) worker says

"I cannot lose my dignity and betray my principles for a full stomach"

Ngomane, a first aid attendant, and his colleagues at Locksteam rail depot in Germiston went on strike soon after the initial action by workers at City Deep and Kaserne.

It was not an easy decision, he says. Some workers said the Kaserne strike had nothing to do with them, and felt they should only strike if Germiston workers were dismissed

"Others complained about their accounts, their families and their own well-being. But this is the struggle and we must stop being selfish"

So every morning, he and some of his colleagues assemble at the SA Railways and Harbour Workers' Union (Sariwu) offices in Germiston

Their day starts with a roll-call, "to establish who has been detained or is scabbing" Ngomane maintains that the list is not going to be used to victimise non strikers

"We believe in the freedom of association. If some workers decide to associate with management and work while others are on strike, then it is fine with us"

After roll-call, the organisers give a report which is then discussed in detail. After a break, the workers are given a 30 minute lesson in trade unionism

"No late coming is tolerated and those workers who come to meetings drunk are dealt with by the disciplinary committee."

Ngomane admits that although the strike was sparked off by the dismissal of Kaserne driver Andrew Nendzanda, it should now be seen as a grim determination by workers to "put right those things that are wrong" in Sats

At the Delmore compound where he lives, Ngomane shares a room with six other workers, in a house previously occupied by a "coloured" ticket examiner

Some of his colleagues are housed "100 to a room" in corrugated iron hall-like structures, where "the beds are placed next to one another in rows of 50"

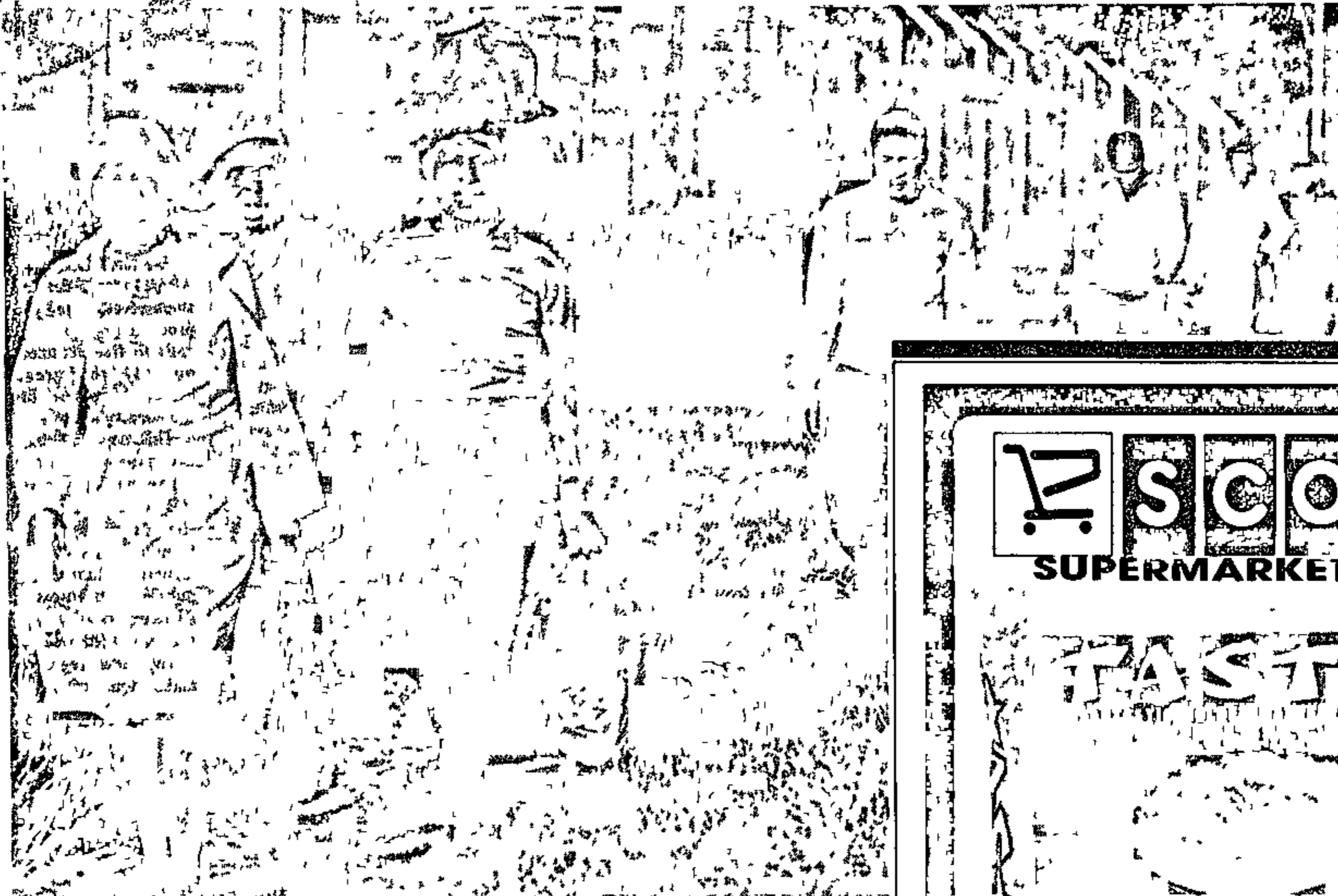
Ngomane says he is aware of the strain the strike puts on relations between workers and families, but "maybe this is the price we have to pay to stamp out racism in Sats"

The railway workers' strike has left heaps of debris at central stations and some dirty employment opportunities, like this one at Johannesburg's Park Station

Picture ERIC MILLER Atropix



# LONG TREK



**No end  
yet to  
SATS  
dispute**

**STRANDED again!** These workers were among hundreds who had to walk from Langlaagte station to Soweto, some 30 to 40 km away.

**SOUTH** Africa may be in for a bleak Easter weekend after a week-long disruption of rail services on the Reef.

Thousands of commuters were again stranded last night when mainline services in Johannesburg were disrupted by the burning of trains.

Train burnings started on Monday at various Soweto stations. Yesterday several coaches were set on fire at Langlaagte, Braamfontein and Oakmore.

A train-load of commuters bound for Naledi, Soweto, was delayed by the police at New Canada station after the first attack at about midday.

A spokesman for the Bureau for Information in Pretoria denied that the passengers were

## More trains burn on the Reef

By **THEMBA MOLEFE** and **SELLO RABOTHATA**

arrested. He said a train coach had been damaged by fire about 120pm. The South African Transport Services (SATS) police, assisted by the South African Police rounded up the passengers and took them to the police station to check if any were injured.

No one was found to be injured, according to the spokesman.

The Bureau said that last night two passenger cars were set alight at the

Braamfontein Yard, and one each at Langlaagte and Croesus stations. It said about 2000 people were dispersed with tear-smoke at Oakmore station on the East Rand.

There is a heavy security force presence at all Soweto stations where trains were burnt this week.

Passengers were evacuated from a burning train at Luipaardsvlei station, Krugersdorp, about 6pm last night.

The rail service crisis comes in the wake of a month-long strike by 22000 SATS employees. About 1200 transport services workers in

Pic **LEN KUMALO**

Bloemfontein joined their Transvaal colleagues on strike yesterday. SATS has refused to negotiate with the South African Railway and Harbours Workers' Union (Sarhwi) which claim the majority support of the striking workers.

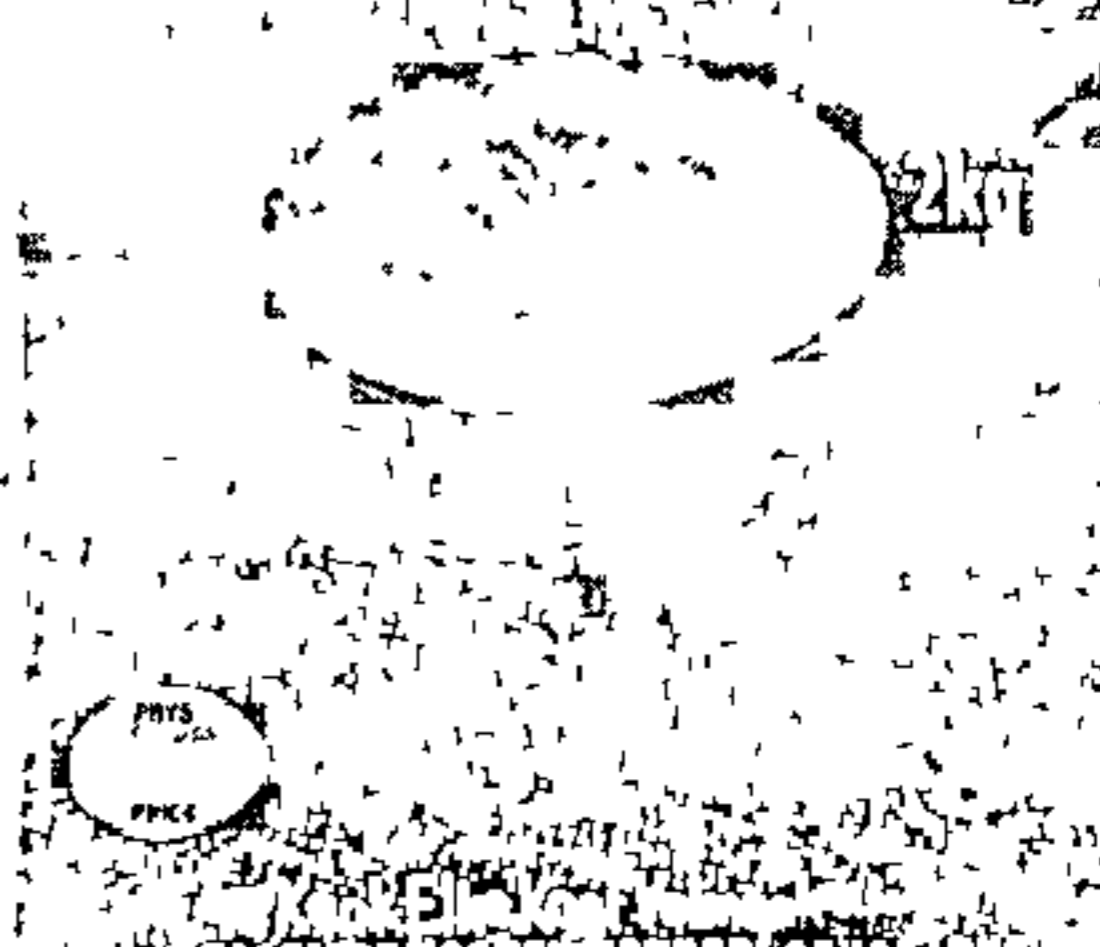
In a statement released yesterday, Sarhwi charged that SATS was prolonging the strike and accused it of protracting the violence accompanying the strike.

"We want to challenge management to stop deceiving the public and to respond to the demands of the workers."

"We totally reject management's attempt to shift the blame for this whole dispute onto us. If they wanted to settle this issue as they claim, then why they do not negotiate with the representatives of the workers?" Sarhwi said.

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# Rail chaos: 13 coaches set alight

CAP- Tru 15/16/487

Own Correspondent

JOHANNESBURG. — Rand rail traffic was in chaos during peak hour yesterday as violence aimed at the SA Transport Services (SATS) spread into central Johannesburg and outlying stations.

By evening at least 13 more coaches had been set alight at eight stations — causing delays and sending commuters fleeing from the blazes in some cases.

The latest arson attacks bring to 47 the number of coaches reported to have been damaged by fire during the past three days.

Damage could run into millions of rands. A SATS spokesman said a figure could not be put on the cost till damage had been assessed.

Queues at black taxi ranks in the city's financial district stretched for several hundred metres at times. Putco bus company added an extra 50 buses to its usual 600.

Meanwhile, the education secretary of the SA Railways and Harbours Workers' Union, Mr Mike Roussos, said the union was considering suing Transport Minister Mr Eli Louw for damages arising out of allegations that the union was involved in the violence that has broken out during the five-week strike by its members.

Yesterday the Bureau for Information confirmed that members of the security forces were guarding Soweto stations after several reports of unrest. No injuries or arrests arising out of the violence have been reported, although at least two of the coaches set alight were carrying passengers.

□ In its daily unrest report, the bureau said that in Chesterville (Durban) a group threw a hand-grenade at a policeman and fired at his house with a shotgun. The policeman returned their fire.

Other unrest-related incidents reported comprised stonings and arson.

LD 10/11/87

# Reef rail violence spreads

Dispatch Correspondent

JOHANNESBURG —  
Rand rail traffic was in chaos during peak hour yesterday as violence aimed at South African Transport Services (Sats) spread into central Johannesburg and outlying stations.

By evening, at least 13 more coaches had been set alight at eight different stations — sending commuters fleeing from the fires in some cases.

The latest arson attacks brought to 47 the number of coaches reported to have been damaged by fire during the past three days.

Thousands of rush-hour commuters were left stranded for the second night in a row by the disruption. Queues at taxi ranks in the city's financial district stretched for several hundred metres at times as residents of Soweto and other outlying townships tried to find alternative transport home.

The Putco bus company added an extra 50 buses to its usual 600 plying routes to greater Soweto, Dobsonville and coloured townships south of the city last night. But a spokesman for the company said these were insufficient.

Yesterday the state's Bureau for Information confirmed that members of the security forces were guarding Soweto stations after several reports of unrest. No injuries or arrests arising out of the violence have been reported.

40, went berserk after striking for a month.

*CPK 7/15 17/4/72 (270) 163 (1624)*  
**No pay for SATS strikers**

JOHANNESBURG — Striking South African Transport Services workers would not be paid, the Minister of Transport Affairs, Mr Eli Louw, told SABC TV in an interview yesterday as the Bureau for Information reported another railway passenger coach was set alight at Brakpan last night. The fire spread to two adjacent coaches. This brought the number of coaches damaged yesterday to eight.



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# Strike: Boiling up to a major civil conflict?

**Own Correspondent**  
**JOHANNESBURG** — SATS GM Mr Bart Grové was close to the truth when, on Tuesday evening, he said the five-week-old strike had developed into civil unrest.

In fact, it has the potential to erupt into the most serious labour conflict yet experienced, and fears of it spilling over into township violence are growing.

There are no signs of possible resolution. The only indications available suggest, rather, an escalation. There is little possibility of a return to work in the foreseeable

future till there are negotiations over the workers' grievances. And SATS resolutely refuses to meet the representatives workers have chosen — because the representatives belong to the South African Railways and Harbours Workers' Union (Sarthwu).

From SATS's point of view, the next step is the mass dismissal of strikers. And, as Mr Grové indicated, this is likely to be accompanied or preceded by increased police action. Few would be surprised if this included arrests and detentions of strikers and union leaders.

There is little the union and its umbrella organization, the Congress of South African Trade Unions (Cosatu), can do other than plead for its right to represent members to be recognized, and to warn repeatedly of the consequences of escalation. And they will be unable to control some of the more dangerous consequences.

General secretary Mr Jay Naidoo says Cosatu has met the FCI and Assecom to discuss the issue. Neither have felt able to intervene, publicly at least.

The strike always had the potential

to become a major "community" issue, given the hundreds of thousands of black SATS commuters on the Witwatersrand. The otherwise likely boycott of SATS services has not occurred, probably due to the emergency regulations which prohibit such calls.

But other, more dire, consequences of escalation became apparent this week, with the burnings of railway coaches on three consecutive evenings. Township activists, thus far unidentified, have obviously decided to contribute to the dispute in their own way.

The strike is no longer over the ridiculous minor issue of alleged unfair disciplinary action taken against Mr Andrew Ndzamba — the driver who was first dismissed and later reinstated and fined R80 for handing over R40 to the railways a few days late.

It has now overtly become a major test of strength between a young union struggling to establish itself and a State-owned corporation wanting to retain its comfortable dealings with the in-house Black Trade Union of SATS (Blatu).

Other parastatals like Escorn and

Iscor, as well as Sasol which is now partly owned by the private sector, have long entered into relationships with militant black unions, including some Cosatu affiliates.

SATS should have been forewarned of dissatisfaction among its employees with Blatu last October, when a Supreme Court case over the legality of Blatu elections was raised. The initiative came from employees in SATS's Natal and southern Transvaal regions — its two most populous.

Meanwhile, SATS continues to stress that its door is open for talks,

but not with Sarhwu. And allegations and counter-allegations of intimidation and violence spread.

Several industrial-relations specialists have expressed fears of where the SATS strike is leading. For this is much more than a typical industrial-relations dispute. Unless it is resolved soon, it is bound to begin affecting the private sector, and threatens — as Mr Grové has warned — to develop into a major civil conflict.

But, right now, there seems no way of avoiding it.

# Pay for rail strikers ruled out

BP  
270  
17/4/87

**JOHANNESBURG** — Striking South African Transport Services (Sats) workers will not be paid, the Minister of Transport Affairs, Mr Eli Louw, said yesterday.

Mr Louw said he had come to Johannesburg to acquaint himself with the situation and to have talks with representatives of Blatu, the black trade union recognised by Sats, but they had apparently been unaware of his visit and left early for the long weekend.

Mr Louw said "workers (on strike) will definitely not be paid for the time they did not work. That is not negotiable".

He said he did not think any workers would be dismissed this weekend "but from Tuesday I don't guarantee anything".

A wave of arson attacks on trains in the PWV area has caused havoc on the commuter

routes

A total of 59 coaches have been burnt in four days of arson and unrest on the railways.

A Putco spokesman reported that the company had put 75 buses — withdrawn during the December boycott — back on the roads but was still unable to cope with the increased demand.

Meanwhile, a spokesman for the SA Railway and Harbour Workers' Union (Sarwhu), which called the strike, said the month-old railway strike had spread to other parts of the country and now involved over 20 000 workers.

● The Post and Telecommunications Workers Association announced that its striking members would meet after the weekend to discuss rolling their two-week-old stoppage into depots beyond the Witwatersrand.— Sapa



# SATS spells out its side of strike story

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sm  
18/4/87

The South African Transport Services (SATS) has launched a publicity campaign to convey its side of the five-week-old transport strike, after the biggest outbreak of violence against a South African State employer.

For the first time since the strike began, SATS has placed a series of three advertisements in the black daily, the *Sowetan*, entitled "Judge for Yourself".

Most of the 59 railway coaches damaged in attacks on Soweto Damages is estimated to run into millions of rands.

One SATS advertisement deals with management's version of circumstances leading to the dismissal of Mr Andrew Nedzamba, the incident that sparked off the strike.

The second contains a comparison between SATS salaries for black drivers in the Johannesburg region and those set by the Industrial Council. The third refers to SATS's disciplinary procedure.

Asked why the advertisements had been placed in the *Sowetan* only, a SATS spokesman said they could not be placed in other newspapers due to a "deadline problem".

The advertisements came less than 24

## MIKE SILUMA

hours after the number of strikers had grown to 16 000 from a SATS estimate of 13 000 earlier in the week. The South African Railway and Harbour Workers' Union (Sarthwu), which has claimed industrial action has spread to Bloemfontein, says more than 20 000 workers are on strike.

On Friday, management and strikers' representatives met without success. Sarthwu spokesman Mr Mike Roussos said union delegates were rebuffed by management when they tried to arrange talks.

"To us, this is proof that SATS was deceiving the public in Press reports that it was always open to talks with representatives of strikers," he said.

SATS spokesman said strikers' representatives had left the City Deep depot, where talks were to take place, while management was arranging for the meeting.

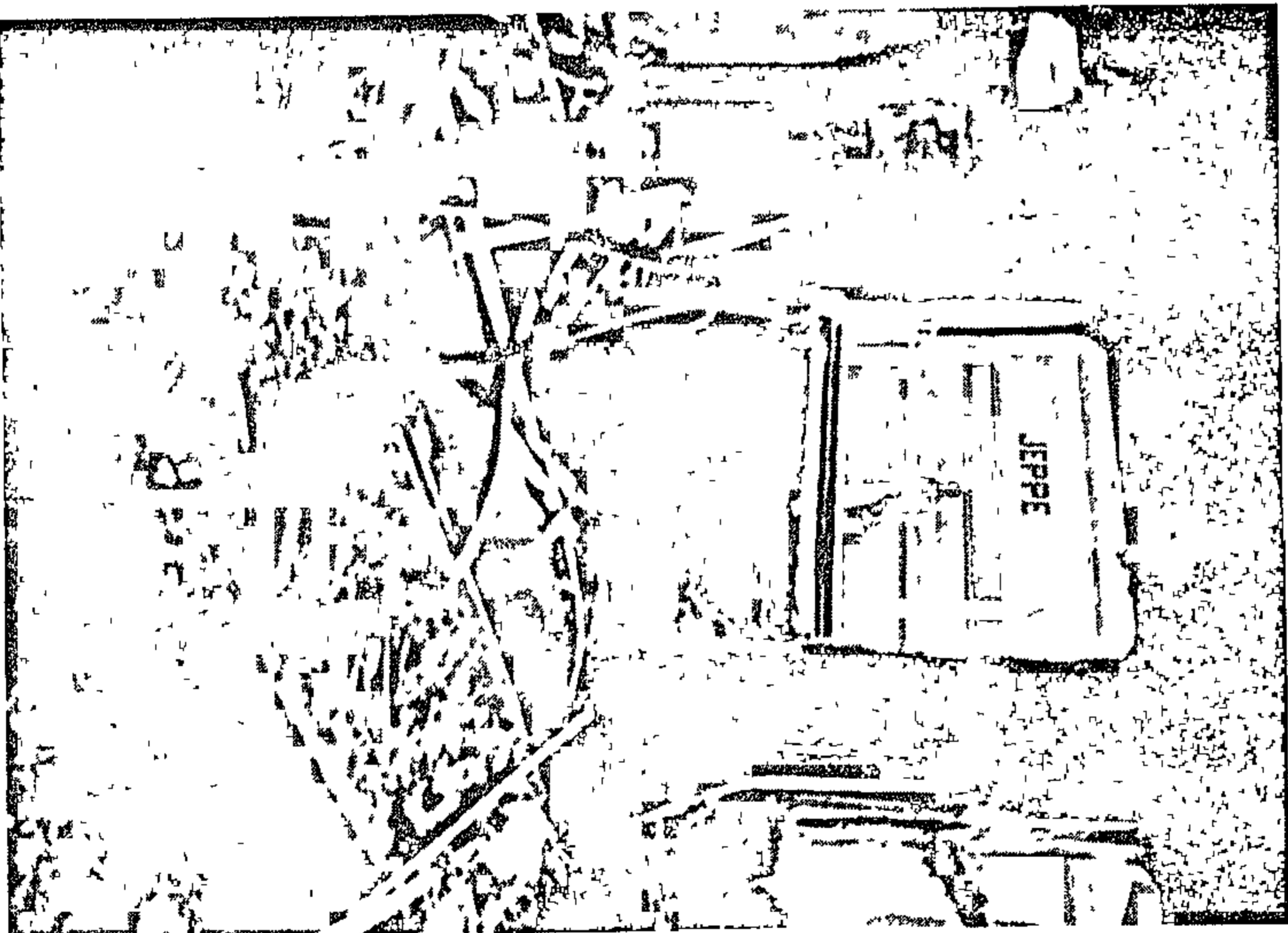
"Mr Eh Louw, the Minister of Transport, had hoped that it would be possible for him to make a personal appeal to the workers and was very disappointed to hear they had left," he said.

The violence of the past two days has affected commuters in Soweto and the East Rand.

Police and soldiers have now begun patrolling trains and railway stations.

Asked to comment on affidavits released by Sarthwu, claiming attacks on strikers by police and members of the SATS management, the police said "As, according to yourselves, judicial proceedings have been instituted against the South African Police, it would, in our opinion, be presumptuous (sic) to comment on the matter at this stage."

Sarthwu said the affidavits would form the basis for legal action against Law and Order Minister Mr Adriaan Vlok and Transport Minister Mr Eh Louw. Action would also be taken against SATS for alleged assaults on strikers.



BURNED OUT One of the 59 railway coaches burned in violent attacks on SATS property this week.

## Driver's firing led to huge financial loss

One Friday afternoon last October a South African Transport Services (SATS) cartage driver, Mr Andrew Nedzamba, failed to hand in money — R40,40 — which he had collected during deliveries, writes Mike Siluma.

He handed it in the next Monday. On Tuesday he was summoned by management and asked why he cashed in late. He gave them his explanation and the matter appeared to be settled.

But in March this year — almost five months after the omission — Mr Nedzamba was summoned to a disciplinary hearing. SATS has not explained why it took them so long to act against Mr Nedzamba, an action which sparked a conflict that has led to enormous financial losses to both the SATS and thousands of striking workers.

According to the South African Railway and Harbour Workers' Union (Sarthwu), Mr Nedzamba had merely forgotten to hand in the money, but did so at the earliest opportunity.

Explaining the reasons for the decision by Mr Nedzamba's colleagues to strike, Sarthwu questioned the fairness of the disciplinary procedure to which he was subjected. Union spokesman, Mr Mike Roussos, said that other drivers had previously forgotten to hand in their very money in time but had not been penalised for it.

### CONTENTS OF STATEMENT

Also, when Mr Nedzamba's disciplinary hearing came up in March, he was merely asked if he acknowledged the contents of a statement he made after handing in the money (a statement Sarthwu said was made under duress). He was then told the hearing was over.

Subsequently, management said that by signing the statement, Mr Nedzamba had, in fact, pleaded guilty to the charges preferred against him.

The union's version is that Mr Nedzamba was reinstated with an R80 fine only after workers at City Deep had refused to work, demanding his unconditional reinstatement.

Management, on the other hand, says Mr Nedzamba was charged in terms of the SATS' disciplinary procedure and was dismissed after pleading guilty to charges of dishonesty and neglect of duty.

On appeal he was acquitted of the dishonesty charge, but found guilty of neglect of duty. Having been fined R80, he was reinstated to his position. Mr Nedzamba still has the right to appeal, which he has up to now not exercised, says management.

Within days of the City Deep strike, workers at scores of other SATS depots on the Witwatersrand came out on strike. Their demands, in addition to the lifting of Mr Nedzamba's dismissal, included:

- Full payment for the time on strike.
- Future disciplinary matters be open for assessment by the workers.



# SATS spells out its side of strike story

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SM  
18/4/83

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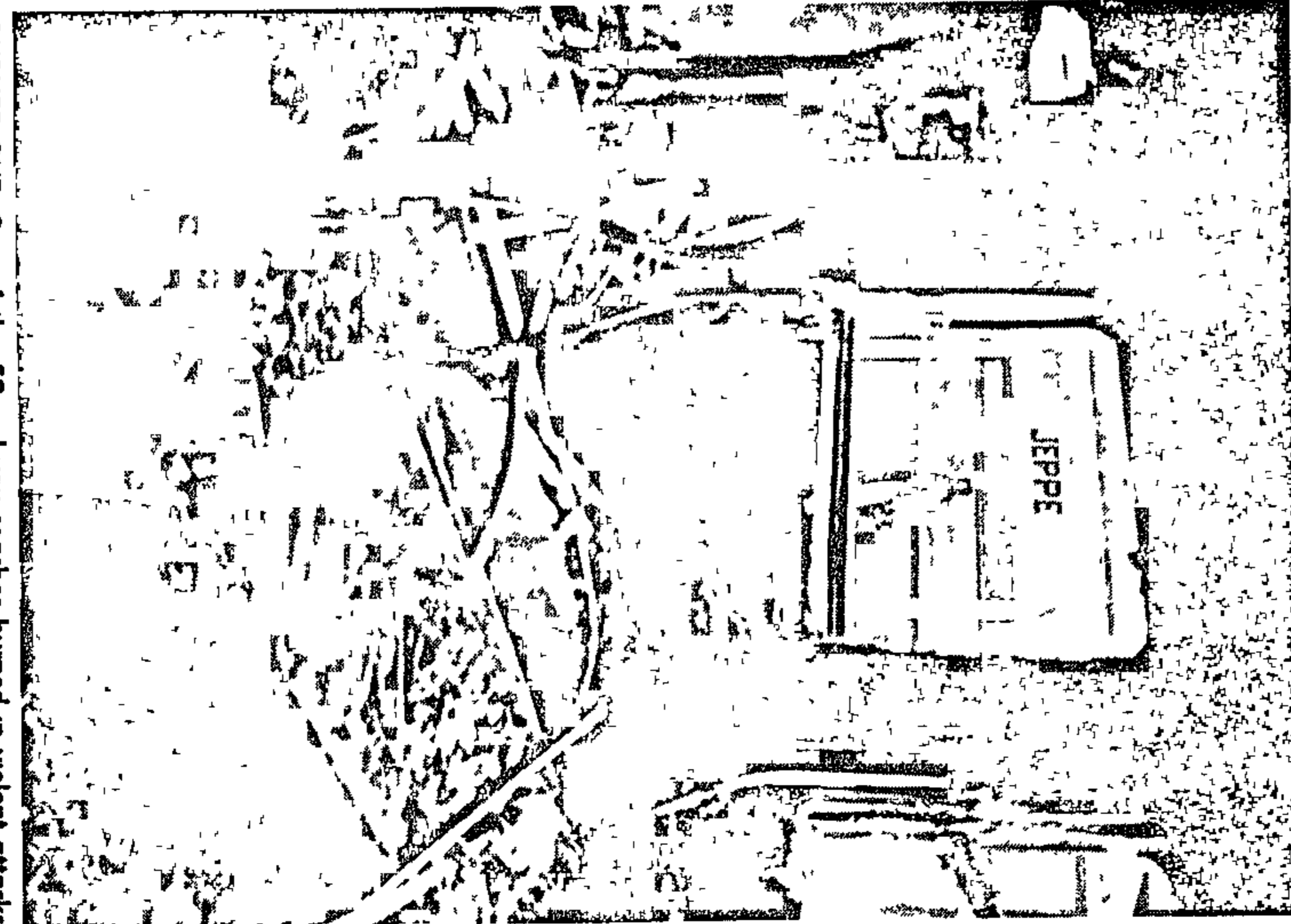
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**BURNED OUT** One of the 59 railway coaches burned in violent attacks on SATS property this week







# As the stations became quiet, the city became a mini-Dunkirk . . .

THE simmering tensions behind the black railway workers' strike were vividly brought to the heart of Johannesburg this week as burning trains and stranded commuters brought rush-hour chaos.

But a volatile situation that could have got out of hand passed off as smoothly as an evacuation drill — as township enterprise was harnessed to a mount a mini "black Dunkirk".

Soweto taxis ran into the night taking home hundreds of stranded commuters.

Others footslogged it home. Some wandered around city streets aimlessly.

But all had one aim in common they wanted to put as much distance as they could between themselves and the drama at stations where coaches stood at sidings engulfed in flames and smoke.

Some passengers said they were scared of catching trains in case they were set alight on the way home.

## Shuttles

Sowetans who travel daily by train to and from work at the Johannesburg railway station, Faraday and Westgate stations on the outskirts of the Johannesburg central business district were added to the thousands of taxi commuters who had to be ferried home.

The city drama caught even the notorious muggers on the wrong foot. There were no robbery incidents at the taxi ranks as the swelling crowds showed remarkable discipline.

In the midst of the adversity fortune smiled on some.

The South African Black Taxi Association (Sabta) will be laughing all the way to the bank.

Sabta ferried commuters who were afraid to board



# TRACKS OF FIRE

Reef train commuters this week suffered lengthy delays and long walks home as arsonists burnt coaches and intimidated commuters in a new twist to the Sabs strike. DOC BIKITSHA, JOE MOAHLLOI and SYONEY MOSES were there . . .

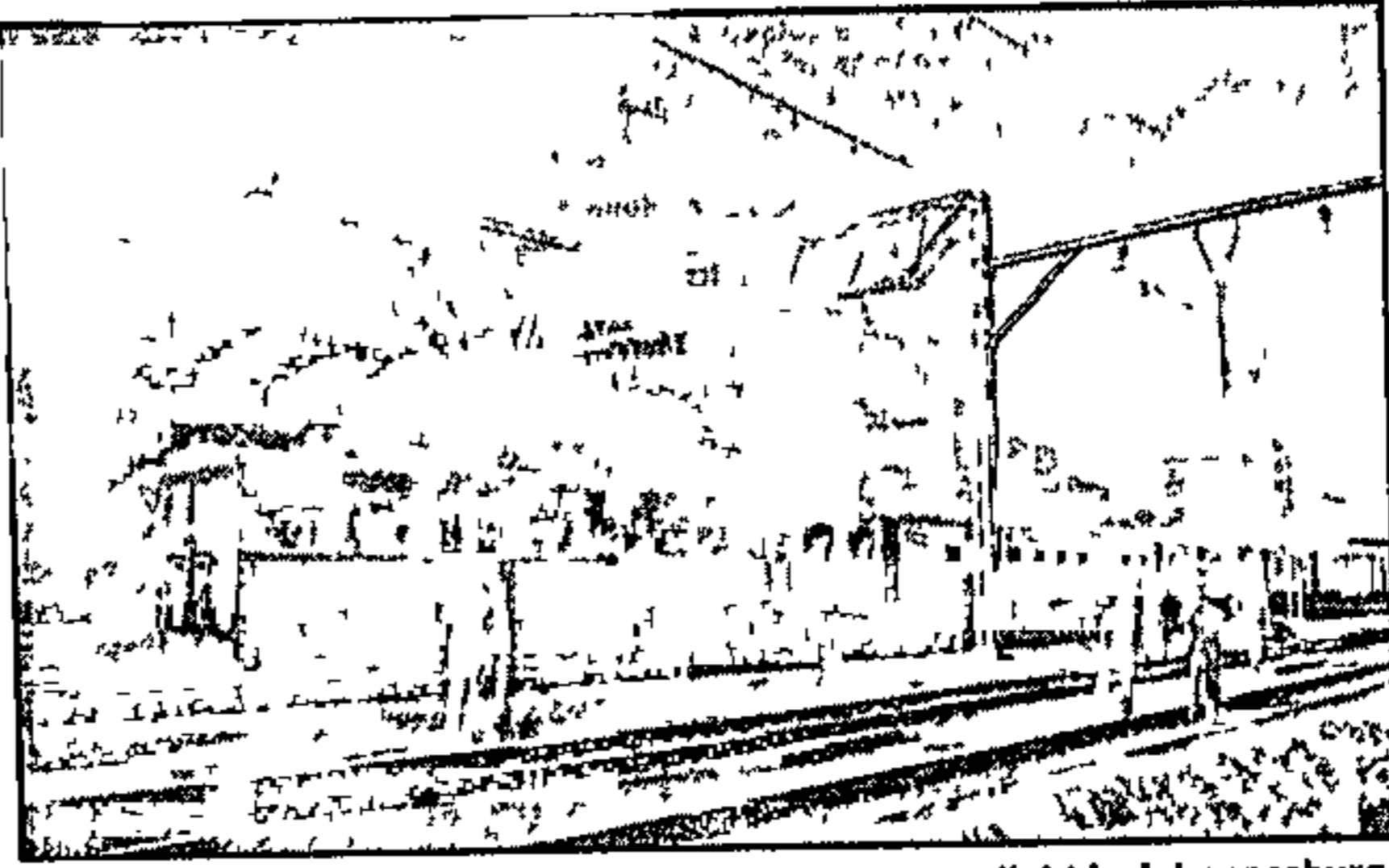
singing could be heard. There were no incidents as police kept a low profile, protecting those who had no money for taxis and had no option but to run the gauntlet of fire to catch the trains.

Long, snaking queues past Orlando could be seen as dusk crept in — with others still singing to keep their spirits up. Electricity in Pimville Zone 2 was cut for a short while and residents had to send children out for candles.

Commuters could be seen trudging along the road, with others organising their own transport — especially towards New Canada station. These people walked long distances to reach their homes.

Chatting to the few daring passengers in the trains after 6pm from Park station to Soweto was like trying to wake up the dead. Many did not want to speak, either from fear or weariness.

At Pheleni and Phomolong stations, the small group of



A coach engulfed in smoke and flames after being set alight in Johannesburg

passengers erupted into "freedom songs" as they crossed rail lines, avoiding bridges in their hurry to get home.

Some coaches were in total darkness as the trains came

to a halt at Phomolong station. From 6pm till 7:30pm onwards, two trains seen approaching these two stations were virtually empty. Those returning from Naledi for the city or Westgate stations had

no passengers and the doors were wide open.

As it was difficult drawing people into conversation on the trains, the only people who were prepared to talk, after some persuasion, were

those in the queues at the different stations.

Along Johannesburg's King George and Noord streets some commuters from Randfontein had organised taxis to take them home. They were not prepared to disclose what they paid.

Mr Jeff Matlhaku and Mr N Matsile of Mofokeng were among those who would not risk the West Rand trains. A former beauty queen from Randfontein Miss Grace Semeno, appealed for help, saying worriedly: "Please take me home".

Braamfontein station yards were strangely silent. There were burnt-out hulks of torched coaches still coupled to the trains.

## Glum

The long bridge across the length of the station, with its "Whites Only" sign was deserted except for a few black people watching the coaches burn.

At the entrance to the station, glum food vendors were selling mealie cobs. There were few buyers.

From Braamfontein to Langlaagte the normal flow of Soweto and West Rand trains was missing. The platforms were also deserted.

At Croesus station, a fruit vendor was loading his truck with crates of fruit. At least he had wheels. The nearby queues of people waiting for transport stared up the Olifant Road, hoping for a lift.

Others took matters into their own hands — or rather their legs. They jogged home singing as they ran.

# Cement block is dropped onto a train

**Sunday Times Reporters** MORE incidents involving trains were reported over the holiday weekend — although the strikers' union, SAHRU, has strongly denied it is in any way implicated in the violence.

The Bureau for Information reported that on Good Friday a cement block was dropped on to a train from an overhead bridge.

The incident occurred between Pretoria and Saulsville-Atteridgeville.

There were no reported injuries and no arrests were made. The extent of the damage was not known, the bureau spokesman said.

In other incidents, a passenger coach was set alight at Denver and a train was stoned between Kekana and

Hammanskraal stations. No injuries or arrests were reported.

Earlier in the week, the bureau reported that railway passenger coaches were set alight by radicals at the following places:

- Soweto, New Canada station — one; Witwatersrand, Langlaagte station — one; Braamfontein shunting yard — two; Croesus station — one; Tooroonga station (Cleveland) — two.

At George Koch station, a black man was arrested while setting fire to a coach. The bureau said he managed to free himself and while running away was shot in the leg and re-arrested.

On the East Rand, two coaches were set alight at Kaalfontein station and another at Germiston station.

The bureau report said black radicals also intimidated security guards who were on duty at the workshops

They were instructed to take part in the strike.

In another incident at Oakmoore station, police used tearsmoke to disperse about 2 000 blacks who had gathered there.

The bureau said police took the action after the crowd had been asked to leave and had refused. Some of them had petrol bombs in their hands, the bureau said.

A coach was also burned at Knight station and two

coaches at Luipaardsvlei station on the West Rand.

Two coaches were burned at Randfontein station and at Verwoerdburg three coaches were set alight at Irene station.

One was set alight at Springs station, while stones were thrown at a train between Kempton Park and Kaalfontein stations.

Meanwhile, the umbrella union, Cosatu, has flatly re-

jected allegations that a Cosatu house is being used as a "torture chamber".

Cosatu said it wished to reaffirm its commitment to resolving the strike in a "reasonable and amicable manner".

South African Transport Services have placed a series of newspaper advertisements in the black newspaper, The Sowetan, setting out its side of the argument under the heading, "Judge for Yourself".

Various estimates of the number of black railway workers on strike range from 16 000 to SAHRU's claim that up to 22 000 workers are out.

Police and security personnel are patrolling some stations and railway stations.

**Sunday Times**  
**MAG**  
 WHAT MAKES EDDIE MURPHY RUN?

80/11  
 10/11  
 12/1

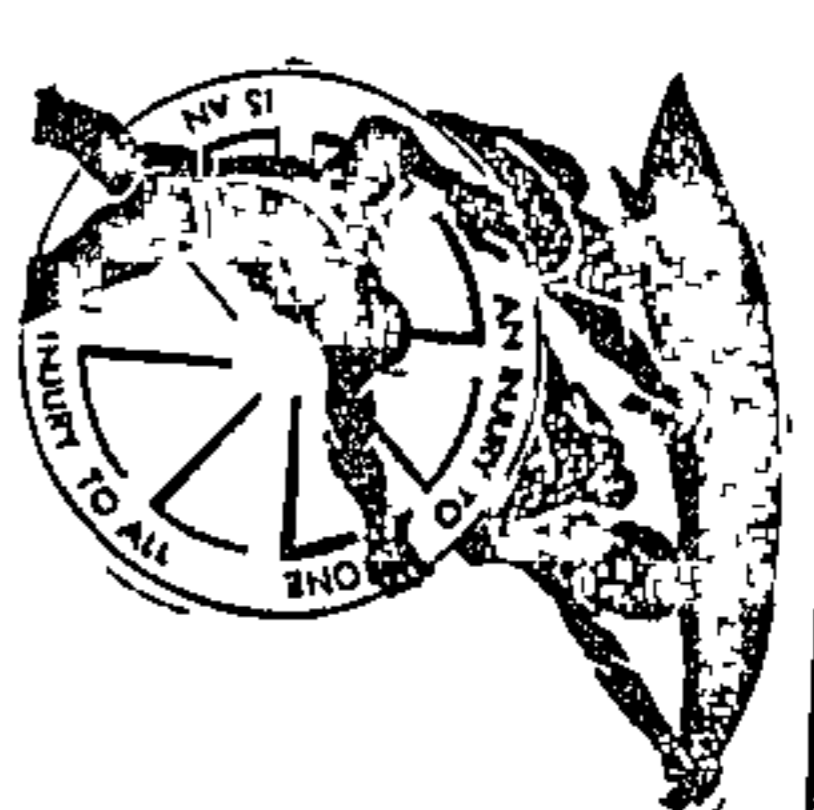


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# Cosatu rejects Sats

## Torture allegations

Press 19/4/87



COSATU rejected allegations that non-striking railway workers had been tortured at its head offices in Johannesburg

A statement released by Cosatu head office said the allegations were made to justify Sats' refusal to negotiate with striking rail-

waymen and to insinuate that Cosatu and its affiliate, SA Railway and Harbour Workers' Union, did not have widespread worker support

"Cosatu flatly rejects Sats' allegations that Cosatu House is being used as a 'torture chamber,'" the statement said

"It is important to note that Sats do not even attempt to claim that they are willing to negotiate with elected worker leaders," the statement said

"We have, together with Sarhvu, warned Sats and the government that their intransigence and the involvement of police and sabots, could lead to unnecessary conflict and even violent clashes, but Sats refused to listen

### History the ANC way?

By STAN MZIMBA

A HISTORY teacher at a Mganduli school in Transkei denied in the Umtata Regional Court this week that, while teaching modern history, he told his pupils Nelson Mandela was the people's leader and the homelands were puppet states.

Lundi Mgingwana is charged with furthering the aims of the banned ANC. He has pleaded not guilty.

Presenting the State's case, David Sankey said that during 1981 Mgingwana told his Sid 5 class that the ANC was a lawful

organisation and suggested that they join it.

The court heard that, during April 1981, he had led a group of youths to the sea for an outing, where they sang freedom songs. One of the pupils was given an ANC flag to hoist.

Mgingwana denied the allegations and contended that he had often taught modern history, such as "who was the present Prime Minister or President of a certain national state and so on" and had not made any mention of Mandela and PW Botha.

"They started off by blaming agitators and denying the legitimate grievances of workers. Then they used government media to label the strike a communist plot

"Now they make their 'torture' allegations, which we read as an indication that they are moving further away from the idea of dealing with elected worker representatives"

The statement said Sats had to accept responsibility for the "climate of violence" which it claimed to be so concerned about

"Sarhvu and Sats work-

ers have been the target of systematic attacks, as is always the case when we are involved in an important struggle challenging the status quo"

The statement said Sarhvu members had been assaulted and that Cosatu House had been vandalised "Cosatu and Sarhvu want a speedy resolution to the conflict. We do not want security forces using the strike as an excuse to enforce state repression and demonstrate National Party law and order

"We reiterate our willingness to resolve the strike. Our track record shows our willingness to negotiate in good faith and with mutual respect over the legitimate interests of our members," it said

Sapa

270

Chal. 10/15 20/4/87

# Troops to guard key SATS properties

JOHANNESBURG — Security forces including SADF troops will be deployed at key SA Transport Services properties from today, the SATS general manager, Dr Bart Grové, announced yesterday.

He said the move was necessary to protect commuters and striking workers who wanted to resume work but feared "intimidation"

"Many of our striking workers indicated that they were eager and willing to return to work . . . should their safety be guaranteed"

The South African Railway and Harbour Workers' Union (Sarwhu), which represents the strikers, has denied responsibility for any of the violence involved in the strike and has threatened to sue the Minister of Transport, Dr Eli Louw, for alleging this is so.

The six-week-old railway strike and the wave of arson attacks on train coaches that has coincided with the latter stages of the dispute have cost SATS millions of rand in lost business and loss of property.

SATS yesterday said the number of workers on strike was now 18 000, an increase on the figure of 13 000 cited just before the long weekend.

— Sapa

# Security forces called to protect railway depots

ARGUS 20/4/87

370

JOHANNESBURG. — Security forces, including the Defence Force, will be deployed at South African Transport Services depots and railway property from today, the general manager of Sats, Dr Bart Grove, has announced

Sats said there were 18 000 workers on strike, "a situation which would no longer be tolerated"

Dr Grove said it had been necessary to call in the army to protect commuters and striking workers who wanted to resume work but feared "intimidation"

Many of the strikers were willing to return to work, but were scared to, Dr Grove said

The South African Railway and Harbour Workers' Union (Sarwhu), which represents the strikers, has denied responsibility for the violence and has threatened to sue the Minister of Transport, Dr Eli Louw, for alleging that the union is to blame

The six-week railway strike and the wave of arson attacks has cost Sats millions of rands in lost business.

Sats released a statement yesterday saying intimidation by the union during the strike would "no longer be tolerated"

"Throughout this time management has made consistent efforts to negotiate a solution with a purpose to retain the services of the striking personnel," the statement said

"In spite of the foregoing, the intimidation by Sarwhu increased to such an extent that it became a threat not only to Sats workers, but to passengers, cargo and property. It is obvious that these circumstances can no longer be tolerated

"Strikers have now had ample time to take a decision regarding their future in the service. Sats will therefore endeavour to end the labour dispute as soon as possible" — Sapa

The Argus Durban correspondent quotes Mr Peter Gastrow, PFP manpower spokesman, as saying the Sats strike could mushroom in other sectors if not handled with care

Reacting to the decision to call in the SADF, Mr Gastrow called for violence to be avoided at all costs

"Violence will make any chance of a negotiated settlement more difficult"

Sats had to be careful in handling the situation as other unions could "strike in sympathy, affecting the entire infrastructure of the country"

(Report by Sapa and B Cameron, 85 Field Street, Durban)

## King's message

MBABANE — In his first Easter message since his coronation last April, King Mswati 111 urged Swazis to remain united as Christians and as a nation — Sapa

### Teachers harassed

### Dad says

NEWS  
10  
11  
12

STAFF REPORT



Two more railway coaches were burnt last night as South African Transport Services threatened that they would fire 18 000 striking employees tomorrow if they did not return to work.

And from today SADF troops are being deployed at all strategic depots and property, including railway stations.

A Bureau for Information spokesman said a passenger coach and an engine coach were set on fire last night at Kaalfontein Station near Kempton Park.

More than 60 coaches have been damaged by arsonists in the past week. The damage to property, and lost revenue during the six weeks of the strike, is said to have cost SATS billions of rands.

SATS said in a statement that strikers had had "ample time to take a decision regarding their future in the service. SATS will therefore endeavour to end the labour relations dispute as soon as possible."

Though SATS would not say when it would begin with dismissals, Minister of Transport Affairs Mr Eh Louw told television news on Thursday that striking railwaymen would not be fired over the weekend — but the situation could change on Tuesday.

### Trains normal

SATS has now acknowledged that at least 18 000 workers are on strike. The South African Railways and Harbours Workers Union (Sarhwu) says at least 22 000 workers are out in the Transvaal and Free State.

A SATS spokesman said trains were running normally. Any delays would be of a "technical nature".

In a statement yesterday announcing the decision to call in the army, SATS general manager Dr Bart Grove said "many of our striking workers indicated that they were eager and willing to return to work", but were afraid to do so because of intimidation.

He said the decision to deploy troops would protect returning strikers, the travelling public and SATS property.

A SATS statement said although no strikers had been fired so far, "intimidation by Sarhwu increased to such an extent that it became a threat not only to SATS workers, but also to passengers and property."

Sarhwu has repeatedly denied involvement in any acts of intimidation or violence against SATS property.

Sarhwu's mother body, the Congress of South African Trade Unions (Cosatu) has warned that the dismissal of strikers would spread the railway conflict to other sectors.

Arsonists set alight two more rail coaches

# SATS poised to fire 18 000 strikers

By Mike Simma

SATS  
10/11/77

SATS  
10/11/77

# 6-week-old rail strike has so far cost R25m

270  
20/4/87  
SP.

JOHANNESBURG — The six-week-old railway strike and the wave of arson attacks that has coincided with the recent stages of the dispute have cost SA Transport Services R25 million in lost business and the burning of at least 50 train coaches

Meanwhile, the general manager of Sats, Dr Bart Grove, said security forces had been deployed at key depots and on railway property since yesterday

He said the move was necessary to protect commuters and strikers who wanted to resume work

but feared intimidation

The South African Railway and Harbour Workers' Union (Sarwhu), which represents the strikers, has denied responsibility for any of the violence involved in the strike and has threatened to sue the Minister of Transport, Dr Eli Louw, for alleging this is so.

Dr Grove stressed the security measures were temporary and would be enforced only until the situation had returned to normal

A Sats public relations officer, Mr Frikkie Stevenson, said South Afri-

can Defence Force members were included in the forces deployed at stations and depots on the Witwatersrand

Sats has meanwhile released a statement saying intimidation during the strike can "no longer be tolerated"

"Throughout this time management has made consistent efforts to negotiate a solution with a purpose to retain the services of the striking personnel," the statement said

"In spite of the foregoing, the intimidation by Sarwhu increased to such an extent that it became a threat not only to Sats workers but also to passengers, cargo and property.

"It is obvious that these circumstances can no longer be tolerated"

Sats also said the number of workers on strike was now 18 000, an increase on the figure of 13 000 given just before the long weekend

"Strikers have now had ample time to take a decision regarding their future in the service Sats will therefore endeavour to end the labour relations dispute as soon as possible," the statement said

On Thursday night, Mr Louw said on SABC-TV that the striking workers would not be fired over the weekend but that this situation could change by tomorrow — Sapa

# SADF to be deployed at Sats depots

SPR 20/4/87  
JOHANNESBURG — Security forces will be deployed at key SA Transport Services (Sats) depots and railway property from today, the general manager of Sats, Dr Bart Grove, announced yesterday

He said the move was necessary to protect commuters and striking workers who want to resume work but feared "intimidation"

"Many of our striking workers indicated that they were eager and willing to return to work. Due to intimidation, however, they were scared to do so. Most of these workers expressed their willingness to return to work should their safety be guaranteed," Dr Grove said

The South African Railway and Harbour Workers' Union (Sarwhu), which represents the strikers, has denied responsibility for any of the violence involved in the strike and has threatened to sue the Minister of Transport, Dr Eli Louw, for alleging this is so

Dr Grove stressed the measures were temporary and would be enforced until the situation had returned to normal

A Sats public re-

lations officer, Mr Frikie Stevenson, said South African Defence Force troops would be included in the forces deployed at stations and depots on the Witwatersrand

The six-week-old railway strike and the wave of arson attacks that has coincided with the latter stages of the dispute has cost Sats millions of rand in lost business and damage due to the burning of about 50 train coaches

Sats also released a statement yesterday saying intimidation by Sarwhu during the strike could "no longer be tolerated"

"Management has made consistent efforts to negotiate a solution with a purpose to retain the services of the striking personnel

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SECURITY forces maintained a strong presence at some Reef stations yesterday in expectation of further violence after last week's arson attacks on Sats railway carriages.

No carriages were reported torched yesterday, but two were set alight at Kaalfontein station, Kempton Park, on Sunday.

At least 52 carriages have been damaged in six days of arson attacks.

● See Comment Page 8

Damage caused to Sats coaches in the six-week-old railway strike has been estimated at about R25m, a Sats spokesman says.

Dirk Beukes, a PRO for Sats in Johannesburg, says the figure is a rough esti-

# Close watch on stations

HAMISH McINDOE

mate and does not include the cost of running the service in strike circumstances. Slight damage to a number of coaches is excluded from the estimate.

Sats rejects a report saying a deadline has been set for today for 18 000 strikers

● To Page 2



## Tight security maintained at Reef stations

to return to work or face dismissal

Beukes says: "Nobody has been dismissed and no ultimatum or threats have been made to the strikers."

"But the present situation cannot carry on indefinitely; time is running out for the strikers to return to work."

A Sats spokesman has confirmed a statement by the Black Trade Union of SA Transport Services (Blatu) that strikers who return to work tomorrow will not forfeit their annual bonuses.

But Sats has rejected Blatu's claim that strikers will be dismissed on Wednesday unless they return to work.

Yesterday's security operation was mounted to protect trains, stations, marshalling yards and other Sats property in Johannesburg and Soweto.

Security was tight at New Canada station on the outskirts of Soweto.

A large defence force contingent pa-

trolled the platforms and sporadically searched commuters' bags yesterday evening. Several soldiers patrolled the surrounding veld on motorbikes.

Security at Johannesburg, Langlaagte, and Soweto's Mamlankunzi and Orlando stations was less obtrusive.

Sats spokesman Frikkie Stevenson says the security force operation is a "temporary measure" but adds that details are classified information.

Attempts to obtain SADF or SAP comment on the scale of the security operation met with no success.

SADF spokesman Major Margaret Neethling said the army was working in support of the police. "But we don't discuss troop strengths or movements."

Last night, police would not answer any questions on the operation.

21/4/87

B Day

WSA

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B Day

● From Page 1

copy this 21/4/87

# Damage to trains may be R25m

Own Correspondents

JOHANNESBURG. — Damage caused to South African Transport Services (SATS) train coaches during the six-week railway strike is already running to about R25 million, according to a SATS spokesman.

Mr Dirk Beukes, a public relations officer for SATS here, said yesterday that this figure was a "very rough estimate" and did not include the cost of running the service in strike circumstances.

Also excluded from the estimate was slight damage to a number of other coaches, he said.

Security forces maintained a strong presence at some Rand stations yesterday in expectation of further violence after last week's arson attacks on SATS carriages.

No carriages were reported torched yesterday, but a passenger and an engine coach were set alight at Kaalfontein station, Kempton Park, on Sunday.

## 'No ultimatum made'

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CAPE TOWN 21/4/87

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# COMMENT

Telephone: (011) 673-4160

**T**HE dismissal of thousands of black railway workers which might take place today, could plunge the country into a major labour relations crisis, just two weeks before the general elections.

South African Transport Services has threatened to fire 18 000 strikers if they do not return to work today.

We doubt whether the threat will lead to the end of the strike, particularly as tensions are so high.

There has hardly been any negotiation between the workers and management. In fact, this has been one of the most disastrous labour situations in a long time perhaps because the public sector has no knowledge or no wish to work with trade unions.

Apart from the unhappy relations between workers and SATS that could result from mass dismissals, the railways are a strategic area which should not be made to degenerate into such chaos.

While we recognise the Government's anxiety about keeping this area stable, we cannot but deplore the tough tactics adopted to end the strike.

Such confrontationist methods will lead to more trouble. The unions cannot be expected to be satisfied when so many of their members lose their jobs.

There is also the chance that other unions may join the railway workers' strike.

The Government once more may take the view that rightwing and grassroots members of their constituency would look favourably on the ruling party if it took strong, and may we suggest, jackboot positions.

We believe the country's interests should come first before a sop is made to particular constituencies, especially during election time.

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*21/4/87*

ARGUS 21/4/77

NATIONAL INTERNATIONAL

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# Train service returns to normal

The Argus Correspondent

JOHANNESBURG. — Police patrolled Johannesburg station today as thousands of commuters streamed through the concourse

Trains on the Witwatersrand operated normally this morning and there were no new reports of attacks

The Bureau for Information reported that the last attack on trains was on Sunday night when a passenger coach and a driver's coach were set alight

at Kaalfontein station, Kemp-ton Park

There were no attacks on Saturday On Friday, the Bu-reau reported five

Sapa reports that represen-tatives of 18 000 strikers have asked an official of the Black Trade Union (Blatu) of the South African Transport Ser-vices for his help to arrange talks to end the strike

A Sats statement says the six-week-old strike "took a dra-matic turn" last night But the management say they will still not talk to strikers unless they return to work

A deadline for their return has been extended to tomorrow morning with the warning that workers who do not meet the deadline face the sack

According to Sats, the man-agement was contacted by a Mr Nthinyani, chairman of the executive committee of Blatu in Natal, who had been ap-proached by a representative of the strikers in Southern Transvaal and an official of the South African Railways and Harbours Workers Union

Dr Bart Grove, Sats general manager, has agreed to meet

the strikers under the auspices of Mr Nthinyani, Sats says, as long as strikers return to work by 8am tomorrow

A Sats spokesman said if the strikers did not return, Dr Grove "could exercise the dis-cretion vested in him to dis-miss workers who continued striking"

Dr Grove said he hoped Mr Nthinyani's involvement "would assist workers to return to work immediately and thereby secure their continued employment"

... race has failed to record the position ...

Rail strikers get respite

# 'Back to work' deadline extended

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SARHU  
21/4/87

By Mike Siluma

South African Transport Services has extended its back-to-work deadline for strikers until tomorrow.

Between 18 000 and 22 000 SATS workers throughout the Witwatersrand — most thought to be members of the South African Railway and Harbour Workers' Union (Sarhwu) — have been on strike for six weeks over the dismissal of a colleague at the City Deep depot.

In separate statements yesterday, SATS and the trade union for black employees (Blatu) called on strikers to return to work tomorrow.

Minister of Transport Affairs Mr Eli Louw had threatened strikers with dismissal if they failed to resume their duties by today.

But SATS said yesterday that it had been approached by the Natal chairman of Blatu, a Mr Nthinyani, who had been asked by Sarhwu to intervene in the dispute.

Sarhwu was said to have asked Mr Nthinyani to ask management not to victimise strike leaders, and to reopen disciplinary procedure talks.

Sarhwu could not be reached for comment, but the Cosatu affiliate has previously rejected Blatu as a "dummy structure" forced on workers by management.

SATS said Mr Nthinyani had indicated that, as a chairman of the Natal region of Blatu, he was not prepared to intervene on behalf of Sarhwu.

## Job hunters

"However, because of his concern for strikers who might be fired, he and his executive committee in Natal are prepared to approach the general manager for a meeting where five or six representatives of the strikers will be present."

Mr Nthinyani had indicated to (strikers') representatives that he would intercede only if strikers returned to work.

He further indicated that strikers could "in no way expect management to pay them for the strike period."

SATS said general manager Dr Bart Grove had agreed to meet strikers' representatives provided "they return to work immediately, and at the latest by 8 am on Wednesday".

● Scores of white job-hunters queued at the SATS employment office at Johannesburg Station this morning. They streamed in when the doors opened shortly after 8 am.

## Reef trains operating normally

By Zenaide Vendeiro

Train services throughout the Witwatersrand operated normally this morning and there were no new reports of attacks on trains.

A spokesman for the South African Transport Services' Southern Transvaal region, Miss Jenne Jordaan, said Soweto trains ran from "on time" to 14 minutes late. All other services operated on schedule.

A spokesman for the Bureau for Information said no reports of fresh attacks on trains and stations had been received this morning or yesterday.

The first test of the new security measures at SATS depots and stations is expected today with the resumption of commuter travel.

Police, armed with rifles, shotguns and tear-gas weapons, patrolled Johannesburg station this morning as thousands of black and white commuters streamed through the concourse.

The Bureau for Information reported that a passenger coach and engine coach were set alight at Kaalfontein station, Kempton Park, on Sunday night.

There were no attacks on Saturday.

On Friday, the bureau announced five attacks by black radicals on trains.

At the Millside station shunting yard in Randfontein, one passenger coach and an engine coach were set alight. One man was arrested.

A petrol-bomb was thrown at a passenger coach at Residensia station, Vereeniging.

Stones were thrown at a passenger train between Kekana and Hamanskraal.

Between Pretoria and Saulsville, a block of cement was thrown on to a train from a bridge.



# No jobs for many Sats apprentices

By DEBBIE MARCH  
DOZENS of South African Transport Services apprentices in Port Elizabeth fear they will soon be paid off, as no jobs as artisans are available for them in the city

As many as 50 telecommunications, signals and electrical apprentices have allegedly been told they would either have to accept a year's unpaid leave, a job below their

qualifications or be paid off

But Sats officials say only 24 men nearing the end of their 2½-year apprenticeship will be affected by lack of available jobs and that "all efforts are being made to accommodate them as artisans here or elsewhere"

One apprentice, who did not wish to be named, said he and about 50 other apprentices had been advised that they could not be employed as artisans once they qualified

"This is frightening. If your job isn't safe with the railways where is it safe?"

He said he knew there was nothing in their contract binding Sats to employ apprentices as soon as their apprenticeship was completed

"But why take us on if there are no jobs?" he said

The telecommunications apprentice said that since January they had been offered jobs below their qualifications — "such as being a stoker" — or a year's unpaid leave

However, this would

only be granted provided the employee continued to pay his medical aid and pension contributions, he said

In reply to questions, Mr George Engelbrecht, the Sats regional manager for Cape Midlands, said all efforts were being made to accommodate the apprentices.

He cited the "prolonged recession and subsequent decrease in activities of the transport services" as the reason for the lack of jobs

"Sats endeavours through personal consultation to provide for their services in some or another direction"

This was by liaison with other departments around the country in the trade or by changing their grade This might mean a drop in salary

He declined to comment on the option of taking a year's unpaid leave

Mr Engelbrecht said the Sats efforts should be seen as a means of assisting apprentices to obtain work

In January last year, the same thing happened, to about 21 newly-qualified apprentices

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# Strong security at rail stations

Dispatch Correspondent  
JOHANNESBURG — Security forces maintained a strong presence at some Rand stations yesterday after last week's arson attacks on SA Transport Services carriages.

No carriages were reported torched yesterday but a passenger coach and a locomotive were set alight at Kaalfontein station, Kempton Park, on Sunday night.

At least 52 carriages have been damaged in six days of arson attacks.

Sats will not release an official tally of the number of carriages damaged nor the total rand loss. Unofficial estimates range from R25m to R70m.

Sats has rejected a report saying a deadline has been set for today for 18 000 strikers to return to work or face mass dismissal.

A Sats spokesman, Mr Dirk Beukes, said: "Nobody has been dismissed and no ultimatum or

threats have been made to the strikers.

"But the present situation cannot carry on indefinitely."

Meanwhile, a Sats spokesman confirmed a statement by its recognised Black Trade Union of SA Transport Services (Blatu) that strikers who returned to work on Wednesday would not forfeit their annual bonuses. However he denied that strikers would be dismissed unless they returned to work.

Yesterday's security operation was mounted to protect trains, stations, marshalling yards and other Sats property in Johannesburg and Soweto.

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Attempts to obtain SADF or SAP comment on the scale of the security operation met with no success.

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ARGUS 22/4/87 270

# Thousands ignore Sats deadline

The Argus Correspondent

JOHANNESBURG. — Only a small number of railway strikers went back to work today following a management ultimatum to return by 8am or face the sack, a spokesman for South African Transport Services said today.

Thousands of workers are still on strike and the spokesman said those who failed to return to work today would be fired.

The spokesman said the management was compiling a list of those who ignored the deadline.

He said "a small number" of workers at smaller depots on the Witwatersrand had returned to work by mid-morning but the situation at the bigger depots would not be known until later.

*B. Day 22/4/77*  
**Sats will only talk if strikers return to work**

*27* **Business Day Reporters** *22/4/77*

SATS says it will not take part in any negotiations with representatives of striking railwaymen until they have returned to work, and has warned they all face dismissal unless they return by 8am today.

A Sats spokesman said workers received this warning in a circular from GM Bart Grove yesterday. Grove said he would consider exercising his discretion to dismiss them and warned it was "the last and final invitation to resume work".

The spokesman claimed about 1 000 strikers returned to work yesterday.

Heavy security continued on railway routes on the Rand yesterday, with armed police patrolling stations.

A car bomb exploded opposite Grosvenor station, west of Johannesburg, but it was not clear whether the blast was linked to the torching of railway coaches that disrupted rail traffic last week.

The security operation — mounted on Monday — appeared tightest at the Johannesburg stations used mostly by

● To Page 2 →

*5/Day*  
**Sats issues final warning to striking workers**

*270* white commuters.

Sats management met with representatives of striking workers yesterday, but this was merely to inform them of the consequences of not returning to work, said a Sats spokesman.

The offer by Natal representatives of the in-house Black Trade Union of Sats (Blatu) to intervene in the dispute would only be allowed once strikers had returned to work.

A source close to the Natal leadership of Blatu said yesterday the offer by the regional chairman Mr Nthinyani was a genuine effort to act as an honest broker in the dispute. He said the Natal executive believed it was necessary for one

*22/4/77* union to represent Sats employees and it favoured democratic reform of Blatu.

SA Railways and Harbours Workers' Union (Sarhwu) leaders met last night to discuss developments.

SAPA reported that security forces monitored a meeting of Sarhwu members at Cosatu House yesterday evening.

The Bureau for Information said last night people were searched by security forces as they left the building in central Johannesburg after the meeting "to prevent possible unrest when people eventually boarded trains to go home".

● From Page 1

# Railway strikers face dismissal

JOHANNESBURG — If the 18 000 striking railway workers did not return to work this morning their services would be terminated, a spokesman for SA Transport Services said last night.

He said striking workers had been issued this ultimatum early yesterday morning and 1 000 workers had already returned.

The spokesman said it was hoped that, "with the assistance of security forces," workers would return to work.

Earlier last night, the Bureau for Information said security forces had monitored a meeting of the SA Railways and Harbours Workers' Union. People who had attended the meeting were searched as they left the building "to prevent possible unrest when people eventually boarded trains to go home."

The bureau spokesman said security force presence occurred "in the light of recent events" surrounding the strike.

The Sats spokesman said "Depending on the number of strikers returning to work in time a large number of strikers could face loss of job and hardship for them and their families due to loss of income."

The spokesman said Sats regretted the strikers had been intimidated to such an extent that they did not seem able to resume duties without fear of assault.

It was apparent that the strikers had been exposed continuously to propaganda from people who do not have their welfare at heart.

Earlier, the Black Trade Union of the South African Transport Services — the in-house union — appealed to strikers to go back to work — Sapa



# Bomb blasts on Reef

CAPE TIMES  
22/4/84  
770

**JOHANNESBURG.** — A car bomb exploded west of central Johannesburg yesterday only hours after a trainee policeman was killed and 64 others injured when a handgrenade was thrown at the Soweto police training college.

About 2 40pm yesterday a luxury car belonging to Avis car hire was badly damaged when an explosive device went off outside a BMW dealership opposite Grosvenor station, west of Johannesburg.

Witnesses said they heard a "big bang" and buildings shook and glass shattered when the device exploded. No one was injured.

Shortly after the blast security force and fire department personnel cordoned off the area.

Police have not identified the explosive device as yet, but SATV last night said it was a limpet mine. It was not immediately clear if the device had been placed under the car or in it.

The military wing of the Pan Africanist Congress, the Azanian Peoples Liberation Army (APLA), also known as Poqo, yesterday claimed responsibility for the grenade blast in an anonymous telephone call to the Johannesburg office of an international news agency.

The caller, allegedly one of the PAC's field commanders, said the attacks would continue "until we win". The claim was later confirmed by a PAC representative in Zimbabwe.

A college spokesman identified the

man killed in the blast as Mr Mike Ngeinya of the Diepmeadow Town Council.

Six of the 64 injured recruits were seriously injured when the PAC guerrillas, driving past the college's parade ground about 8 40am, lobbed the grenade at two 36-man platoons over a security fence from a moving bakkie.

"Around me lay injured men, many of them groaning in pain. The less injured ones tried to help where they could," wounded officer William Mokoena, 27, told reporters. "If I'd been closer to the area of impact I would have been more seriously hurt. I'm very lucky to be alive."

Police immediately launched a search for the attackers.

The fatality takes to 62 the number of police officers killed since the unrest began in September 1984.

The car bomb remained a mystery last night. It was not clear whether it was linked to the attacks on about 60 train carriages over the past week.

Heavy security, started on Monday, continued yesterday, with armed police patrolling several stations on the Rand.

At Langlaate station, scene of a carriage torching last Thursday, about 40

security force members patrolled platforms packed with black and white commuters.

Lashing out at the grenade attack yesterday afternoon, the Minister of Law Order, Mr Adriaan Vlok, said it was once again an indication that South Africa's enemies would use any means in their efforts to undermine law and order. He also expressed his condolences to the relatives of the recruit that was killed and the injured.

Police used tear-smoke to disperse a funeral in Soweto yesterday of two alleged ANC guerrillas, Mr Modise Andrew Mathabane, 21, and Mr Mpogi Philemon Mathabane, 23, killed in a police shootout at Ventersdorp earlier this month.

Security forces monitored a meeting by members of the SA Railways and Harbours Union at Cosatu House last night.

The spokesman said people were searched by security forces as they left the building in central Johannesburg after the meeting, "to prevent possible unrest when people eventually boarded trains to go home" — Sapa Reuter, UPI and Own Correspondent.



**THE AFTERMATH . . .** A fireman douses the car which was badly damaged by an explosive device in Johannesburg yesterday.

**Pick n Pay**  
Discount Supermarkets & Superstores  
Where you save everyday!

**TAX FREE**

27/4/81

## 500 at work — SATS

THE South African Transport Services, which has given 22 000 striking workers until today to return to work or face dismissal, yesterday claimed 500 workers have resumed work, writes **THEMBA MOLEFE**

The claim comes while the South African Railway and Harbours Workers' Union (Sarhwu) is still trying to negotiate with management over the dispute

Sarhwu says efforts to bring Sats to the negotiation table over recognition have not been successful

A Sats spokesman told Sapa yesterday that 500 workers had returned to work yesterday and that "many" of the striking workers had expressed the desire to return to work

Union officials were however not available for comment yesterday as they were either busy addressing workers or monitoring events at Sats depots on the Reef

The information officer of the Congress of South African Trade Unions (Cosatu) to which Sarhwu is affiliated, Mr Frank Mentjies, yesterday said that although 500 workers could have returned to work they did so because of propaganda by Sats

"The real grievances are still not addressed and Sats still refuses to negotiate with democratically elected worker representatives.

• **Negotiations between Post and Telecommunications management and the Post and Telecommunications Workers' Association (Potwa) began yesterday.**

A spokesman for management said the talks were continuing and that although negotiations were slow a full statement would be released soon.

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22/4/87

# 500 at work - SATS

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# Sats to fire 16 000 striking workers

JOHANNESBURG — South African Transport Services management today started administrative procedures and drawing up the necessary documentation to dismiss about 16 000 railway strikers who did not report for work today, a Sats spokesman said

The Sats general manager, Dr Bart Grove, said earlier this week that if the approximately 18 000 striking workers did not report for work by 8am today they would be dismissed without further warning

The return to work was also a precondition for negotiations with the union to continue, Dr Grove said

The Sats spokesman, Mr J C van Rooyen, said initial reports were that about 16 000 workers had not reported for work Yesterday Sats said about 1 000 workers were back on the job

The Minister of Transport Affairs, Mr Eli Louw, paid a lightning visit to Johannesburg today to view the situation at first hand and talk to Dr Grove — Sapa

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# 10 000 more fired, but Sats may re-hire

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23/4/87  
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The Argus Correspondent

JOHANNESBURG. — Sats will fire 10 000 strikers today after 6 000 were sacked yesterday, but dismissed workers will be considered for reinstatement, said the general manager, Dr Bart Grove.

However, Dr Grove has warned that workers who applied for re-employment would be carefully screened and those who had intimidated other workers "will definitely not be considered"

Meanwhile, the South African Railways and Harbours Workers Union (Sarwhu) has again demanded unconditional reinstatement of workers and "bona fide" negotiations between Sats and worker representatives

Dr Grove said that under existing legislation fired workers lost their benefits even if they were reinstated, because they had broken service

He would attempt to have the legislation amended retroactively to allow reinstated workers continuation of terms of employment without a break in their pensions and long-service advantages

## Deadline

All 16 000 workers who have been fired or face dismissal failed to meet yesterday's 8am deadline set by Sats for a return to work

Dr Grove said about 2 000 workers returned by the deadline and he expected more to return today

Selection criteria for reinstatement would include knowledge, reliability, attendance before the strike and general ability

Trade union membership would not be considered.

## Intimidation

Dr Grove said he regretted that dismissed workers and their families had, as a result of intimidation and negative influence, "become victims of the political aims of a radical minority group"

At a Press conference last night Sarwhu's education secretary, Mr Mike Roussos, said the union had throughout the strike made offers to negotiate to resolve the dispute

However, the management had turned these offers down, preferring to deal with the in-house union for black Sats workers, Blatu

Mr Roussos said his union wanted automatic reinstatement of all workers

## Miners back to work

JOHANNESBURG — About 23 000 workers at two Johannesburg Consolidated Investment mines were returning to work today after stopping work two days ago in protest against the company's retrenchment programme, a company spokesman said

He said "At Western Areas everybody is back at work or returning

"At Ranfontein one shift has returned and we expect the other two will also"

He said the situation was resolved at a meeting between management and labour representatives

The cause of the strike was a retrenchment programme under discussion with the National Union of Mineworkers since August last year.

The company spokesman said the retrenchments, affecting 2 310 miners, would go ahead — Sapa



## Unionists held after Cosatu House siege

# 6 die in clashes as Sats fires strikers

B/Day, 23/4/87

270

IN A day of street battles and heightened tension, six people believed to be Sats strikers were killed in police shootings, 16 000 strikers were dismissed by Sats, and thousands of Soweto residents stayed away from work.

In addition, police entered Cosatu House in Johannesburg late yesterday, after laying siege to it for much of the afternoon, and a large number of unionists were arrested.

The first deaths of the day occurred at about 11am at the South African Railways and Harbours Workers' Union (SARHU) office in Germiston. According to the police, a meeting failed to disperse after warnings, the crowd became aggressive and police were forced to shoot when they were attacked.

Three unionists were killed and one

Business Day Reporters  
and SAPA

was injured, and four policemen were injured.

However, according to an attorney representing Cosatu, police opened fire without warning on a meeting which was discussing the Sats ultimatum to strikers. He did not explain injuries to the police.

At about 1pm another three people were killed, apparently during a march from Cosatu House to the nearby Doornfontein station. According to the Bureau for Information, a group again failed to disperse after a "peaceful" police warning. "Tear smoke was used in an attempt to disperse them. It was then that they turned on the police and attacked them with stones and knives."

Authorities have barred Business Day from publishing a number of eyewitness accounts of the shootings.

Shortly after the Doornfontein shootings a large contingent of police surrounded Cosatu House, and later arrested an unspecified but large number of the occupants who had been prevented from leaving the building for at least four hours.

Business Day's reporter and photographer at the scene were held for some time and released. They were not permitted to report what they saw.

Cosatu attorneys planned to make urgent application to the Rand Supreme Court today for an order restraining the police from using excessive force. However, the plan was abandoned when a

● To Page 2



## 6 die in clashes with police

senior police officer gave an undertaking that no unlawful acts would be committed against workers.

Earlier in the day, Sats management began the process of dismissing 16 000 strikers who had failed to heed an ultimatum to end their six week strike. About 2 000 have returned since Tuesday.

Sats GM Bart Grove said last night dismissed workers would be able to apply for re-employment, provided they did so within about two days.

While union membership would not be taken into account in considering applications, those guilty of intimidation during the strike would definitely not be rehired, he said.

Selection criteria will include knowledge, reliability, attendance before the strike and general ability, he added.

FCI president Hugo Snyckers yesterday expressed concern that the strike had not been satisfactorily settled, "especially in the context of the currently unresolved post office strike and escalating tension and violence in the townships".

He called on the parties "to exercise restraint and caution in attempting to

restore industrial relations and civil order".

Meanwhile, a number of Johannesburg companies surveyed by Business Day said yesterday had seen absenteeism rates of only 15% to 30%. The stayaway followed a call in an anonymous pamphlet distributed in Soweto earlier this week in protest against the eviction of tenants from their homes for not having paid rent.

Employers said a large number of employees had requested permission to return home early, and they feared the absenteeism rate would be higher today and tomorrow.

The Putco bus service stopped operating inside the township by 8am because of intimidation and possible damage to buses. A spokesman said about 70 windows had been smashed and he estimated the damage at R5 000.

He said buses were running at about 75% of their capacity.

Tear smoke was used to disperse marchers protesting against evictions at the Soweto Council chambers in Jabulani yesterday morning.

← ● From Page 1



# Cosatu acts on strikers' deaths

SOUTH 23-28/4/87

By MONO BADELA and DAVID NIDDRIE

COSATU affiliates throughout the country will be meeting over the next few days to discuss the latest developments in the railway workers strike which erupted in bloody violence in Johannesburg this week.

Police have confirmed the death of six workers after strikers clashed with security forces at Germiston and near Doornfontein station in central Johannesburg. A large number of workers and at least three policemen were injured in the clashes.

The violent clashes between the security forces and the SATS workers, who have been on strike for more than six weeks, apparently unfolded as follows:

6 000 fired (270)

• SATS announces on Wednesday that more than 6 000 workers have been fired and that more dismissals would follow.

• The SA Railway and Harbour Workers' Union, unrecognised by SATS but claiming a membership of 20 000, alleges "vigorous action" against strikers throughout the Reef.

• A strikers' meeting at the Cosatu offices in Germiston on Wednesday is disrupted and three strikers are killed in an ensuing clash with security forces.

• Strikers meeting at Cosatu House in Johannesburg, hearing about the shootings, decide to board trains apparently to go the assistance of fellow strikers in Germiston. They are blocked by security forces and in an ensuing confrontation three strikers die.

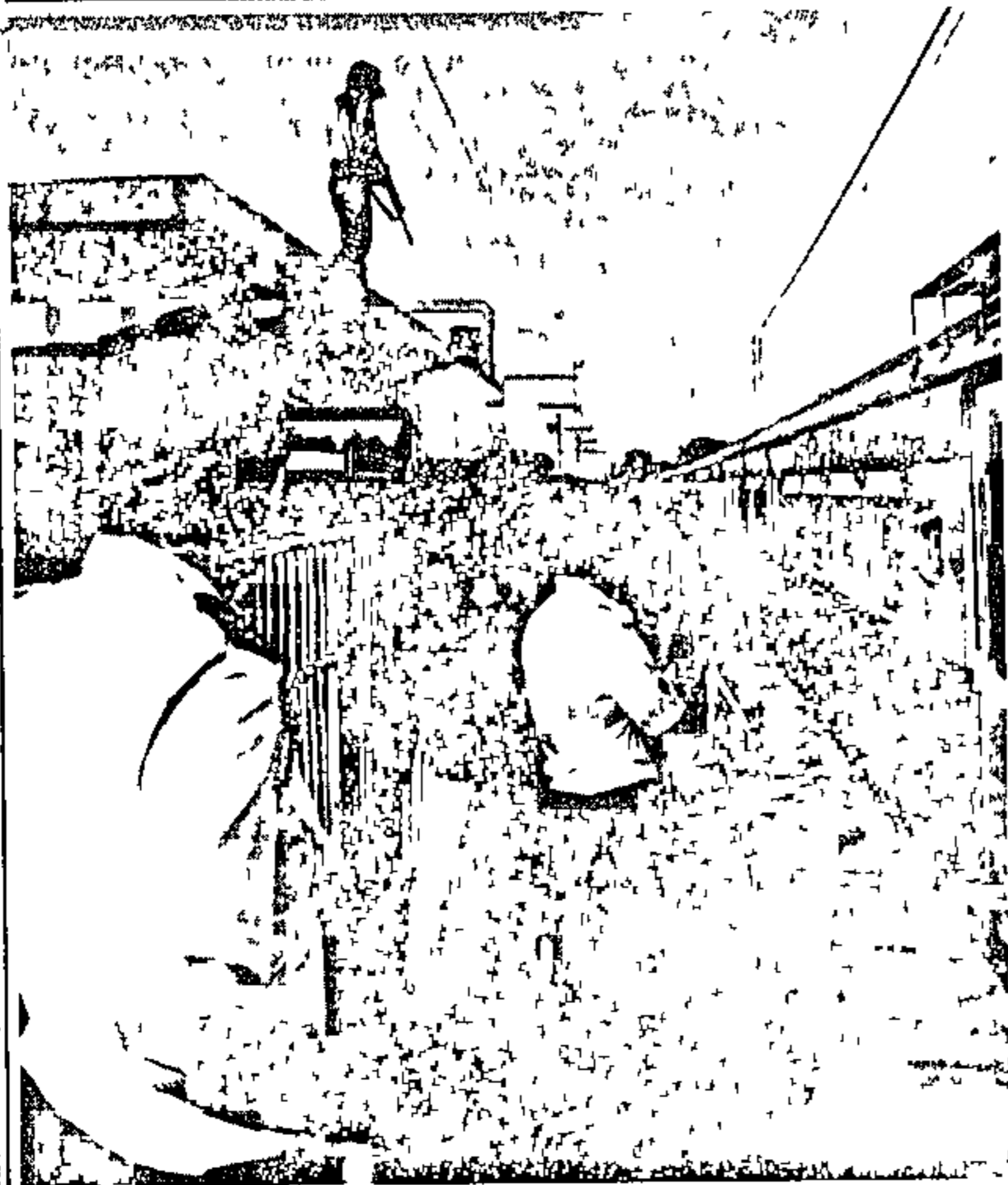
• The strikers flee to Cosatu House which is later sealed off by security forces.

Turn to page 3

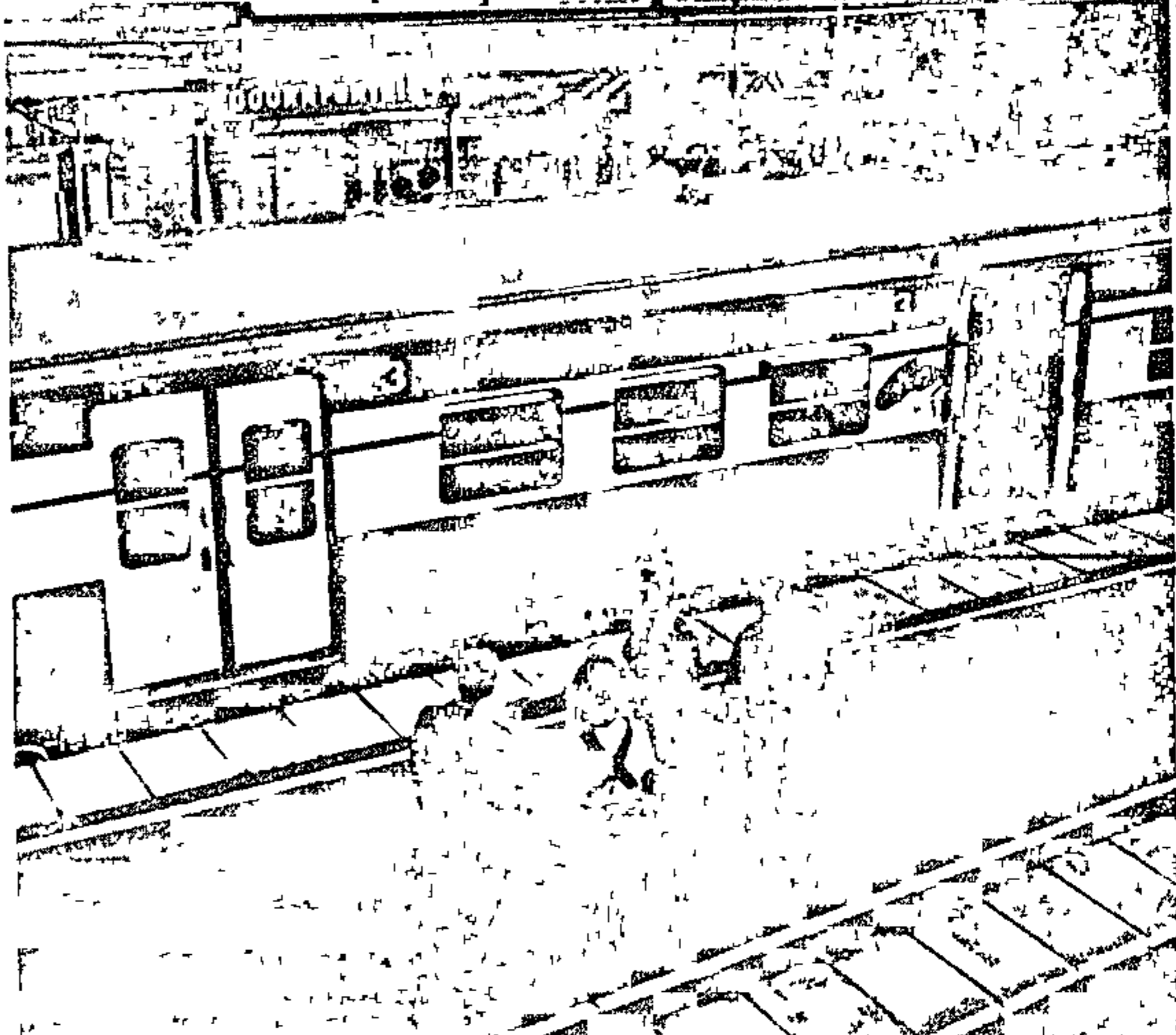
## From page 1

interdict to prevent coaches and the police from assaulting increasing intervention arrested strikers. An of the State's security out-of-court settlement forces. is reached, however, This week security with the police forces were ordered to apparently giving an guard railway stations under-taking that and other SATS' strikers would not be properties. assaulted. (270) (152)

The strike was sparked off by the dismissal of a SATS biggest ever in the bus driver over the public sector, has short-payment of R40. increased in intensity The dispute has over the past two resulted in losses for weeks with the burning SATS running into of more than 40 train millions of rand.



**POLICE ALERT** A strong police presence was evident at Langlaagte station, near Johannesburg, on Tuesday — the day SATS issued a final ultimatum to its 18 000 striking railworkers



**THE AFTERMATH** Police patrol Doornfontein station — where three workers were killed and two policemen were injured in clashes earlier yesterday Pictures DANIEL SIMON

## 6 men killed, 16 000 strikers fired

# Reef violence

**JOHANNESBURG.** — In a day of street battles and heightened tension, six people believed to be SATS strikers were killed in police shootings, 16 000 strikers were dismissed by SATS and thousands of Soweto residents stayed away from work.

In addition, police entered Cosatu House in Johannesburg late yesterday, after laying siege to it for much of the afternoon, and a large number of unionists were arrested.

The first deaths of the day occurred about 11am at the South African Railways and Harbours Workers' Union (Sarhuw) office

in Germiston. According to the police, a meeting failed to disperse after warnings, the crowd became aggressive and police were "forced to shoot" when they were attacked.

Three unionists were killed and one was injured, and four policemen were injured.

However, according to an attorney representing Cosatu, police opened fire without warning on a meeting which was discussing the SATS ultimatum to strikers. He did not explain injuries to the police.

About 1pm another three people were killed, apparently during a march from Cosatu House to the nearby Doornfontein station. According to the Bureau for Information, a group again failed to disperse after a

"peaceful" police warning. Tearsmoke was used in an attempt to disperse them. It was then that they turned on the police and attacked them with stones and knives.

Authorities have barred newspapers from publishing a number of witnesses' accounts of the shootings.

Soon after the Doornfontein shootings a large contingent of police surrounded Cosatu House and later arrested an unspecified but large number of the occupants who had been prevented from leaving the building for at least four hours.

The Cape Times correspondent and his photographer at the scene were held for some time

To page 2

## Stayaway in Soweto

SOWETO has again come under siege following a massive stayaway from work by thousands of its residents in protest against rent boycott evictions yesterday.

The township exploded into another wave of violence resulting in the stoning of cars and residents marching to the council chambers to demand an end to evictions.

Johannesburg was half-empty and the usual bee-hive activity at some taxi ranks in the city seemed like a thing of the past.

All Putco buses were withdrawn from Soweto by 9am when the extent of the stayaway and unrest became appar-

ent, company spokesman Mr. Robin Duff said.

The stay home was apparently a response to an anonymous pamphlet distributed by the thousands in the township on Tuesday afternoon and evening.

Emergency regulations prohibit reporting on the main call made to residents in the pamphlet, which links yesterday's events to recent evictions of Sowetans for non-payment of rent.

The pamphlet urged that rent evictions be halted, title deeds to homes be handed over to tenants, the state of emergency be lifted, troops and vigilantes be withdrawn — Sapa

and leaked they were not permitted to report what they saw

Cosatu attorneys planned to make an urgent application to the Rand Supreme Court today for an order restraining the police from using excessive force. However, the plan was abandoned when a senior police officer gave an undertaking that no unlawful acts would be committed against workers.

Earlier in the day, SATS management began the process of dismissing 16 000 strikers who had failed to heed an ultimatum to end their six-week strike. About 2 000 have returned since Tuesday.

The SATS general manager, Mr Bart Grové, said last night that dismissed workers would be able to apply for re-employment, provided they did so within about two days.

While union membership would not be taken into account in considering applications, those guilty of intimidation during the strike would definitely not be rehired, he said.

Selection criteria would include knowledge, reliability, attendance before the strike and general ability, he added.

The FCI president, Mr Hugo Snyckers, yesterday expressed concern that the strike had not been satisfactorily settled, "especially in the context of the currently unresolved post office strike and escalating tension and violence in the townships".

He called on the parties "to exercise restraint and caution in attempting to restore industrial relations and civil order" — Own Correspondent and Sapa



S

# Wage talks victory for CWIU

SOUTH 1986  
23-28/4/86  
11:00A  
2:50P

THE Chemical Workers Industrial Union (CWIU), in its latest wage negotiations with Rubber Products and Mouldings which was finalised recently, won a R20 across the board wage increase for its members.

Minimum wages increased from R85 to R105. In last year's wage talks, CWIU secured a 15% wage increase.

In this year's talks, the union also won six paid working days off for shop steward training, an hour reduction of the working week, and a R2 service bonus. This is the first time the factory workers have been paid a service bonus.

According to union organisers Joseph Williams and Martin Jansen, since its merger with the Plastics and Allied Workers Union, CWIU has "taken off" in the Western Cape.

## Spread operations

The union has grown from a signed-up membership of 400 before the merger to a total of 2 000.

Since last September's merger, CWIU has spread its operations, organising throughout the Cape, and as far as Mossel Bay.

In what was described as a rare achievement, the union won holidays on both May Day and June 16.

And for the first time workers at the plant will have two days paternity leave, an increase to 15 days sick leave and an increased working week of forty five hours.

Jansen and Williams told SOUTH the CWIU's wage negotiations this year fell within Cosatu's "living wage" campaign.

During wage negotiations at Rubber Products and Mouldings last year, when talks were reaching a deadlock, the workers decided to march through the factory and sing during the negotiations.

The sound of 100 workers singing while negotiations proceeded in an adjacent room "tipped the balance", organisers said.

# Sacked ticket collector reinstated

By MOIRA LEVY

THE South African Railway and Harbour Workers Union (SARHWU) has won a reinstatement for one of its members Mr Charles John Michaels, a ticket collector, was told last week he could return to work.

Michaels was demoted in August last year for arriving at work one hour late. When he appealed against his demotion, he was immediately sacked, Michaels told SOUTH.

"When I was demoted my salary dropped from R720 to R380 a month. When I appealed I was sent a letter terminating my employment." Michaels was not given notice.

After appeals from the union and its Ticket Collectors' Committee, Michaels was told he was to be reinstated.

A union organiser, Mr Neil Alperstein, said it was significant that the ticket collectors had taken up the unfair dismissal of their colleague. He also said the union noted that the SATS general manager had revoked the dismissal, overturning the regional manager's decision.

270

SOUTH 23-28/4

11:00A  
2:50P



# Issues behind strike turmoil

The Argus Correspondent  
Dateline. JOHANNESBURG

AK645 23/4/87

SARHWU SAYS

270

COSATU SAYS

THE South African Transport Services (SATS) has done everything in its power to resolve the strike by railway workers in a "peaceful and fair manner", according to SATS General Manager, Dr Bart Grove. However, the South African Railways and Harbours Workers Union (Sarhwu) says management is pandering to the white electorate by refusing to negotiate with Sarhwu.

## SATS SAYS

Dr Grove said the SATS had an "open door policy" and had tried from early in the strike to resolve the issues.

"We are prepared to talk to the trade unions which represent the majority of our people

"We have a black trade union of 61 000 members (Blatu) which has achieved very positive results to improve working conditions of the workers they represent

"However, we cannot talk to this union and at the same time with another which begins recruiting members among our people. Soon, you will be faced with two, three, five or 10 unions"

Dr Grove said it was impossible for thousands of people to go on strike on the grounds of an R80 fine

"It is obvious there were other important reasons. I have no doubt this strike was politically initiated

"Sarhwu, the trade union which was very involved in the strike, was formed in 1936 out of the S A Communist Party. When the ANC was banned, it went underground and was inactive for a very long time

"They have now become ac-

tive again and started recruiting members among our people. We cannot stop them and we never attempted to do so

"But they are affiliated to Cosatu and the UDF, in the same group as the ANC, and we have no doubt that the aim of this strike was to disrupt transport services in the country and so play a role in this revolutionary era in which we live"

Asked why he had not taken an action when only 2 000 people were out on strike, Dr Grove said that when the strike had been on for a short time, one of his senior officials, "who is experienced in negotiation techniques" spoke to representatives of the strikers

"The representatives failed in trying to persuade the workers to return to work," he said

"The big losers in this matter are the workers and their families. I hope it will dawn on the trade union which forced the people into this strike that they robbed them of their wages and bonuses of between R12 and R15-million. This amount was ready to be paid out to them if they continued to work."

A Press conference

last night Sarhwu's education secretary, Mr Mike Roussos, accused Sats management of refusing to negotiate with Sarhwu because it wanted to placate the rightwing in next month's elections

Throughout the dispute, Sarhwu had made repeated offers to negotiate, but management had turned these offers down, preferring to deal with the in-house union for black Sats workers, Blatu

"The workers have said they are willing to negotiate, and that the issue that sparked the strike is a small issue. Management's behaviour must be linked to the elections in some way. They are scared they will lose the support of white workers in Sats in the elections. They would not want to be seen to be giving in to demands

of black workers," said Mr Roussos

Management fears had led them to decide that "strong-arm tactics were the only way"

In an effort to resolve the dispute, Sarhwu had suggested that a ballot be held to determine which union the workers supported

In fact, said Sarhwu, at the time the dispute broke out at City Deep, the union did not ask for recognition from management. They merely wanted to negotiate to end the dispute

It was management itself which made recognition an issue "to justify its refusal to negotiate with the elected worker representatives".

He said it was "judicious" of management to claim that "20 000 workers are on strike because of intimidation".

SOUTH Africa's biggest

federation of black workers, the Congress of SA Trade Unions (Cosatu) — branding the shooting of six workers in yesterday's rail strike violence as "an assault on the entire labour movement" — promised national solidarity action with the strikers in the next few days

At the same time the Cosatu-affiliated South African Railway and Harbour Workers' Union (Sarhwu) said strikers would return to work when management meets their demands

Saying SATS's stand during the dispute was meant to retain white workers' support of Government during the coming elections, Sarhwu warned of more conflict if strikers were dismissed

South Africa's news censorship laws

It referred to police "taking action which we are not allowed to show or report" and referred to people fleeing from the scene. Soweto last night was described as "dense"

The aftermath of police action to break up a strike meeting at Germiston was also shown, and the BBC was given permission to film the police security operation at Doornfontein station after a pitched battle between police and strikers said to be armed with axes.

However, at Central Union

## Violence makes headlines in UK

From GARNER THOMSON  
The Argus Foreign Service  
Dateline LONDON

REPORTS of worsening violence in South Africa dominated Britain's newspapers and television news headlines last night, pushing the Sri Lankan massacre story into second place.

In the early evening, Channel 4's extended newscast presented a detailed account of the South African Railways strike as background to the story, together with fears expressed by Opposition critics who claim the Government's clamp-down on pre-election news is jutting the South Afri-

can public into a state of false security.

Police spokesman Lieutenant Pierre Louw was shown giving the police account of the events that led to the shootings

The BBC's 9pm news also led with the death of six black strikers, shot by police, and the Soweto rent evictions which triggered further violence.

The report showed brief snatches of a mass march on the rent offices, and referred to pamphlets opposing evictions being distributed. However, viewers were told details could not be given under

At a Press conference attended by local and international reporters last night, Cosatu general secretary, Mr Jay Naidoo, said the shootings were "a concerted attempt to break the railway strike", "an example of the State's and Sats's approach to labour relations"

The 700 000-strong federation was demanding the unconditional reinstatement of all strikers, an end to workers' evictions from hostels and the commencement of "bona fide" talks between Sarhwu and management

Headquarters, the BBC crew were taken into custody, and viewers here saw scenes from outside the building, as Michael Buerk's voice-over recounted the arrest of "nearly everyone inside."

FTN's news at 10pm carried similar pictures and accounts of the aftermath of police-striker clashes, including one graphic shot of blood-smeared shards of broken glass.

Both The London Times and the Financial Times carried reports on the killings on their front pages. The Daily Mail carried its report across the top of Page 2.





# Day of drama — clash takes its toll

The Argus Correspondent

Dateline: JOHANNESBURG

**A** DAY of violence and drama struck the Reef yesterday. In clashes between police and striking railwaymen in Johannesburg and Germiston:

● Six strikers were shot dead and others wounded,

● Eight policemen were injured;

● People were arrested in a police raid on a central Johannesburg union building;

● Teargas was used in Soweto.

● Youths attacked vehicles and thousands of residents stayed at home or were stranded without transport following calls for a stayaway.

In the most violent clash of the day, six strikers were killed, a known five wounded, and four policemen were injured, three seriously, when about 100 strikers and police battled about 1pm near Johannesburg's Doornfontein Station

Lieutenant Pierre Louw, police spokesman, said police had requested a

mob of South African Railways and Harbours Workers Union members to disperse. The union is at the centre of the South African Transport Services strike row "They refused and police were forced to use tearsmoke."

He said the crowd attacked with knives, pangas and knobkerries.

Four policemen were injured, three by stab wounds and one suffered bruising.

Lieutenant Louw said police were forced to open fire, killing three people and injuring another five

Police and strikers also clashed earlier in the day at the World Centre in Germiston. Three railway trade unionists were shot dead and four policemen and a union member were injured when violence erupted during a massive strikers gathering at the centre

A striker who attended the meeting but who did not wish to be identified said that while the meeting was in progress, police lined the offices on the upper level of the centre, which houses the Germiston offices of Sarhwu. The

meeting was held in a room on the ground floor.

A police spokesman last night said that at least 500 strikers gathered illegally at the centre in Railway Street near the Germiston station at about 11am.

The crowd was requested by the police to disperse and they refused, the spokesman said

He said police were forced to take action after they were violently attacked by the mob. Several shots were fired, three strikers were fatally wounded and one was admitted to the Natalspruit Hospital with a bullet wound

Four policemen were injured and one is in a serious condition in hospital after sustaining a fractured skull.

Five ambulances were sent to the scene to take the injured to hospital.

A fire department spokesman said one of the strikers died from a bullet wound to the stomach in an ambulance on the way to hospital.

ARGUS

23/4/82

270

SATS will today fire 10 000 more strikers, but dismissed workers will be considered for reinstatement and may not lose out on their benefits, according to General Manager of SATS Dr Bart Grove

However, Dr Grove has warned that those who are re-employed will be carefully screened and those who intimidated other workers during the strike "will definitely not be considered"

He said trade union membership would not play a role in reinstatement

The South African Railways and Harbours Workers Union (Sarhwu) has responded by

# SATS poised to fire another 10 000

270  
23/4/87  
SAR

again demanding the unconditional reinstatement of all workers and the commencement of "bona fide" negotiations between SATS and elected worker representatives

Dr Grove said he would be approaching the Minister of Transport to amend legislation retroactively as soon as possible to allow the continuation of reinstated workers terms of em-

ployment, without a break in their pensions and long service advantages

A total of 6 000 workers had been dismissed by last night

All failed to meet yesterday's 8 am deadline for a return to work set by SATS

Dr Grove said he regretted that dismissed workers and their families had, because of large-scale intimidation and

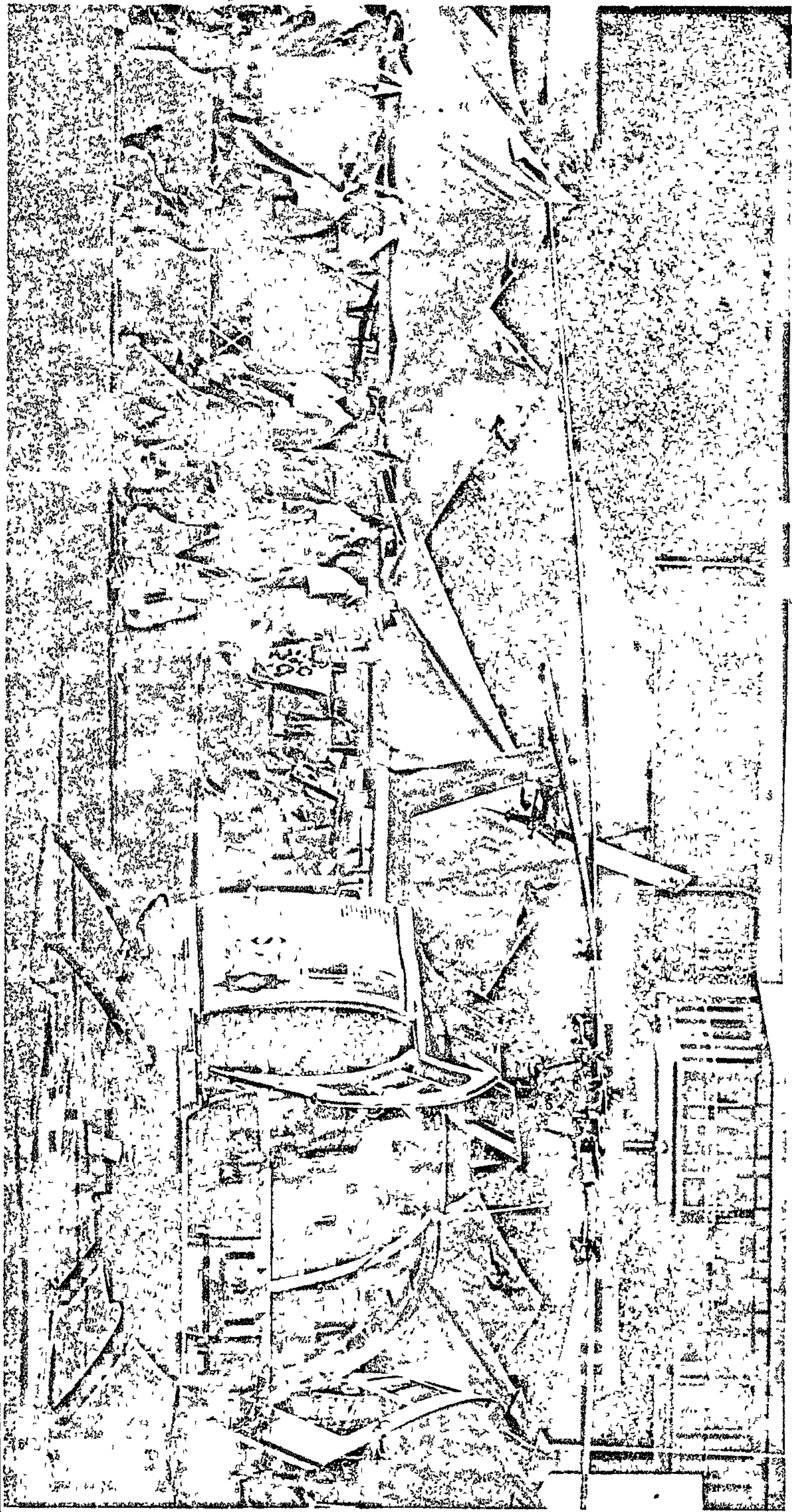
negative influencing, "become victims of the political aims of a radical minority group"

At a Press conference last night, Sarhwu's education secretary Mr Mike Roussos said that throughout the strike the union had made repeated offers to negotiate to resolve the dispute.

He said management had turned these offers down, preferring to deal with the in-house union for black SATS workers, Blatu

He said Sarhwu wanted all workers reinstated automatically and then demanded that negotiations commence between SATS and elected worker representatives





The Sturrock Park recreation club, a Railways-subsidised sports club west of Johannesburg, has been transformed into a makeshift police camp as thousands of members of the SAP were moved in during the railways strike. A police helicopter is based at the camp and policemen are seen doing daily drill on the rugby field.

Star

23/4/87

(270)

(S)

Picture by Ken Oosterbroek.



SMA 23/4/87

# Whites queue for menial SATS jobs

By Dan Side

When 17-year-old Johan Wiesenaar left the army in February and signed up as an apprentice welder-boilermaker with the SA Transport Services, little did he know he would soon be pushing a broom

As striking black workers obeyed a union order for the start of a three-day stayaway at Johannesburg Station today, whites of all ages queued up for R23-a-day menial labour jobs, such as Johan was asked to do by his employers while he waited to start his apprenticeship

"I've done a bit of boilermaking since I finished with the army on February 28, and now I'm supposed to start a course with the railways," said the youngster from Germiston, who was unabashed about the large, brown badge that proclaimed him a labourer in both official languages

However, most who lined up in the courtyard from 7 am were mainly interested in making enough money to keep body and soul together.

A 52-year-old bricklayer from Isando said he had not been permanently employed for six



Unemployed hopefuls stand in line to take up whatever jobs were being offered.

months and had looked for subsistence elsewhere when the workforce for the Joubert Park programme (R15 a half day) was cut from 80 to 30

"I'll take any kind of work," he said, "but I've got a Code 11 driver's licence and once drove a bus for the railways — and I can do general maintenance work like painting, plastering and bricklaying I've no idea what the pay is"

A 44-year-old man from Hillbrow, who said he was a carpenter, pondered the practicality of accepting menial work of any description

"A friend of mine said they gave him R23 a day for picking up stompies," he said, "but I calculate that this comes to less than the R500 a month I get from the Department

of Manpower's unemployment fund I've been on it for six months and there's another three or four months' left"

Two youngsters from Randfontein — one 18, the other 21 and both living a home — said they had not found permanent jobs since finishing their army service in January last year

"We don't care what we do," said the younger of the pair "I hear the pay is about R695 a month and there is all kinds of work available"

A 32-year-old, neatly-dressed Germiston man said he had been out of work for three weeks and the only job in his line of work as a panelbeater spray painter would be available on May 12

"I just can't sit at home," he said "Better to

'Any job is better than none'

get out and make a little money in the meantime — but nothing like the R450 a week I usually get I'm hoping for a job doing something like a train controller"

Escalators reeking of urine were idle and on black commuter platforms crews of casual white labourers sat smoking as they waited to unload trains

Only a fraction of the usual number of blacks used trains yesterday and the rush — such as it was — was over by 7 55 am

aler.

# Sats head says he regrets dismissals

230

28/4/87

00 28/4/87

JOHANNESBURG — The managing director of South African Transport Services, Dr Bart Grove, expressed his and his management's sincere regret that about 6 000 of about 18 000 striking workers had to be fired yesterday.

The firing process would continue and finish today, he added.

Mr Grove claimed that 1 000 workers had returned on Tuesday and 2 000 yesterday before the firings started.

The re-employment of strikers and hiring of new workers would begin firings had been finalised.

Dr Grove said Sats had followed "an open-door policy of negotiation", and had been "consistently willing to talk", but only to the trade union representing the majority of workers.

"We have a black trade union (Blatu) with 61 000 members," he said.

Sats has refused to talk to the Cosatu-affiliated Sarwhu (South African Railway and Harbour Workers' Union).

Mr Grove said strikers

who were re-employed would be considered on their previous work records and union membership would not play a role.

Under current legislation reinstated workers are considered new employees, having forfeited the continuation their pension and long service advantages.

But Dr Grove said he would be approaching the Minister of Transport to amend legislation retroactively to make possible the continuation of reinstated workers terms of employment without a break in their pensions and long service advantages.

Dr Grove said he and Sats management were aware the majority of fired workers had "unwillingly got involved in the strike".

● Meanwhile about 24 000 miners at Johannesburg Consolidated Investment's Randfontein Estates and Western Areas mines have been out on strike since Tuesday night in protest against the company's retrenchment programmes on both mines.

A JCI spokesman, Mr J. J. Nel, said the strike was illegal — Sapa.



SATS STRIKE

# Is a showdown inevitable?

(S) (270)

Softening its "unyielding" stance in the six-week-old rail strike, Sats said after the Easter break that it was prepared to talk to "representatives of the striking workers"

In effect, this meant agreeing to meet the 17-man "negotiating team" elected from the ranks of the SA Railway and Harbour Workers Union (Sarwhu), which Sats has steadfastly refused to deal with

Congress of SA Trade Unions (Cosatu) general secretary Jay Naidoo said Sarwhu, a Cosatu affiliate, had taken up the Sats offer and had duly sent in the team. The two sides were meeting as the FM went to press on Tuesday

Although the union went in with an "open mind" hopeful of some kind of resolution, says Naidoo, it wants "a commitment from Sats in writing that they are prepared to enter into bona fide negotiations on our recognition demands. Without this commitment, there can be no solution" Sats attempts to attach preconditions, or any dismissals, he adds, could lead to an escalation of the strike

However Sats' position appears to be that it was using the meeting merely to warn strikers of the consequences of not returning to work on Wednesday

Sarwhu has repeatedly stated its willingness to meet Sats. This is hardly surprising since the union is seeking full recognition. Herein lies the core of the dispute, which grew out of the dismissal on March 12 of a single worker, Andrew Nedzamba, over an alleged "cash irregularity" of R40,40 that had occurred 13 months previously

Round one in what has become the biggest strike in the public

on the Rand — a point that a Blatu spokesman appeared to confirm in a television interview last Thursday)

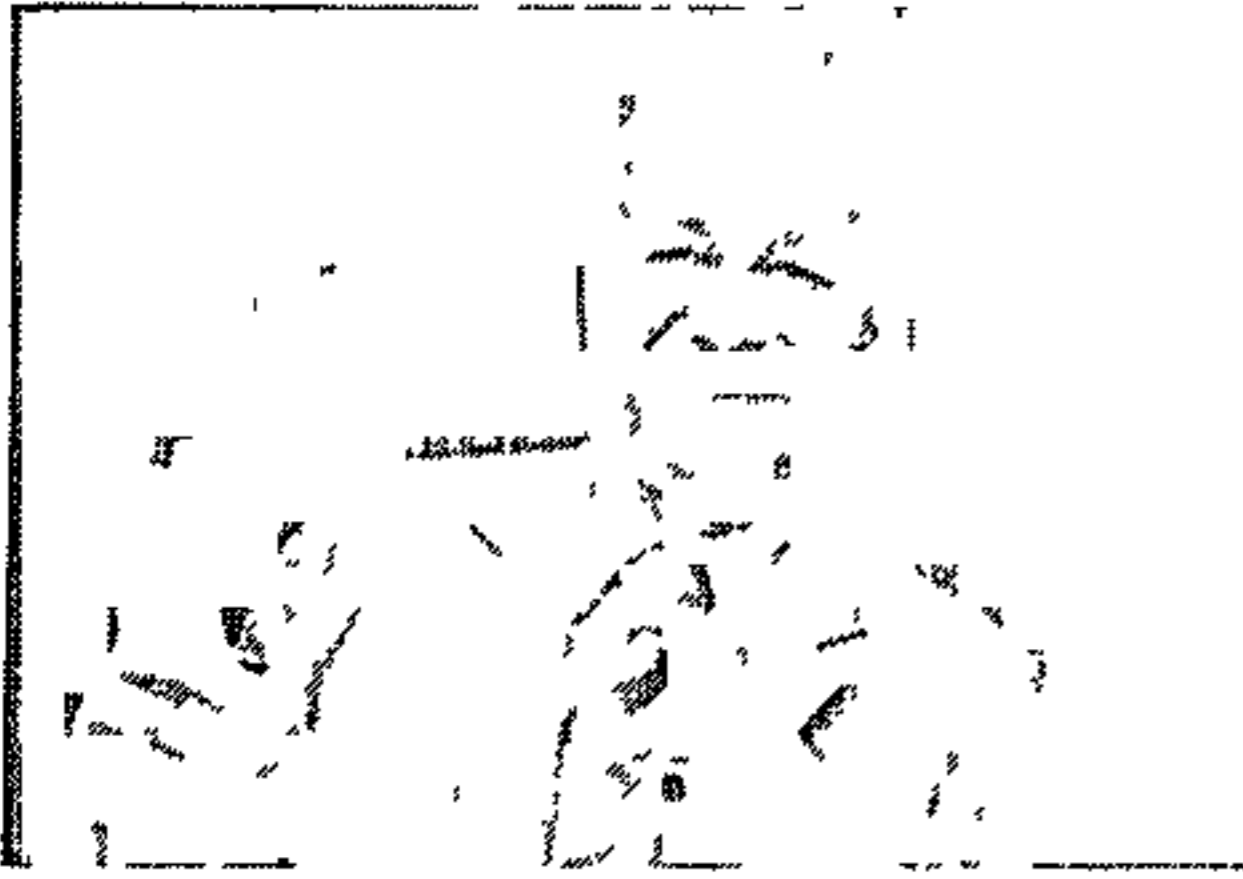
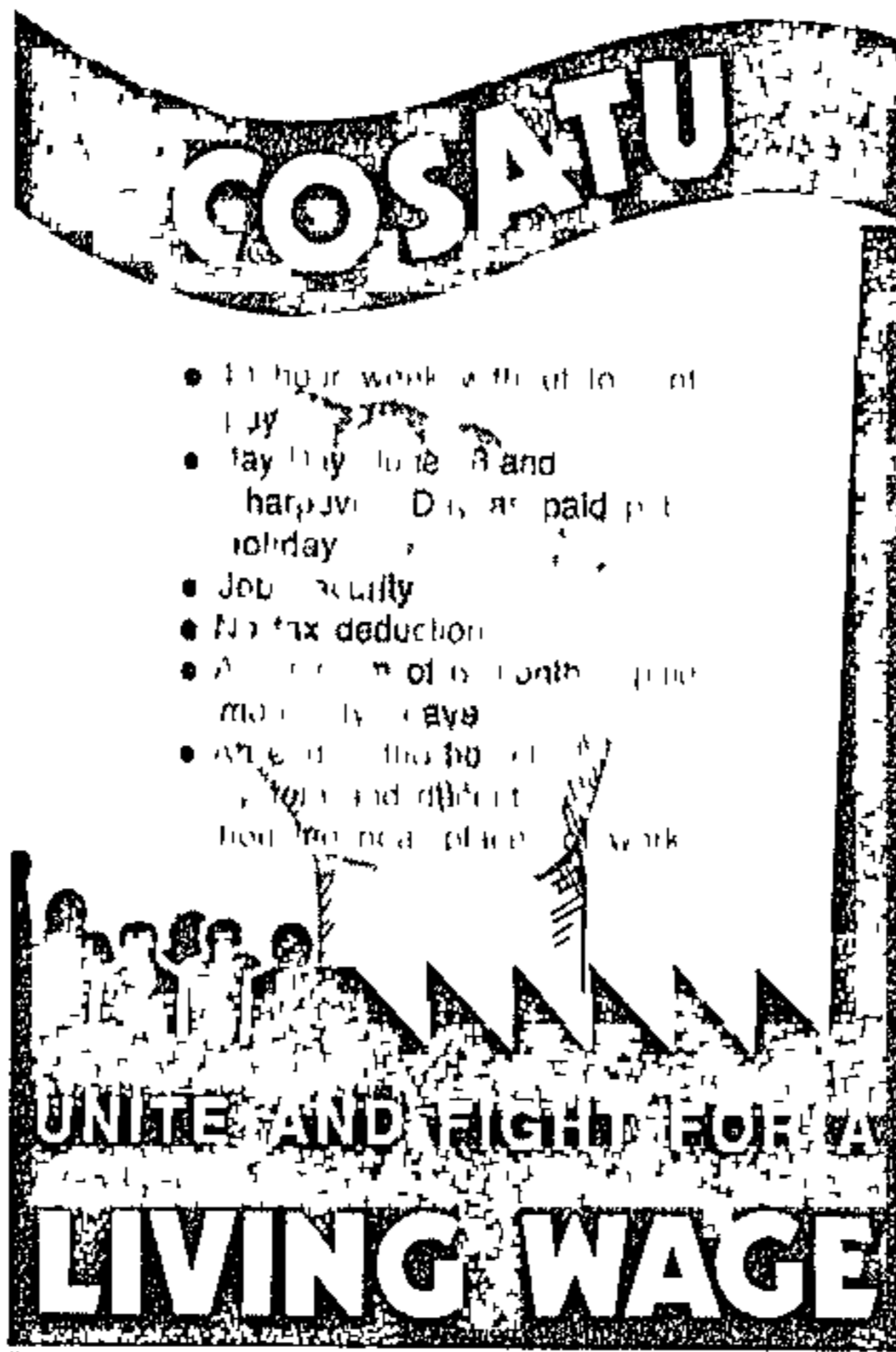
However, Grove seemed to present the strikers with an ultimatum. He warned that although Sats would talk to the strikers, if by Wednesday morning (April 22) workers had not returned to their posts, he would have to reconsider his options in terms of the law. According to the law, strikes at essential

coaches. Damage costs are estimated at around R25m and the action resulted in transport chaos affecting thousands of commuters. Two weeks into the strike, Sats said striking workers had lost "in excess of R5m in earnings," a rate that suggests they've forfeited far more than R15m by now. While management conceded last week that some 19 000 workers had come out (it said 12 000 were on strike initially), the union puts the figure at 22 000 following large support from workers in Bloemfontein and other parts of the Transvaal

Last Saturday, Sats called in the army and had troops stationed at all its depots and railway stations. Grove claimed many of the strikers were willing to return to work but were being intimidated. Intimidation by Sarwhu, he added, had also become a threat to Sats passengers, cargo and property and could no longer be tolerated. The union, Grove charged, had become part of the "revolutionary strategy" against the country

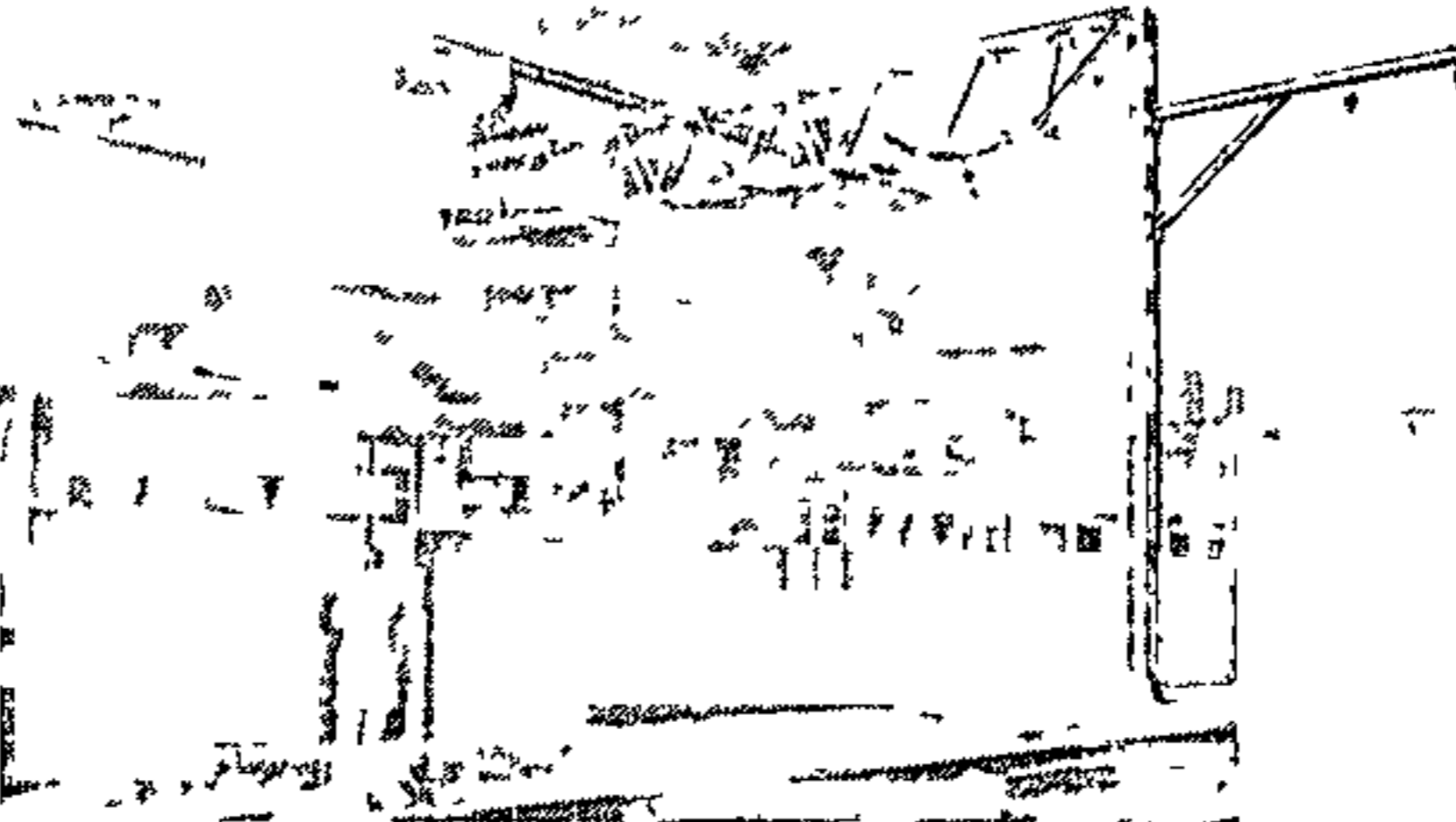
For its part, the union has denied charges of intimidation and any knowledge of who might be involved in the torching of railway coaches. Cosatu has also said "the climate created by police aggression and Sats' paternalistic attitude is not very conducive" to resolution

The critical issue in the dispute, says Naidoo, is the workers' right to the representatives of their choice. This, he points out, is a fundamental tenet of industrial relations practice in the private sector. The Sats dispute mirrors, he adds, the kind of struggles unions waged in the private sector in the Seventies when the in-house works and liaison committee sys-



Sats' Grove

sector in SA seems, therefore, to have gone the union's way. This is despite comments by Sats GM Bart Grove on radio on Tuesday morning, that there was "no way" Sats would talk to two unions (Sats recognises the in-house staff association Blatu, which Cosatu maintains does not substantially exist

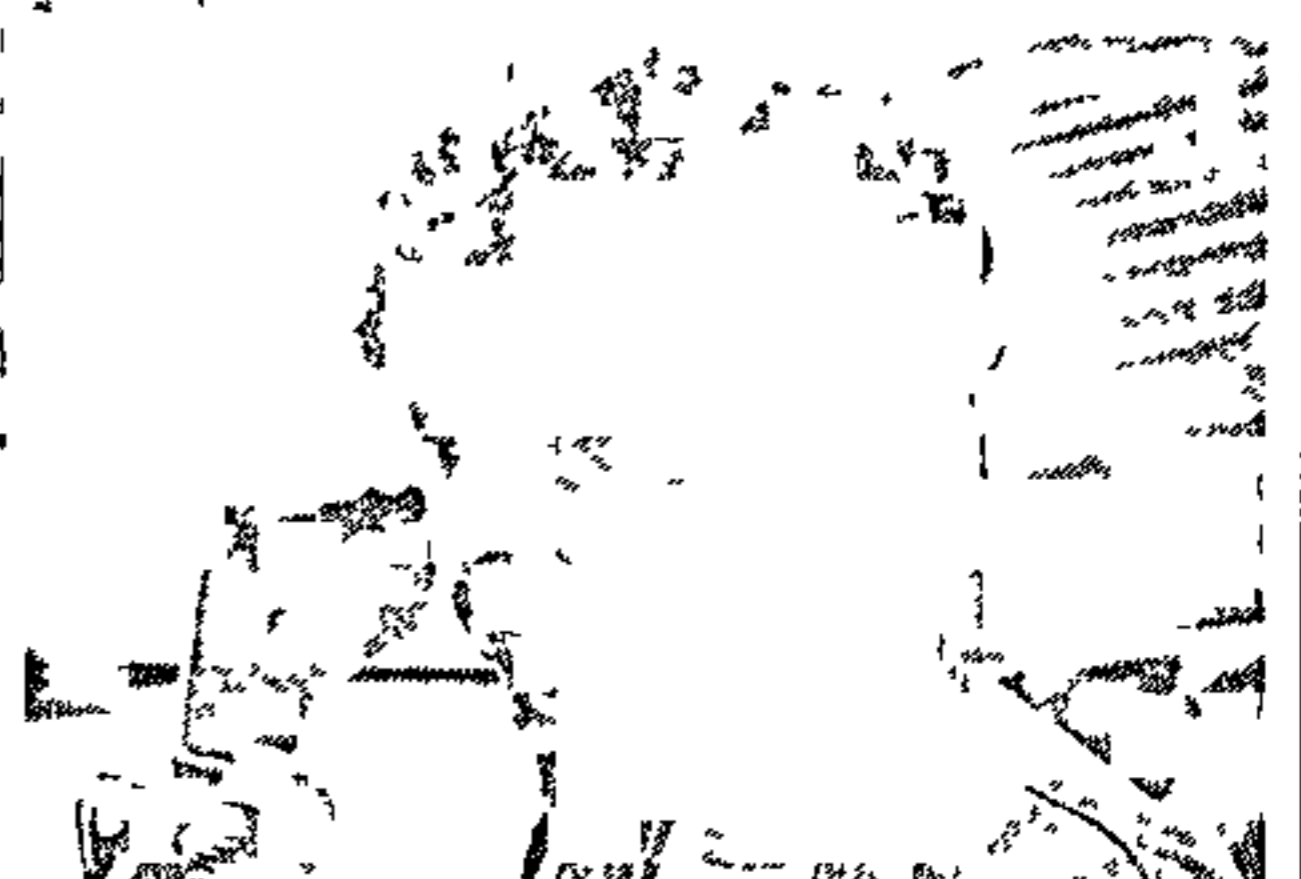


Torched trains... hitting Sats financially

services like Sats are illegal, and Sats would be within its rights to fire them

Grove's deadline appeared to extend the one given before the weekend by Transport Minister Eh Louw. His warning last Thursday was that although no action would be taken against the strikers over the weekend, things could change if they were still out on Tuesday

The strike has resulted in arson attacks, apparently carried out by township militants, on 75 Sats passenger and engine



Cosatu's Naidoo

tem was replaced. Naidoo maintains other essential industries like Escom and Iscor negotiate with Cosatu affiliates such as the National Union of Mineworkers (Num), so why not Sats? "Sats cannot in this day and age foist staff associations on the workers," he says

P.T.O.



CMG Ticks  
570

# SATS strike: The escalating R40 row

By ROGER WILLIAMS  
Chief Reporter

**SOUTH AFRICA'S** first major rail-strike, threatening in its sixth week in the southern Transvaal to develop into a major civil conflict, started on Friday, March 13 when a SATS truck driver, Mr Andrew Nedzamba, was dismissed for allegedly failing to hand in R40 he had collected for COD deliveries.

Mr Nedzamba was employed at the City Deep railway depot, disseminating point for all containers on the Witwatersrand — and it was at City Deep that the strike began.

SATS withdrew its dismissal notice against Mr Nedzamba, and reduced the penalty imposed on him for alleged theft to a fine of R30.

But the strikers demanded the truck driver's unconditional reinstatement.

This, and later other union demands, became the central issue in a dispute involving 2 500 workers initially but which spread to the whole Witwatersrand region with the union claiming that 18 000 SATS employees were on strike.

The SA Railway and Harbour Workers' Union (SARHWU) claims to represent most of the strikers, and a major problem in the dispute has been that SATS has flatly refused to negotiate with the union as such — because it does not recognize the Cosatu-affiliated SARHWU. The result has been a deadlock.

This, step by step, is the way the dispute has developed since Mr Nedzamba's dismissal on March 13.

March 23 — As the strike escalates, the State Attorney meets SARHWU's attorney to discuss the issue that caused it. At the same time, SATS says talks are continuing with worker representatives at City Deep.

In a special government gazette the Minister of Transport Affairs, Mr Eli Louw, gives the SATS general manager discretion to terminate striking employees' contracts without notice — and with effect from the first day of the strike.

March 24 — The National Union of Railway Workers, claiming membership of 12 000, says it will put aside its differences with SARHWU "to unite in action". In pamphlets, SATS warns the strikers they face dismissal.

March 25 — SATS says negotiations are continuing "but at this moment we don't see any light at the end of the tunnel". It adds that SATS workers are forbidden to strike because railways, harbours and airports are considered essential services.

On the same day workers from 12 railway depots draw up a revised set of demands as a precondition to a return to work. Apart from demanding Mr Nedzamba's unconditional reinstatement they call for full payment to workers for the period of the strike and also a statement of intent by SATS that it will abolish "racism" in its employment practices.

March 31 — The number of workers on strike rises to between 13 000 (the SATS figure) and 18 000 (the SARHWU figure) and the cost of the strike so far is estimated at R5 million.

April 1 — Talks between SATS management and representatives of the striking workers reach deadlock.

SATS announces it will start recruiting whites to replace some of the strikers. More than 30 strikers are arrested for allegedly attacking employees wishing to go back to work.

April 2 — Cosatu says affiliate unions have decided to take solidarity action in support of SARHWU.

April 7 — At least 4 000 postal workers stop work in Soweto, in support of the railway strikers.

April 13 — Ten train-coaches are set on fire in Soweto, leading to further acts of arson at rail depots on the Reef.

April 15 — Rand rail traffic is in chaos during peak hour, as violence aimed at SATS spreads to central Johannesburg and outlying stations.

April 20 — Security forces including SADF personnel are deployed at key

SATS properties "to protect commuters and workers wanting to resume work but who fear intimidation".

April 21 — Damage caused to coaches and other SATS property is already running to about R25 million, says SATS spokesman.

The SATS GM, Dr Bart Grové, gives the strikers an ultimatum: Return to work by 8am on April 22 or face dismissal.

April 22 — In a day of street battles and heightened tension, six people believed to be SATS strikers are killed in police shootings. 16 000 strikers are reportedly dismissed by SATS and thousands of Soweto residents stay away from work.

The rail-strike, started six weeks ago by an issue involving R40, remains unresolved.

# Union says members were attacked first

POLICE and union accounts of Wednesday's shooting incident in Germiston tell two different stories

The SAP directorate of public relations said they had received a report of unrest at World Centre, near the Germiston railway station at about 11am

"During the ensuing Security Forces action at the centre, four police members were injured (one with a serious fractured skull) and numerous vehicles were damaged by stonethrowers.

"Three of the rioters were fatally wounded and one injured man was arrested."

## WEEKLY MAIL REPORTER

Unionists said there had been no unrest and that the indoor meeting was peaceful and legal. Accordingly, their version can be published in terms of Emergency regulations.

Union organiser Blake Mosley said "a huge deployment of Security Forces was made outside the Germiston offices of Sarhwi, where a meeting of more than 1 000 workers was in progress

"Police moved in and asked workers to disperse. As they were moving away, the police started to sjambok the workers as they fled in all directions.

"Then the police rushed into the hall, hitting workers. The workers were apparently discussing the ultimatum given by Sats for them to go back to work.

"The police opened fire on the dispersing workers

"In attempting to escape from the violent attacks of the police, the workers broke through the glass windows surrounding the hall. Many fell on the ground."

It was this incident that led to the escalation of conflict between Sarhwi members and police, when workers in Johannesburg heard of the shooting

The Weekly Mail will appear on Thursday next week, a day earlier than usual, because Friday is a holiday

1976-29/48  
270  
W/Mail



# SATS KICKS STRIKERS OUT

**'Strikers refused to heed deadline'**

**A TOTAL 16000 striking South African Transport Services workers had been dismissed by late afternoon yesterday and told to collect their pay on Monday.**

A SATS spokesman said management had hoped to complete the dismissals by yesterday. The firing of the

**By THEMBA MOLEFE**

striking workers came after the majority of the 22000 workers refused to heed the deadline to return to work by Wednesday or be dismissed.

The ultimatum was issued by SATS general manager, Dr Bart Grove in the sixth week of the strike which began over the dismissal of a worker at the City Deep depot on March 13.

SATS had refused to negotiate with the South African Railway and Harbours Workers' Union (Sarhwu) which represents the workers. Management has denied that it ordered dismissed workers to leave SATS hostels after Sarhwu said its members were evacuated from the premises on the Reef. The SATS spokesman said the allegation was untrue and that the

To Page 2

## WHEN STRIKERS

*Handwritten notes: a circle with a scribble, a circle with '22000', and '24/4/87' written vertically.*

# 16000

## SATS fires 16000

From Page 1

*Handwritten notes: '22000' circled, 'some' written, and '24/4/87' written.*

dismissed workers were in the hostels while management waited for further instructions from the Minister of Transport, Mr Eh Louw.

He said "The workers should realise they will not be allowed to stay in the hostels indefinitely after being dismissed."

The dismissals took place after the offices of the Congress of South African Trade Unions (Cosatu), were raided by the police and numerous people were taken into custody. The Cosatu building houses Sarhwu which is its affiliate.

Police kept the building under surveillance yesterday with union officials fearing another raid.

The African Harbours and Allied Workers' Union Arhawu, condemned the killings of Sarhwu members on Wednesday.

"We believe it is the duty of the Government to intervene between the workers and SATS instead of sending security forces to guard stations," Arhawu said in a statement.

The United Democratic Front yesterday said it was deeply angered by the killings of Sarhwu members who are on strike.

"Acting under the cover of the state of emergency, the police have become a law unto themselves enjoying the obvious protection of their Minister, Mr Adriaan Vlok. Coupled with SATS' stubborn refusal to recognise and negotiate with Sarhwu the action of the police has now set the stage for even greater confrontation. In our view the blame lies squarely with the police, SATS and the Government."

Service, The Argus Correspondent, Sapa

# 16 000 railmen to be paid off in next five weeks

The Argus Correspondent

JOHANNESBURG — The 16 000 dismissed railway workers will be paid off within the next five weeks, South African Transport Services said.

Spokesman Mr Jannie van Zyl said today that posters had been put up at depots throughout the Witwatersrand informing workers when they could collect pay due to them. The six days set aside for this purpose are next Monday and Wednesday and each Monday in May.

Responding to fears by members of the South African Railway and Harbour Workers Union (Sarhwi) that workers housed at the six Sats hostels on the Witwatersrand would be evicted within a week, Mr van Zyl said although the 7 000 hostel-dwellers would eventually be evicted, this would "not be done as soon as this week".

He said no one had yet received notice to leave the hostels. The six hostels on the Witwatersrand are at Delmore on the East Rand, Kazerne, Lui-paardsvlei and Welgedacht on the West Rand, Sentrand and Tembisa.

### CONSIDERED ON MERIT

Mr van Zyl said the six-week-old strike had effectively come to an end and all the administrative work in connection with the strike, a "mammoth task", would probably be completed today.

A large number of employees, faced by "more drastic intimidation", had chosen not to resume work. Many dismissed strikers were already queueing for re-employment but each application would be considered on merit and could receive attention only after the administrative work in connection with the dismissals was completed.

"It is clear that many workers are only now beginning to realise that they had been unscrupulously drawn into a situation by people who are not at all concerned about the welfare of the workers or their families," Mr van Zyl said.

"Management is deeply concerned about these unfortunate people and has already indicated that it will look into the matter as soon as possible."

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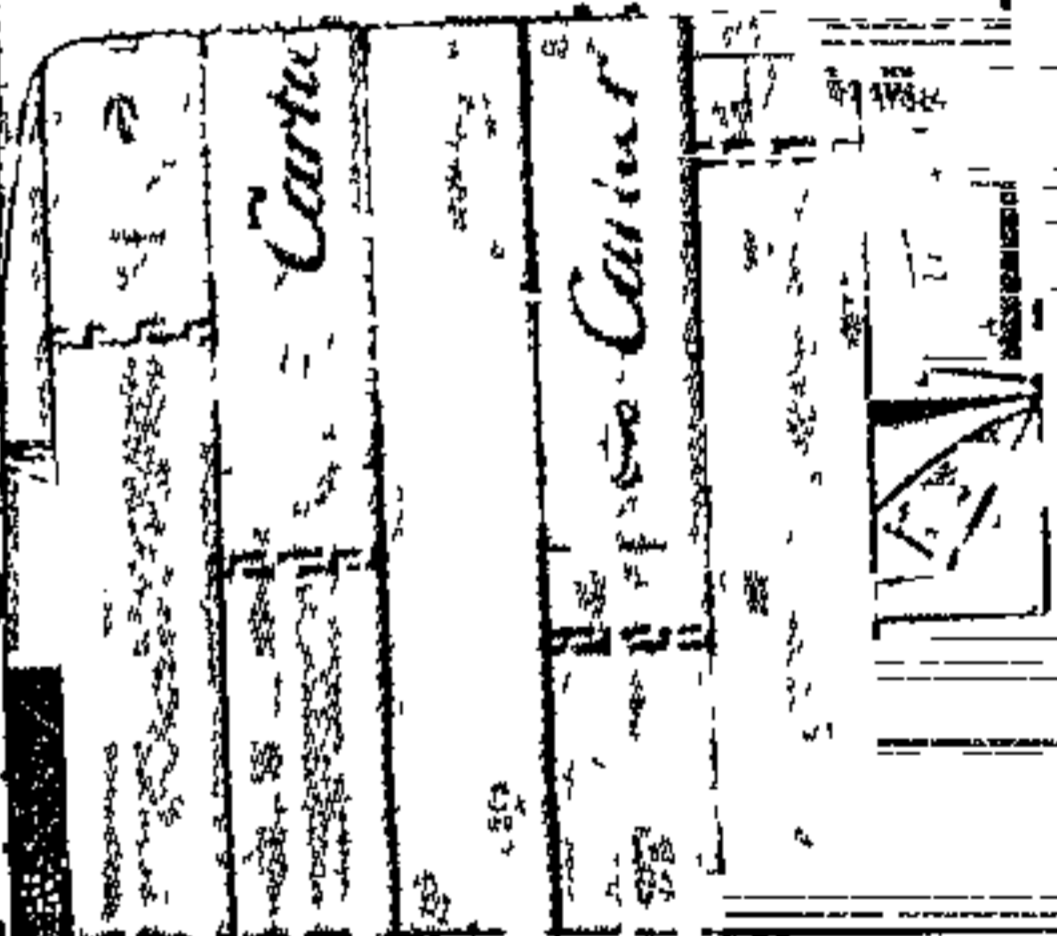
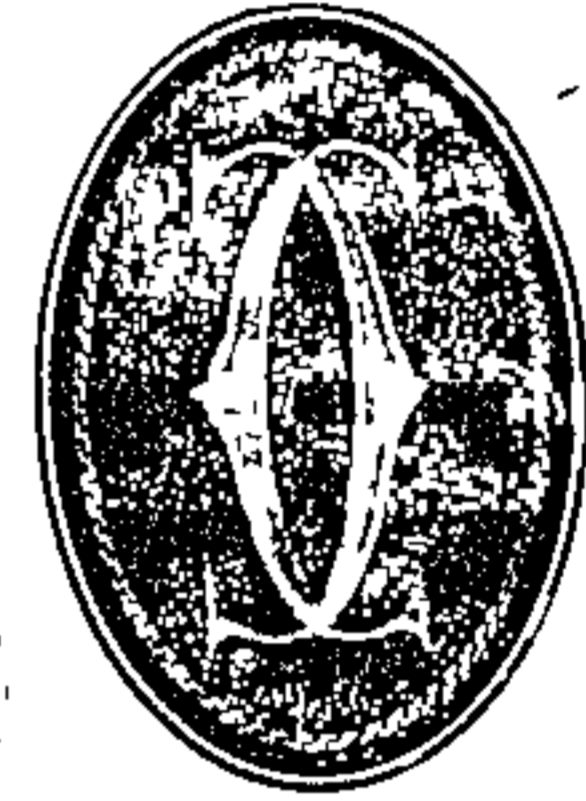
# GAUL

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# US wants strike shootings inquiry

By Alan Dunn, The Star Bureau

WASHINGTON — The United States has demanded an independent investigation into the police shootings of six railway workers in Johannesburg

As South Africa again became front-page news in America, US State Department spokesman Mr Charles Redman said yesterday "We call on the South African Government to establish an independent commission to inquire into the reasons why the police opened fire on the demonstrators"

The shootings were covered prominently in most main American newspapers and on television networks, adding to recent growing US news coverage of the railway workers' strike, postal strike and Soweto workers' stayaway

Mr Redman's words seemed to sound a sharper note to the South African Government than usual, reflecting stronger tones than previous reactions of this sort

The State Department was careful to seek even-handedness by condemning violence from any quarter in South Africa. On Wednesday it described a hand grenade attack on police trainees in Soweto as "reprehensible" and offered condolences to the victims and their families

## Govt will capitalise on riots — Nickel

The Star Bureau

WASHINGTON — The South African Government would try to make the most of recent violence in South Africa, the former US ambassador to the country, Mr Herman Nickel, said

He said the State President, Mr P W Botha's, tough line on violence in his Stellenbosch speech this week had obviously been taken in the hope that it would appeal to important segments of the Afrikaner electorate

Speaking on Cable News Network, he said South African whites reacted to violence and terrorism by looking to their Government for strong reaction.

But he said Mr Botha's strategy behind the election, to consolidate his power against sanctions, had not worked out that way "Now, in part, I think it reflects a certain maturing of the white body politic because they realise that this was basically diversion from the real problem which is how are white South Africans and black South Africans going to work out their political differences?"

(Report by A Dunn 988 National Press Building, 14th Street, Washington DC)

Yesterday it did likewise, with Mr Redman saying the US was extremely disturbed at the loss of life through the shootings

The *New York Times* carried a front-page photograph yesterday, with a report headlined "Six black workers reported slain as Pretoria moves to crush strike"

The *Washington Post* report was also front page "South African police kill six in clashes with black strikers"

The *Philadelphia Inquirer* had a report and pictures on page three headlined "S Africa police kill six in battles with strikers"

The *Washington Times* placed its report on page eight, with a photograph showing two policemen carrying shotguns and a sjambok "S African police, strikers bloody each other", it said

Most other US newspapers carried similar reports. Last week, ABC Television's news programme, "Nightline", tackled the question of why South Africa had slumped in the US media as an issue. Was it the South African Government's restrictions which had worked? Or was it sloppy reporting?

Interviewees concluded that the clampdown on the media had, to some extent, achieved its goal

But strikes and violence in recent weeks have seen South Africa creeping back into the news.

## Union takeover suggested to force SATS to negotiate

By Sue Leeman

The SA Railways and Harbours Workers Union (Sarhwu) should take over the Government-recognised Black Trade Union (Blatu) and force SATS to negotiate with them, according to labour expert Mr Gavin Brown.

More than 16 000 of the up to 22 000 employees who are out on strike have been fired by SATS, which will negotiate only with BLATU.

Sarhwu wants their unconditional reinstatement and the start of "bona fide" negotiations between SATS and "elected worker representatives".

Mr Brown said that Sarhwu, by not taking the legal route during the strike, had prejudiced their case

He said in terms of the law the only way Sarhwu could gain recognition was to take over Blatu.

"They could hold a vote of no confidence and take over Blatu. Then they could say to SATS: 'Negotiate with us'."

Mr Brown said he believed SATS realised it had blundered in its handling of the dismissal of truck driver Mr Andrew Nendzamba for failing to pay R40,40 on time

But, he said, this had only been an issue "for about the first 10 days of the strike".

After this, the workers' broader grievances had taken over.

Mr Brown pointed out that the commission of inquiry into SATS labour relations had recommended that SATS set up an industrial council to resolve disputes.

SATS was still considering this and the strike had therefore caught them on the wrong foot.



SATS promises services will not be affected

# Pay-off dates set for fired workers

SME 24/4/87 270

By Zenaide Vendeiro

The 16 000 dismissed railway workers will be paid off within the next five weeks, South African Transport Services said today

Spokesman Mr Jannie van Zyl said posters had been put up at depots throughout the Witwatersrand informing workers when they could collect pay due to them. The six days set aside for this purpose are next Monday and Wednesday and each Monday in May.

Responding to fears by members of the South African Railway and Harbour Workers' Union (Sarhwu) that workers housed at the six SATS hostels on the Witwatersrand would be evicted within a week, Mr van Zyl said although the 7 000 hostel-dwellers would eventually be evicted, this would not be done "as soon as this week".

In a statement last night, Mr van Zyl said the six-

week-old strike at SATS had effectively come to an end. All the administrative work in connection with the strike — "a mammoth task" — would probably be completed today.

A large number of employees chose not to resume work rather than facing more drastic intimidation, he said.

Large numbers of dismissed strikers were already queuing for re-employment but each application would be considered on merit and could only receive attention after the administrative work in connection with the dismissals had been completed.

"It is clear that many workers are only now beginning to realise that they had been unscrupulously drawn into a situation by people who are not at all concerned about the welfare of the workers or their families. Management, however, is deeply concerned about these unfortunate people and has already indicated that it will look into the matter as soon as possible."

Mr van Zyl said the day-to-day activities of SATS had to continue and the necessary contingency plans had already been put into action.

SATS would continue its services unabated as it had been doing for the past couple of weeks. Clients could therefore "rest assured" that the traditional services would not be affected, he said.

The Azanian Students' Movement (Azasm) this week condemned the dismissal of striking members of the South African Railway and Harbour Workers Union (Sarhwu), saying it was a "callous and deliberate move by management to safeguard the interests of a reactionary white working class".

CAP TINKS 25/11/77

770

# Bid to arrest Sarwhu man on Matie campus

Staff Reporter

STELLENBOSCH. — A man claiming to be a security policeman yesterday tried to arrest a SA Railways and Harbours Workers Union (Sarwhu) shop steward at an open-air meeting at the University of Stellenbosch, but was thwarted by students.

The shop steward, Mr Morris Mdou, was approached by the man — later identified as a Mr Deon Goosen — after addressing about 200 students about the South African Transport Services (SATS) strike and the sacking of 16 000 workers this week.

The meeting was called by Nusas and the Black Students Organization of Stellenbosch as part of the Nusas one-person-one-vote campaign.

Mr Mdou was asked by the man to accompany him, but about 10 students surrounded the man and demanded to see Mr Goosen's police ID card, witnesses said.

Mr Goosen told the students that it was "none of your business".

A scuffle broke out in which Mr Goosen landed on the ground and students led Mr Mdou away.

Mr Goosen then showed the group of students a police ID card and followed Mr Mdou.

A second scuffle between the students and Mr Goosen, who was assisted by the Afrikaner Weerstandsbeweging student branch chairman, Mr Dawid Walters, broke out in the art faculty building.

This gave Mr Mdou a chance to leave the campus in a car.

over the north-  
eastern parts in the morning  
Natal: Cloudy and cool but cold

# Sats ready to hire new staff

JOHANNESBURG — The dismissal of 16 000 striking railway workers was completed on Thursday night, a South African Transport Services spokesman, Mr Jannie van Zyl, said yesterday.

He said re-recruitment of the fired workers would begin on Monday

Sats said in a statement "large numbers" of the strikers were already queuing up for re-employment

No decision had yet been taken on what Sats would do regarding the accrued service benefits of dismissed workers.

In the meantime 900 people had been employed so "Sats could continue its services unabated as it has been doing for the past couple of weeks"

Mr Van Zyl denied the dismissed people were evicted from Sats hostel — "no date has yet been

set for them to leave the hostels"

The South African Railway and Harbour Workers' Union said yesterday their members were being evicted from a hostel on the Reef

A Congress of South African Trade Unions spokesman, Mr Jay Naidoo, said Cosatu and Sarhwu, a Cosatu affiliate, were still deciding what action to take after police raided their offices two days ago

Six people were killed during the raid and another confrontation in Germiston.

In the Rand Supreme Court yesterday Cosatu brought an action against the police in connection with the incident in Germiston.

● Meanwhile Soweto residents were beginning to trickle back to work yesterday after a three day stayaway

Putco and the Sats reported almost full support for their services.

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25/4/87



# UK papers slam SA

# 'Third World dictatorship'

CAP 11/15 25/4/77

167 304A 327 770 157

From MIKE ROBERTSON

LONDON. — South Africa was now being run like a Third World banana republic, the Independent said in a leading article yesterday.

The newspaper's stinging comment followed South Africa's return to the front pages here with the killing of six black strikers.

It was joined by The Times and The Guardian who carried condemnatory leading articles under respective headings of "The Volk are Split Asunder" and "Mr Botha's Empty Promises".

Meanwhile the Scottish Trades Union Congress annual conference sent a telex to Prime Minister Margaret Thatcher calling on her to act against the "slaughtering South African regime".

A Downing Street spokesman said the telex had been received, but no response was expected until after the weekend.

Delegates at the STUC conference called on unions to raise funds for detained Cosatu members.

The Independent, a middle-of-the-road paper, said that since the state of

emergency the South African government had put itself in the lowest of all categories, along with such countries as Chile.

"The South African regime has adopted the devices of a Third World dictatorship."

The conservative Times noted that the killings would probably secure the NP a few thousand more votes.

President P W Botha's leadership, it said, "has little now to offer the white electorate except to play on its fears of black insurrection".

The left of centre Guardian said the only substantive addition to black rights in South Africa was the legalizing of African unions.

But the right to strike and organize was not respected by the authorities, especially when the employer was the State itself.

Mr Botha, it said, had proved the fears of the right of a sell-out were decidedly premature.

"Reform has been shelved, and the successive crackdowns under the state of emergency, now in its eleventh month, amount to the most severe and sustained assault on human rights in modern South African history — which is saying a lot."

SIX weeks of industrial conflict provided the spark which set alight the railway workers' dispute — and culminated in this week's confrontation in which six blacks were shot dead by police.

# SATS: HOW THE FUSE WAS LIT

By SAMKELO KUMALO

The slow burning fuse was lit during the weekend of Friday March 13, when about 500 City Deep SATS employees downed tools after a colleague was dismissed. The following Wednesday 2,000 at nearby Karsers downed tools in sympathy.

The strike spread and SATS was given sweeping powers of dismissal by Government as more than 8,000 workers in the Southern Transvaal region were involved in the stoppage.

The strike gained momentum when 3,000 East Rand workers came out in sympathy. SATS refused to negotiate with SARHWHU (SA Railways and Harbours Workers Union) claiming it represented a minority of the workforce.

Instead, SATS said it wanted to negotiate with elected representatives and the Black Trade Union

(BLATU) which is scorned by Sarhwhu as SATS's "sweetheart" union.

Teargas was used to disperse about 250 workers at Johannesburg station when the strike entered its 11th day — this after a breakthrough was almost achieved the previous Monday.

On March 24, a further 1,000 workers in 10 areas joined the strike and the container backlog grew from 400 to 1,700. Some 80 depots were reported to have joined the strike, including one as far afield as Standerton.

SATS was still refusing to negotiate with the CO-SATU-affiliated SARHWHU. The chairman of the Federation of SATS Trade Unions, Mr Jimmy Zurich, suggested that the strike be put down with tough action.

By March 26, SARHWHU estimated that 14,000 workers could be on strike. SATS put the figure at 11,000, but said the door for negotiation was still open.

A decision to dismiss the workers had not yet been taken.

Workers now said that in addition to earlier demands, they wanted racism eliminated and the retraining of the disciplinary code.

On March 27, SATS threatened to dismiss 15,000 strikers. The general secretary of BLATU, Mr Martin Maloba, appealed to his members to return to work and said the 1981 agreement between SATS and BLATU contained no strike clause.

The umbrella union, CO-SATU came out in support

of the strikers and urged the authorities to negotiate in good faith with workers and their SARHWHU representatives.

The two-week strike was so far reported to have cost Sats about R5-million.

On March 29, SATS issued a "no work, no pay" warning and the number of strikers jumped to 16,000.

Workers were accused of attacking those reporting for work. The UDF threw its weight behind the strikers in the 17-day dispute.

Sats also alleged that some staff members at picket control points were physically intimidated by strikers.

On April 1, the dispute deepened when more than 4,000 SARHWHU workers rejected affiliation to BLATU or any union other than the

COSATU-affiliated SARHWHU. The strike was now in its 18th day.

Negotiations reached deadlock as management rejected proposals for arbitration. Management announced that it would start recruiting whites to replace some of the strikers.

SARHWHU claimed 18,000 workers were on strike, but SATS said the number was down to 13,000.

When 28 strikers were arrested for alleged intimidation, workers threatened to escalate the strike and spread it to other areas in the country.

On April 2, SATS said the strikers were endangering their bonus pay. Workers were estimated to have lost about R5-million in wages and salaries by then. White workers picked in to do jobs vacated by strikers.

Mr Ell Louw, Minister of Transport, accused the UDF and COSATU of being behind the strikers. He denied allegations that workers were not allowed to join other unions except BLATU.

SATS said employees stood to lose R8 million in bonuses if they did not return to work. COSATU and UDF representatives pledged solidarity with the strikers.

Few strikers returned to work on the April 3 deadline set by management.

Four days later, Soweto was tense when four trains were set alight and armed security forces were used to guard trains. Some services were suspended.

SATS completed the process of dismissal of its estimated 18,000 strikers on Friday afternoon. Liaison officer Mr J C van Rooyen, said yesterday.

Wages and salaries lost by the striking workers were estimated at about R12 million.

Damage to SATS property — most of it to 75 coaches which were damaged or destroyed in the Transvaal — is presently estimated at R25-million, he added.

been properly informed. In a surprise development this week South African Railway and Harbours Workers' Union (SARHWHU) educational chairman Mr Mike Roussos and a colleague paid a visit to the in-

house staff association Blatu, a SATS-recognised trade union representing 61,000 of 95,000 black workers.

He was seeking advice on how to handle the strike, that for SARHWHU went firmly wrong.

Blatu refused to co-operate. Dismissed workers are now claiming the pay which they lost by striking. SARHWHU promised strikers would be recom-

passed by the union. But SATS spokesman Mr Jamie van Zyl said in a statement it was clear that the strikers were misled, not only about the reasons for the strike, but also about their wages.

Workers were misled over facts of strike?

By JOHANN VERSTER

SATS have claimed the six-week strike which ended this week with the dismissal of thousands of workers could have been prevented had the striking workers

been properly informed. In a surprise development this week South African Railway and Harbours Workers' Union (SARHWHU) educational chairman Mr Mike Roussos and a colleague paid a visit to the in-

house staff association Blatu, a SATS-recognised trade union representing 61,000 of 95,000 black workers.

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ARGUS 27/4/67  
**Sats expects 'flood'  
of returning workers**

The Argus Correspondent (270)

JOHANNESBURG — South African Transport Services expected to receive hundreds of applications for reinstatement today from the 16 000 striking workers dismissed last week, a spokesman said.

By 8am, workers were queueing at the Sats employment office at Stella Mansions in central Johannesburg.

Sats spokesman Mr Jannie van Zyl said "The flood will begin, we feel, on Wednesday and Thursday. A lot of workers are still scared of being at our offices but once they see that nothing happens to them, they will return in large numbers."

The dismissed workers will be paid off today and on Wednesday at depots on the Witwatersrand. Those not paid off this week may receive their money on each Monday of next month.

**AMOUNTS WILL VARY**

Pay stations have also been set up at Geldenhuys and Millside stations on the West Rand and Welgedag and Angelo on the East Rand.

Mr van Zyl said it was impossible to estimate the total amount owed to workers.

"Naturally, they will all get their pension and provident fund contributions but actual pay will vary from zero to a few days, depending on when workers struck."

"However, we estimate that workers have lost between R12-million and R15-million in salary and annual bonuses. Those workers who returned to work last Wednesday will receive their bonus next month."



# 3 dead SATS men named

THREE of the six South African Transport Services striking workers who were killed by the police on the Reef last week have been identified, writes THEMBA MOLEFE.

The SATS workers, Mr Mdahale Mohlarametsa, Mr Moses Makgapha and Mr Molahle Mohoar, were shot dead by the police at a South African Railway and Harbours Workers' Union (Sarhwu) meeting in Germiston last Wednesday.

The Congress of South African Trade Unions (Cosatu), has meanwhile, made an application to the Rand Supreme Court seeking to restrain the police from breaking Sarhwu meetings.

This follows last week's raid on Cosatu House in which police arrested about 400 people at a meeting.

Cosatu general secretary, Mr Jay Naidoo, told the Supreme Court last week that damage caused during the raid was estimated at R54 000.

The application will be heard in court tomorrow.

• A post office worker, Malevu Yami (36), was last Wednesday sentenced to three years' jail in the Johannesburg Magistrate's Court after being convicted of intimidation.

Yami was arrested by security forces two weeks ago and charged with intimidating post office workers during the three-weekold strike by members of the Post and Telecommunications Workers' Association (Potwa).

Another worker who had been in custody for about two weeks had intimidation charges withdrawn against him by a Johannesburg magistrate on Thursday.

According to Potwa spokesman, Mr Vusi Kumalo, the post office management dropped charges against the workers after conceding to one of the conditions set by Potwa before negotiations over the dispute.

*270*  
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*Sowetan*

27/4/87

RE

# Flood of SATS job seekers expected

By Zenaide Vendeiro,  
Transport Reporter

South African Transport Services (SATS) expects to receive today hundreds of applications for reinstatement from the 16 000 striking workers dismissed last week, a spokesman said.

By 8 am today, workers were already queueing at the SATS employment office in central Johannesburg.

"The flood will begin, we feel, on Wednesday and Thursday. Many workers are still scared of being at our offices but, once they see that nothing happens to them, they will return in large numbers," said SATS spokesman Mr Jannie van Zyl.

## PAYING OFF

The dismissed workers will also be paid off today and on Wednesday at depots on the Witwatersrand. Those not paid off this week may receive their money on each Monday of next month.

Pay stations have also been set up at Geldenhuis and Mill-site stations on the West Rand and Welgedag and Angelo on the East Rand.

Mr van Zyl said it was impossible to estimate the total amount owed to workers. "Naturally, they will all get their pension and provident fund contributions but actual pay will vary from zero to a few days, depending on when workers struck.

"However, we estimate that workers have lost between R12 million and R15 million in salary and annual bonuses. Those workers who did return to work last Wednesday will receive their bonuses next month," he said.

## Rail safety fears allayed

Fears that the maintenance of track on the Witwatersrand has been dangerously neglected as a result of the six-week strike by railway workers have been dismissed by the SA Transport Services.

According to a SATS source, normal patrols of the track to check for loose bolts and buckling had not been carried out during the strike. If the situation was not quickly remedied, said the source, it could lead to a derailment.

However, SATS spokesman Mr Jannie van Zyl today denied that track maintenance had been neglected. "SATS would not operate a train under unsafe conditions," he said.

# Apprentice problem

GERALD REILLY

12/1/87

PRETORIA — More than 800 Sats apprentices will complete their contracts this year with no certainty of retaining their jobs.

Artisan Staff Association (ASA) secretary Willie van der Merwe said yesterday some would be fired, the number depending on the state of the economy and the volume of work and traffic on the railways.

The problem of surplus apprentices first surfaced in late 1985 when Sats sharply reduced capital spending on major development as part of an economy campaign which included big staff cuts. In three years staff was drastically reduced by about 60 000.



strong surge today for SA gold shares  
We've seen a  
gold price  
Trust, had differed over procedure

SOME supermarkets have run out of stocks because of deliveries delayed by the rail strike.

In one instance, road transport permits were refused to a retail chain which wanted to fetch supplies.

Food director for Checkers warehousing stores Paul Susan said yesterday Checkers had been refused permits to bring coffee supplies by road from Newcastle to Johannesburg.

Business Day yesterday canvassed major retail chains to assess the effects of the six-week-long strike.

They reported delivery delays of up to two weeks, resulting in shortages — particularly at stores in outlying areas — of canned foods, glassware, coffee, towels and linen

Susan said "We are going out of our

# Shop deliveries hit by rail strike

28/4/87  
B Day  
270  
180  
180

NORMAN SHEPHERD

heads because we can't get stock to the country stores, which rely on rail services Our biggest problem has been getting canned goods from Cape suppliers to our stores"

Pick 'n Pay warehouse manager James Dickerson said "We have had a few problems with supplies of canned goods and glassware, but the containers

To Page 2 →

## Supermarkets go short in wake of rail strike

have started coming in fast. Goods we expected two weeks ago are piling up now"

Dion warehouse manager Theo Gerber said initially deliveries of towels, linen and other consumer goods had been delayed, but that five-day delays of containers had been cut to two days PX (small containers) were being delivered within 24 hours

Frank Wells of UPC retail services, in charge of group distribution for Edgars, Sales House and Jet, said "We acted to alleviate the problem Cape goods were brought up by road Non-striking Sats staff coped with our goods traffic at Kaserne"

Association of Freight Forwarders executive director Alan Cowell said a delay of three days was the average.

Sats PRO Elmarie Roux said that for the first two weeks of the strike, which began on March 13, there was a backlog of 2 000 containers at the City Deep depot, south of Johannesburg. This represented a two-day delay in deliveries, which was soon worked off, she said.

There was also a two-day delay at the Kaserne depot, south of Johannesburg, but there were no delays at smaller depots Transport of bulk goods such as sugar and coal was unaffected, she said

From Page 1 ←

THE Lab  
yesterday  
rocked by  
chairman  
leader, Jac  
TUESDAY  
NEW  
GENERAL  
Rubenstein  
8th Floor  
DO



Many dismissed SATS workers get less than R10 ea

# SHOCK FOR STRIKERS

By THEMBA MOLEFE

**HUNDREDS** of dismissed South African Transport Services workers collected their pay yesterday but many went away with less than R10 each.

The workers queued at the SATS Kazerne depot, Johannesburg, to collect their pay after being dismissed last Wednesday.

General Manager Dr

to heed an ultimatum to return to work following a six weeks' strike over a colleague.

One of the hundreds who went to collect their money, Mr Johane Tau, who said he was born during World War II, went away with R3 yesterday.

His pay slip showed his net pay as R6,40. Total deductions were given as R63,40, money taken by SATS for tax and other regular salary deductions.

## 25 years

Mr Tau said he worked for SATS for 25 years and was earning R380. He has five children at boarding school and is a migrant worker.

Mr Abel Shirinda was paid R6 out of the R36 he received. He lives at the Kazerne hostel and his home is at Giyani, Gazankulu. Mr Shirinda has worked for 25 years at SATS and was earning R299 a month as a labourer.

The dismissal letters strikers received stated that the workers had taken part in an illegal strike, refused to return to work as advised and therefore were dismissed.

The letters also noted that the workers could re-apply for their jobs. They were also ordered to return SATS property, including uniforms and provident fund cards.

To Page 3

Father of five goes away with R3



## Shock for strikers

From Page 1

The dismissed workers who lived at SATS hostels said they were anxious about their future at the compounds.

Many said on April 22 they were given seven days' notice to leave the hostels. Management said last week it would not evict the dismissed hostel dwellers and said it was waiting for a directive from the Minister of Transport, Mr Eh Louw.

The Sowetan found workers milling in the compound or sitting in their rooms.

Meanwhile, management has advised workers from the independent homelands to approach SATS to be helped with clearance letters if they wanted to return home.

Hundreds of the

workers packed Cosatu House in Johannesburg and handed the dismissal letters and pay-slips to their union, the South African Railway and Harbours Workers' Union (Sarhwu).

At a meeting held at Cosatu House the workers repeated their stand regarding the strike. They said they would return to work only when their main grievances were addressed. These were the unconditional reinstatement of all striking workers and the written assurance from SATS that it would not victimise any of the workers when they return to work.

In a statement the workers said "We can resume work only when these demands are met and only then can we negotiate with management on the other griev-

ances."

SATS has refused to negotiate with Sarhwu. There were long queues of unemployed people applying for jobs at the SATS offices in Johannesburg. They were turned away by the SATS police and told to return after two weeks.

Many of those who collected their pay at Kazerne immediately re-applied for their jobs.

Two trains were set alight in Soweto last night, according to the Bureau for Information.

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# Sacked Sats workers press for negotiations

ALAN FINE

THE MAJORITY of the striking Sats workers dismissed last week had resolved they would not apply for re-employment but would rather continue pressing for the right to negotiate over their grievances, a spokesman for the South African Railways and Harbours Workers' Union (SARHU) said yesterday.

This was the outcome of a series of meetings held by the workers over the weekend and yesterday, he said.

Yesterday Sats said that, although hundreds of unemployed people had streamed to its recruitment offices, it would employ only very few "for a week or two" to allow the dismissed workers the first option of applying for available positions.

A Sats spokesman said few strikers had applied for re-employment yesterday. He believed they were waiting until tomorrow when the process

of dismissal and the collection of wages owing would be largely completed. He put the total number dismissed at 16 200.

The Natal regional executive of the Black Trade Union of Sats (Blatu), which offered to mediate just before the dismissals, yesterday issued a statement "clarifying its position" on the strike.

It condemned last week's police shootings when six strikers died and called on Blatu's national leadership to make a "generous donation to the families of the deceased".

However, it criticised SARHU for conducting the strike ineptly and for reneging on agreements reached in talks between leaders of the two organisations.



ARGUS 28/1/87

# Slim pickings for paid-off strikers

The Argus Correspondent

JOHANNESBURG — Hundreds of South African Transport Services (Sats) strikers who have been paid off are stunned at the meagre paypackets they received — less than R10 in many cases

As former Sats workers queued under armed guard at payout offices across the Reef yesterday, management repeated its offer to rehire strikers on the basis of their past records of loyalty and service.

Workers received letters with their pay-slips informing them they had been dismissed for striking illegally and for failing to return to work when advised to do so

The letter told workers they could re-apply for jobs and warned them to return Sats uniforms and provident-fund cards

The South African Railways and Harbour Workers' Union (Sarwhu) remains determined there should be no selective re-employment

A Sarwhu spokesman said that after a weekend meeting of delegates from different depots, it had become clear "the majority of workers feel they do not consider themselves as fired. They feel they will not crawl back to management to apply for re-employment"

He accused management of using "propaganda to confuse the workers" and making promises to get them to return to work.

The union was still prepared to settle the dispute, sparked by the dismissal last month of a driver at the City Deep depot, he said.

Apart from reinstatement of all strikers, Sats workers are demanding an assurance that nobody will be victimised if they return to work. They also insist they will not return before their main grievances are addressed

CH 717 29/4/87

# Challenge to dismissals

Own Correspondent

JOHANNESBURG. — The South African Railways and Harbours Workers' Union (Sarhwu) said yesterday that it would challenge the dismissal of SATS employees, about 18 000 union members, in the Supreme Court.

The union said it believed the dismissals were illegal because they went far beyond the legitimate powers of the general manager of SATS.

The union said most of the workers have resolved not to apply for re-employment but would rather to continue pressing for negotiations.

The union also alleged last night that members of the security forces had been intimidating strikers.

A police spokesman said it was not possible to contact the appropriate officials for a response to the allegations.

□ Post Office management and the Post Office and Telecommunications Workers' Association (Potwa) were last night trying to arrange a meeting to discuss a Potwa precondition for the continuation of negotiations to end their four-week-old strike.

# Sarhwu to challenge dismissals

ALAN FINE

THE South African Railways and Harbours Workers' Union (Sarhwu) said yesterday it was to challenge the dismissal of about 18 000 Sats employees in the Supreme Court.

The union said it believed the dismissals were illegal because they went beyond the legitimate powers of the Sats GM.

The union said most of the dismissed workers had resolved not to apply for re-employment.

The union also alleged last night that members of the security forces had been intimidating strikers by trying to force them back to work at gunpoint, harassing their families, and helping to evict them from their hostels.

Lieutenant-Colonel Labuschagne of the SAP public relations directorate said it was not possible to contact the appropriate officials for a response to the allegations. But he believed it was impossible that the police would act in this way.

A Sats spokesman said thousands of dismissed strikers had indicated their intention to apply for re-employment by asking for application forms at payout points over the last two days.

The spokesman said Sats had temporarily employed 1 340 people since April 2.

29/4/87 B/Day

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# Cop station payout for strikers

THE Post Office yesterday announced that employees who are on strike and were supposed to get their salaries tomorrow will be paid out at the Orlando Police Station.

A spokesman for the post office, Mr Ben Roodman, said "Post office employees who are normally paid at the Orlando, Meadowlands, KwaXuma, Midway, Jabulani, Moroka, Chiawelo and Diepkloof Post Offices will be paid part of their salaries owing to them tomorrow (Thursday), between 8am and 12 noon at the Orlando Police Station

"Employees whose salaries are normally paid into accounts at banks or other financial institutions will also receive the salary owing to them at the same venue (Orlando Police Station) - Proof ref. identity will be expected"

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29/4/87

So we have

Division of ...

Proof ref.

# JOURNEY.

# HOME IN

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Sowetan  
29/4/87

# COFFIN

## Shot during SATS strike

TWO years ago young Zanemvula Christoph Jozana arrived in Johannesburg to work for the South African Transport Services.

Next week he returns to the Transkei in a coffin.

Mr Jozana (22) was one of the six SATS workers shot dead on the Reef on April 22. He was also among 22 000 SATS employees who had been on strike for seven weeks.

The five other shot workers are Mr Jeremiah Diutlwileng of Zeerust, Mr Mlahleki Mahlakanetsa, whose address has not been established yet, Mr Zonwabele Elaon of Transkei, Mr Moses Mogopa of Tshate and Mr Joseph Mampuru of Sekhukhuneland.

Mr Jozana's widowed mother, Mrs Gladys Jozana, yesterday tearfully spoke to the *Sowetan* about her son's death.

The fragile-looking Mrs Jozana (56) was located at an outfitters in Cleveland, Johannesburg.

"I do not know why my son was killed and I am not aware that he was involved in a strike," she said.



MRS GLADYS Jozana . . . son killed

BY THEMBA MOLEFE

Mrs Jozana also said she did not know that there was a strike by SATS workers.

She said "A young man arrived here and told me that my son was among a group of people

walking to their hostel near Doornfontein when they were shot."

Mrs Jozana said she regretted sending her son to Johannesburg to look for work.

"Chris held a Standard 10 certificate and wanted to go to a university, but I refused."

She said the last time she saw Mr Jozana was a week before Good Friday when he took his clothing to her to wash saying he was due to begin his leave last week. Zanemvula never returned to fetch his clothing, and he will never pursue his hobby as a photographer.

Mrs Jozana said she and her son were deeply religious and met every Saturday to attend services at the Cleveland Methodist Church.

A vigil will be held at the church on May 7 and

To Page 3

New turn in Duduza trial — Page

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# Striker returns home in coffin

From Page 1

the young man's body will be taken by bus to the Transkei for burial on May 8.

Mrs Jozana said she did not know what post her son held at SATS.

Mr Mampuru, who was employed as a barrier attendant, will be buried in Sekhukhune-land on Saturday.

He lived with his wife in Katlehong where they lodged until his death. Mr Mampuru's body was taken to Sekhukhune-land by his family on

Monday night.

Funeral arrangements for the other victims have not been finalised, according to the South African Railway and Harbours Workers Union (Sarhwu) to which the men belonged.

• A total of 16 000 striking workers were dismissed by SATS last week and hundreds began collecting their pay at SATS depots on Monday.

SATS has meanwhile refused to negotiate with Sarhwu.

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Sowetan



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## Dismissed Sats staff: Some still defiant

By Mudini Maivha

Some railway workers and members of the South African Railways and Harbours Workers' Union (Sarhwu), dismissed after a six-week strike, were defiant yesterday that they would not re-apply for jobs unless their demands were met.

The workers said they were only waiting to be paid off and go home or look for other jobs. They also said even though the money paid to them was very little, with medical aid, pension, tax and in some cases hostel fee deductions, they were looking forward to receiving their "long service" (pension) money and then leaving South African Transport Services (Sats).

While they seemed unworried by their dismissal, some of their colleagues who refused to speak to The Star were queuing to reapply for jobs at Kaserne.

Mr F Matodzi (41), who worked at Sats for 22 years, said:

"What is the use of re-applying for a job to be employed and work under the same objectionable conditions against which we staged a strike leading to our dismissal? Re-applying for jobs while our demands and grievances have been bypassed like this will mean we did not know what we were fighting for."

Mr Matodzi is a father of six whose entire family lives in Venda. He is among the 16 000 workers dismissed for refusing to abandon their strike over a dismissed driver. Workers also demanded better pay.

Yesterday dismissed and paid-off workers were still at the Kaserne hostel and depot. Some were queuing to reapply for jobs.

### END OF ROAD

Mr Shadrack Makabunyane, a father of three, said: "I want management to give me all that is mine (pension and any other benefits) and that is the end of the road."

Father of five Mr Andrew Seema, from Zebediela, was a driver for 12 years.

He said he was surprised when he received a payslip indicating he owed Sats R21,46 in deductions.

He said he would not ask for another job.

"We are going if our demands are not met. We can't bow down at this point. We have gone far enough and have covered much ground in six weeks and it will be to our disadvantage to take up those jobs."

Mr Seema outlined some very trying moments during the strike.

"The most difficult times were when soldiers herded us out of the Kaserne depot at gunpoint. They were threatening to shoot us."

"Then there was the siege at Cosatu House, where several of my colleagues were injured and some were killed."

One worker on his way to re-apply, who refused to give name, said "I am re-applying because jobs are scarce. There is hunger at home and there is nothing I can do since management has carried out its threat to dismiss us."

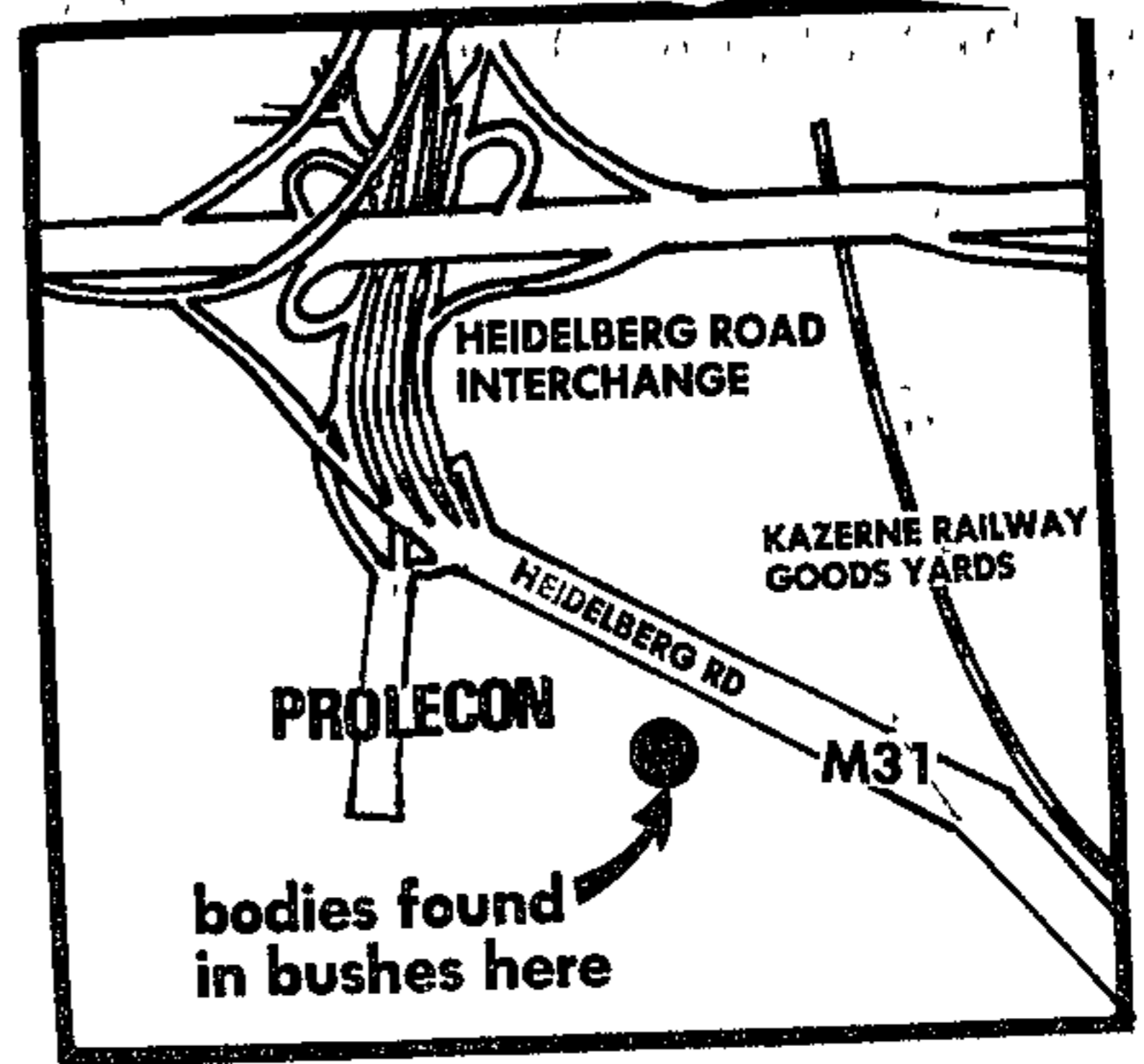
He added that management was asking workers individually why they went on strike.

Except for him, several workers reapplying for jobs at Kaserne avoided the Press. A number of them did not know or had no explanations for what was going on.

Bodies found near city

# Four Sats workers necklaced

270  
SATS 29/4/87



# bureau

By Craig Kotze and Zenaide Vendeiro

The bodies of four stabbed and "necklaced" South African Transport Services (Sats) workers have been found just off Heidelberg Road in Prolecon, near Johannesburg's city centre, according to the Bureau for Information.

The grisly find, near Kazerne Station, was made by security forces last night at 7 pm.

A spokesman for the SA Transport Services confirmed that the four men were employed by Sats at the Kazerne Depot, but said their names and the capacity in which they were employed were not yet known.

The spokesman said "the possibility existed" that their deaths were linked to intimidation at the larger centres such as City Deep and Kazerne of dismissed workers seeking reinstatement.

ment.

Last Wednesday six striking SATS workers died in clashes with police in Johannesburg and Germiston

The Sats spokesman said today the Minister of Transport Affairs, Mr Eli Louw, and the general manager of Sats, Dr Bart Grové, had expressed sympathy with the families of the four men and regretted their deaths

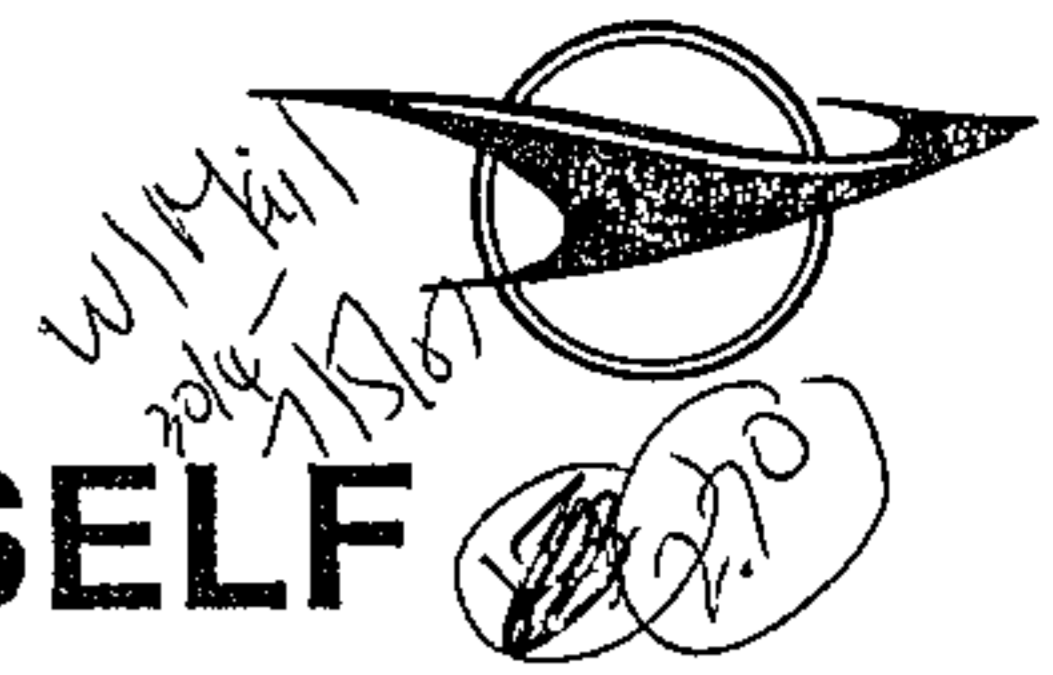
The bureau spokesman said the four men had first been hacked and stabbed with knives before tyres were piled on to their bodies and set alight with petrol. The bodies were covered in wounds, he said

It was not yet known if the four were alive when they were set alight, the spokesman added. No arrests have been made.

The spokesman said the bodies were those of three black men and a coloured man. Police said they were following up "strong evidence" in connection with the murders but declined to elaborate

# SOUTH AFRICAN TRANSPORT SERVICES

## JUDGE FOR YOURSELF



S.A. Transport Services strike that lasted 6 weeks

For six weeks S.A. Transport Services warned strikers that they would receive no pay for no work. S.A. Transport Services Management was extremely patient during this time.

During the strike:

- S.A. Transport Services continued to provide transport to and from places of work where applicable;
- Worker benefits i.e. travel concessions were not withdrawn;
- Housing, medical and pension benefits were not suspended;
- S.A. Transport Services not only maintained an open door policy for negotiation but went out of its way to try to get workers' representatives to come to the negotiation table;
- Strikers were not locked out at any stage

During this time the instigators of the strike:

- Prevented strikers from returning to their jobs;
- Prevented them from earning wages to provide for themselves and their families;
- Made false promises that they would pay the strikers if S.A. Transport Services refused to do so;
- Canvassed membership through intimidation and assault;
- Caused violence to spread to civil unrest;
- Threatened the lives of thousands of innocent people;
- Caused damage worth millions of Rand to S.A. Transport Services property and equipment; and
- Caused disruption of your train services

## JUDGE FOR YOURSELF

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# 'Necklace threat' to Rand railmen

ARGUS 30/4/87 270

The Argus Correspondent  
**JOHANNESBURG.** — Dismissed railway workers seeking reinstatement are being threatened with necklacing, a spokesman for the South African Transport Services said today.

His statement followed the discovery near the Kazerne depot on Tuesday night of the bodies of four Sats workers who had been stabbed and set on fire

The Congress of South African Trade Unions (Cosatu) accused the Government of conducting a "massive smear campaign" against it and said it condemned all kinds of violence

Sats spokesman Mr Jannie van Zyl said many of the 16 000 striking workers, dismissed when they failed to meet a deadline to return to work, wanted to go back but were scared

"There has been widespread intimidation at about 100 depots in the Southern Transvaal," he said "Those wanting to return to work are told that they will be necklaced, their homes burnt and their families harmed"

## "Blacklist drawn up"

He said a blacklist had been compiled of those who were back at work and those wanting to apply for re-employment.

"Some of them have been phoning their white supervisors at home to say they are too afraid to come into the depots to hand in their applications and asking if they can bring the papers to their supervisors' homes at night"

In a statement issued today Sats general manager Dr Bart Grove expressed his revulsion at the "needless and gruesome" killings

Cosatu's general secretary, Mr Jay Naidoo, blamed the Government and Sats management for "the spiral of violence" which followed the Sats strike

Warning the Government against continuing its "anti-Cosatu campaign", Mr Naidoo said the raid on the federation's Johannesburg offices yesterday — the second in a week — was an attempt by the authorities "to justify their attacks on the labour movement, and Cosatu in particular".

Police arrested 11 men at Cosatu House yesterday, saying they had reliable evidence that the four victims had been tortured there

A police liaison officer, Lieutenant Pierre Louw, said the men would face charges of murder and were expected to appear in court today

Workers who emerged from the police barriers about three hours after the area was sealed off said the 11 arrested men were picked out from hundreds of railways workers by three men wearing balaclavas

Police said the raid took place after they received information from a Sats worker who claimed to have escaped from the killers

## News teams

Two foreign television news teams, Visnews and WTN, were detained outside Cosatu House but were later released, police said They said dockets had been opened on the newsmen's alleged contraventions of the emergency regulations

Mr Naidoo, who was in the surrounded building for six hours, said he found it difficult to believe that torture could take place in Cosatu House

It was probable that Cosatu would take urgent court action today challenging the validity of a search warrant and relating the action to a Supreme Court order made on Tuesday This order confirmed an undertaking by the police not to interfere unlawfully with trade union members at Cosatu House

# Police siege at Cosatu

Cape Times 30/4/77

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**JOHANNESBURG. — Heavily armed police, blaming trade unionists for the gruesome murder of four railway strike-breakers, yesterday surrounded Cosatu House and used masked informers to point out 11 allegedly wanted black activists.**

The raid came exactly a week after police shot and killed six members of the Congress of South African Trade Unions and hours after Cosatu called for a two-day protest to coincide with the whites-only general election on May 6

More than 100 heavily-armed police surrounded Cosatu House in downtown Johannesburg, closing streets with yellow barriers and forcing black people on the streets to go indoors

The policemen, many wearing riot helmets, carried rifles, shotguns, teargas launchers, batons and gas masks. A crowd of onlookers were dispersed by police with dogs.

Eleven people — aged from 12 to 49 years — were arrested in the raid

Lieutenant Pierre Louw, police liaison officer for the Witwatersrand said all the arrests were made in the building. He said a police search of the

building was still underway at 9.30pm and would continue for about "an hour or so"

Police said in a statement released during the raid that Cosatu House was being used to assault and torture railway workers who had refused to take part in a strike that ended last week

They accused Cosatu of complicity in the killing on Tuesday of four unidentified blacks found stabbed, hacked and burned to death in a field at Kaserne, near Soweto.

"The South African Police now possess reliable evidence which indicates that these four men were forcibly removed to Cosatu House, where they were violently assaulted and thereafter taken to Kaserne, where they were butchered in the most barbaric fashion," police said

Cosatu's general secretary, Mr Jay Naidoo said it was "very hard" to believe the police version that four men whose charred and stabbed bodies were found at Kaserne had been assaulted and tortured at Cosatu House.

Mr Naidoo said last night the union grouping would bring an urgent court application today to challenge the legal premises on which the police entered Cosatu House

Cosatu lawyer Mr Peter Harris said police took four masked black men into the building, where about 50 transport workers were discussing the firing last week of 16 000 strikers

"We made a deal with police that the women should be evacuated. The evacuation was going peacefully when police threw teargas down a stairwell. There was no provocation for this," he said.

A Cosatu official reached by UPI by telephone said "police went in there with four black men in knitted balaclava helmets. They are letting the men out of the meeting one by one, searching them and letting the four look at them"

A camera crew from the American CBS network, Chris Everson and Greg Shaw, were briefly detained at the Jeppe Police Station — suspected of contravening Section 3a of the emergency regulations and then released, CBS confirmed last night

The General Manager of SATS, Dr Bart Grove, yesterday expressed his revulsion at the "needless and gruesome" necklace killing of four SATS workers near Kaserne. — Own Correspondent, UPI and Sapa-Reuter



# 'Necklace threat' to Rand railmen

APERS 30/4/87  
270

The Argus Correspondent  
**JOHANNESBURG.** — Dismissed railway workers seeking reinstatement are being threatened with necklacing, a spokesman for the South African Transport Services said today.

His statement followed the discovery near the Kazerne depot on Tuesday night of the bodies of four Sats workers who had been stabbed and set on fire

The Congress of South African Trade Unions (Cosatu) accused the Government of conducting a "massive smear campaign" against it and said it condemned all kinds of violence

Sats spokesman Mr Jannie van Zyl said many of the 16 000 striking workers, dismissed when they failed to meet a deadline to return to work, wanted to go back but were scared

"There has been widespread intimidation at about 100 depots in the Southern Transvaal," he said "Those wanting to return to work are told that they will be necklaced, their homes burnt and their families harmed"

## "Blacklist drawn up"

He said a blacklist had been compiled of those who were back at work and those wanting to apply for re-employment

"Some of them have been phoning their white supervisors at home to say they are too afraid to come into the depots to hand in their applications and asking if they can bring the papers to their supervisors' homes at night"

In a statement issued today Sats general manager Dr Bart Grove expressed his revulsion at the "needless and gruesome" killings

Cosatu's general secretary, Mr Jay Naidoo, blamed the Government and Sats management for "the spiral of violence" which followed the Sats strike

Warning the Government against continuing its "anti-Cosatu campaign", Mr Naidoo said the raid on the federation's Johannesburg offices yesterday — the second in a week — was an attempt by the authorities "to justify their attacks on the labour movement, and Cosatu in particular"

Police arrested 11 men at Cosatu House yesterday, saying they had reliable evidence that the four victims had been tortured there

A police liaison officer, Lieutenant Pierre Louw, said the men would face charges of murder and were expected to appear in court today

Workers who emerged from the police barriers about three hours after the area was sealed off said the 11 arrested men were picked out from hundreds of railways workers by three men wearing balaclavas

Police said the raid took place after they received information from a Sats worker who claimed to have escaped from the killers

## News teams

Two foreign television news teams, Visnews and WTN, were detained outside Cosatu House but were later released, police said. They said dockets had been opened on the newsmen's alleged contraventions of the emergency regulations

Mr Naidoo, who was in the surrounded building for six hours, said he found it difficult to believe that torture could take place in Cosatu House

It was probable that Cosatu would take urgent court action today challenging the validity of a search warrant and relating the action to a Supreme Court order made on Tuesday. This order confirmed an undertaking by the police not to interfere unlawfully with trade union members at Cosatu House



# Necklace threat, to Rand railmen

APR 30/4/77  
270  
278

The Argus Correspondent  
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"There has been widespread intimidation at about 100 depots in the Southern Transvaal," he said. "Those wanting to return to work are told that they will be necklaced, their homes burnt and their families harmed."

## "Blacklist drawn up"

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30/4/87  
Soweto

# Cosatu House siege



ARMED police yesterday surrounded Cosatu House in Jeppe Street, Johannesburg, where hundreds of workers belonging to the South African Railways and Harbours Workers Union had gathered yesterday.

This follows the sacking of about 18 000 workers by the parastatal South African Transport Services who were on strike for six weeks

The atmosphere around Cosatu House was very tense as police in several vans and a truck told people to enter the building and remain inside

Police armed with firearms, batons and teargas canisters patrolled the grounds

A telex from one of the groups in Cosatu House said that workers were holding meetings while others sang freedom songs, their voices reverberating through the streets in the vicinity.

30/4/87



# Sats meckla cinas: Police arrest 11

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**JOHANNESBURG — Eleven people — aged from 12 to 49 years — were arrested late yesterday in a police raid on Cosatu House in Johannesburg following the brutal murder of four Sats workers, police said in a statement last night.**

The police liaison officer for the Witwatersrand, Lieutenant Pierre Louw, said all the arrests had been made in the building

He said a police search of the building was still underway at 9 30 pm and would continue for about "an hour or so".

Jeppie Street, between End and Nugget Streets, was still sealed off but was being manned by Johannesburg traffic officers instead of the heavy police presence, which was withdrawn around 8 pm.

Congress of South African Trade Union (Cosatu) officials, who earlier had been permitted to witness the police search of people in the building, were not allowed to observe the police search of the building, Cosatu's general secretary, Mr Jay Naidoo said

The search followed the discovery by police last night of the hacked and burned bodies of four men near Kaserne on the Witwatersand.

A statement from the Bureau for Information said, "these four men had been brutally assaulted with knives and pangas and their bodies set alight by means of tyres and a flammable liquid

"The South African Police now possess reliable evidence which indicates that these four men were forcibly removed from their places of employment to Cosatu House where they were violently assaulted and thereafter taken to Kaserne where they were butchered in the most barbaric fashion, for no other reason than that they chose not to participate in Cosatu's actions

"Although an undertaking was sought from the South African Police to the effect that Cosatu members at Cosatu House would not be

molested, and undertaking the SAP gave without hesitation, it is clear that Cosatu House is being used by individuals to plan and perpetrate acts of violence," the statement said

The bureau said the bodies of three black men and a coloured man were discovered in an open lot at about 7 pm.

They were covered with stab wounds and their bodies had been burned using tyres and petrol — a death known as "necklacing."

The general manager of Sats, Dr Bart Grove, yesterday expressed his revulsion at the "needless and gruesome" killings

At the same time he conveyed his sincere sympathy and condolences to the next of kin of those killed

"Although the destruction and burning of railway property is a matter of grave concern, I want to stress that the senseless and barbaric killing of innocent people has gone beyond the comprehension of civilised man," Dr Grove said

He said anyone who associated himself with deeds like these was clearly intent on creating anarchy and disorder in industry and society as a whole.

"It was pointed out when intimidation started that the instigators of the strike had ulterior motives and that it formed part of a greater strategy by those who want to see the destruction of the status quo in South Africa," Dr Grove said

The general secretary of Cosatu said last night that the union grouping would bring an urgent court application today to challenge the legal premises in which the police entered Cosatu House yesterday.

Yesterday's raid came less than 24 hours after

Cosatu brought a court application in connection with the police raid on Cosatu House last Wednesday. An undertaking by police not to unlawfully assault, intimidate or interfere at Cosatu House was made an court order and applies, pending the next hearing on May 19

● Meanwhile, Cosatu has declared Tuesday and Wednesday, May 5 and 6, "national days of peaceful protest", the trade union grouping said in a statement

The statement did not say what form the protests would take or where.

May 6 is the date of the House of Assembly general election.

The United Democratic Front has also declared May 5 and 6 as "two days of protest" against the whites-only election and the "extra hardships they had and were going to cause to their people". — Sapa

# BODIES OF FOUR SATS

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Sometime  
30/4/87

Victims  
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and set  
alight

# MEN

# FOUND

## Deaths linked to strike

THE BODIES of four stabbed and "necklaced" South African Transport Services (SATS) workers have been found just off Heidelberg Road in Prolecon, near Johannesburg's city centre, according to the Bureau for Information.

The dead men have not yet been identified, a Bureau spokesman said yesterday

No motive for the killings has yet emerged but the case is being treated as an unrest-related matter

The grisly find, near Kazerne station, was made by police on Tuesday night at 7pm

A spokesman for the SA Transport Services confirmed that the four men were employed by SATS at the Kazerne depot but said their names or the capacity in which they were employed was not yet known

To Page 5

## 4 SATS workers killed

From Page 1

The spokesman said "The possibility existed" that their deaths were linked to the intimidation at the larger centres such as City Deep and Kazerne of dismissed workers seeking reinstatement

He said the Minister of Transport Affairs, Mr Eli Louw, and SATS general manager Dr Bart Grove, had expressed sympathy with the families of the four men and regretted their deaths

The Minister also regretted the deaths of the six striking workers and injuries to members of the Security Forces last Wednesday

### Hacked

According to the Bureau spokesman the four men had first been hacked and stabbed with knives before tyres were piled onto their bodies and set alight with petrol

The bodies were covered in wounds he said

It was not yet known if the four were still alive when they were set alight, the spokesman added

The spokesman said the bodies were those of three black men and a coloured man

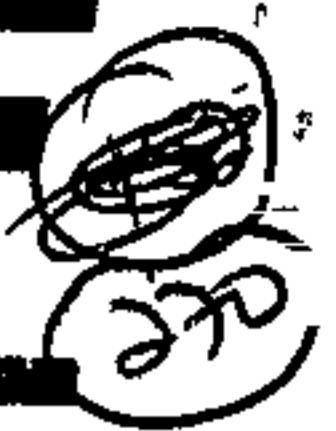
- Seven people had been arrested in connection with the murder of four men believed to have been SATS workers, SABC-TV's early news bulletin reported yesterday

No further details were given on the arrests



30/4/87  
S. A. Transport Services

# JUDGE FOR YOURSELF



## S.A. Transport Services strike that lasted six weeks:

For six weeks S.A. Transport Services warned strikers that they would receive no pay for no work. S.A. Transport Services Management was extremely patient during this time.

### During the strike:

- S.A. Transport Services continued to provide transport to and from places of work where applicable;
- Workers benefits i.e. travel concessions were not withdrawn;
- Housing, medical and pension benefits were not suspended;
- S.A. Transport Services not only maintained an open door policy for negotiation but went out of its way to try and get workers' representatives to come to the negotiation table;
- Strikers were not locked out at any stage.

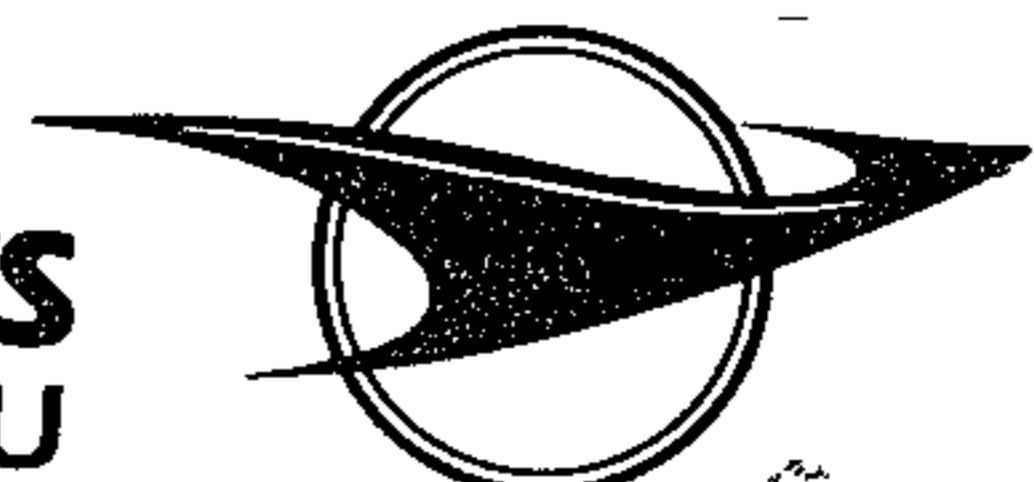
### During this time, the instigators of the strike:

- Prevented strikers from returning to their jobs;
- Prevented them from earning wages to provide for themselves and their families;
- Made false promises that they would pay the strikers if S.A. Transport Services refused to do so;
- Canvassed membership through intimidation and assault;
- Caused violence to spread to civil unrest;
- Threatened the lives of thousands of innocent people;
- Caused damage worth millions of rand to S.A. Transport Services property and equipment; and
- Caused disruption of your train services.

# JUDGE FOR YOURSELF

SPONSORED BY

**S.A. TRANSPORT SERVICES**  
WE'RE ALL FOR YOU





# PUBLIC SECTOR

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There's still a long way to go to Cape Town — a member of the Cowies Hill Lions club, Mr John Lister, pulls the club's ricksha riding president, Mr Sean Martin, down Oxford Street in East London yesterday. The men, along with some of their club mates, are pulling the ricksha to the Lions' national congress in the Cape. Report page 3

## Exercise rumpus

DURBAN — Naval Command East has warned that further firing exercises are to take place in the next few days and denied allegations that Wednesday night's exercise which alarmed hundreds of people was an election tactic. Alarmed residents who heard the loud explosions and gun-fire telephoned the police,

who were not notified. The public relations officer for Naval Command East, Sub Lieutenant Brian Stockton, said it was unfortunate that the wind conditions had carried the sound inshore — DDC (Report by T van der Walt 12 Devonshire Place, Durban)

JOHANNESBURG — An account of how a South African Transport Services (Sats) worker found the burnt bodies of three men who had been allegedly assaulted with him at Cosatu House earlier that day was given in papers before the Rand Supreme Court yesterday.

The worker's evidence was recounted in an affidavit by the Sats regional manager for the Southern Transvaal, Mr Abraham Spies Le Roux, in support of an urgent application brought yesterday evening by Sats against the Congress of South African Trade Unions (Cosatu) and the South African Railways and Harbours Union (Sarhwu).

Mr Le Roux said the worker had been taken from his work place to Cosatu House where he was assaulted. From there he and another man were taken by station wagon to the Heidelberg off-ramp where he managed to escape.

He later found the three burnt bodies and that of the man in the car with him when he returned to the spot with a SA Defence Force patrol.

Sats intended asking the court to order Cosatu to see that its premises, in particular those at World Centre in Germiston and Cosatu House in Johannesburg were not misused for the intimidation, assault and murder of Sats workers and ex-workers.

They also wanted an order interdicting Sarhwu intimidating employees into not working and empowering the police to enter Cosatu premises to enforce the order.

The application was postponed until June 2 after Cosatu undertook to do all in its power to see that unlawful acts did not take place on its premises.

Sarhwu said it was not in a position to admit or deny the allegations against its members in the court papers but nevertheless undertook not to intimidate or assault anyone at Cosatu House or anywhere else.

In the undertaking both organisations said they placed on record that they were opposed to violence and wished to confirm a statement published already saying that they did not condone violence or recognise it as a way of resolving disputes.

In his affidavit Mr Le

Roux said Sats had been aware of intimidation of workers during the strike by its employees.

Mr Le Roux said much of this intimidation had occurred at Cosatu House and the union's premises at World Centre in Germiston.

He also drew the court's attention to the statement of the Sats worker who had seen the three burnt bodies.

Mr Le Roux said the worker had been tied to a water pipe at Cosatu House and assaulted, hit and kicked by about 30-40 people.

Three other men were also brought into the hall where he was.

Mr Le Roux said according to the witness they were told to clean the floor after they had had water thrown over them to get the blood off them.

Later he and another man were taken through the eastern exit of Cosatu House and put into a station wagon and taken to the Heidelberg off ramp where he managed to escape and run away.

Further investigation revealed the burnt bodies of the three men who had been at Cosatu House plus the corpse of the man who had been in the station wagon with him.

Mr Le Roux said the witness was later taken to Cosatu House where he identified 11 people — nine who had assaulted him or been present, one who abducted him from his work place and another who was present when he escaped from the station wagon.

The affidavit was filed only a few hours before the burnt body of a fifth worker — this time at Tembisa on the East Rand — was found by police.

● An urgent application by Cosatu to hold a May Day rally today was refused by Mr Justice B Galgut in the Durban Supreme Court yesterday on the grounds the government notice prohibiting certain gatherings was not invalid — DDC-Sapa

Capt. [unclear] 1/5/87  
270  
**5th worker's body found**

**JOHANNESBURG.** The burnt body of another SATS worker has been found — this time at Tembisa on the East Rand.

As in the case of the four SATS workers necklaced at Kazerne on Tuesday, he had been abducted from his work place and allegedly assaulted and then set alight with petrol.

All five had opposed the strike by rail workers. The Bureau for Information later confirmed the incident and said the body was found at 10.30pm on Wednesday outside Sephokua Hostel in Tembisa. — Sapa

SATS worker: 3 burnt to death, page 2



# SATS in urgent court application

Cape Times 15/87 270

Own Correspondent

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Three other men were also brought into the hall where he was

Mr Le Roux said according to the witness they were told to clean the floor after they had had water thrown over them to get the blood off them

He said they were all accuse of being informers and working with the "boere"

According to the worker the three men were taken off

Later he and another man were taken through the Eastern exit of Cosatu House and put into a station wagon and taken to the Heidelberg off-ramp where he managed to escape

Later, when he returned to the spot with a SADF patrol, he found the three burnt bodies and that of the man in the car with him

SATS intended asking the court to order Cosatu to see that its premises, in particular those at World Centre in Germiston and Cosatu House in Johannesburg, were not misused for the intimidation, assault and murder of SATS workers and ex-workers

They also wanted an order interdicting SARHWU from intimidating employees into not working and empowering the police to enter Cosatu premises to enforce the order

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The application was postponed till June 2 after Cosatu undertook to do all in its power to see that unlawful acts did not take place on its premises

SARHWU said it was not in a position to admit or deny the allegations in court papers but nevertheless undertook not to intimidate or assault anyone

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SATS STRIKE

(210) (18) (110)  
**Discussing action**

Sats' decision to fire the strikers who declined to return to work on April 22 seems to have ended the six-week-old strike. On the other hand, it may well have set the scene for more comprehensive action by unions.

In a demonstration of firmness, Sats stuck to its guns and duly fired a total of 16 000 striking employees on the Witwatersrand and Bloemfontein last Wednesday. About 2 000 strikers returned to work on deadline.

Sats spokesman Jannie van Zyl says the service is coping with the help of existing personnel, who do the additional work in shifts, and other relief workers. It temporarily employed roughly 800 students and school children over the holidays.

**Labour Day**

But a shortage of workers will be only one of Sats' problems over the next few weeks. Although Van Zyl says Sats is not expecting trouble on May 1 (Labour Day), it is stepping up security as a precaution with the help of the SA Defence Force and police. Sats has already suffered a loss of about R25m in damage to rolling stock.

Congress of SA Trade Unions (Cosatu) general secretary Jay Naidoo says Cosatu is "very upset" about the dismissals and is "discussing action to ensure the reinstatement of workers." He says "solidarity action" from other workers' unions may be expected, but he declines to elaborate.

At least seven strikers have already died in

police shootings — three of them during a march from Cosatu House to the nearby Doornfontein station last Wednesday. According to the Bureau for Information, police fired teargas at them when they failed to disperse peacefully. "It was then that they turned on the police and attacked them with stones and knives," said the bureau. Three policemen were injured. Police later surrounded Cosatu House, entered it and arrested a large number of the occupants.

**Interdict**

Cosatu has subsequently taken steps to sue the SA Police for damage to its premises totalling more than R53 000. And it is applying for an interdict to restrain the SAP from further damaging Cosatu House and assaulting members. In another Cosatu action, settled out of court last Friday, the police undertook not to act unlawfully against members of the SA Railway and Harbour Workers Union (Sarwhu). The police did not admit to any unlawful acts in the first instance.

Meanwhile, Van Zyl says Sats' offices have been "flooded" with unemployed people looking for jobs. More than 900 were employed last week. He adds Sats will — with discretion — give preference to former Sats employees, who will have to re-apply for their jobs. He claims only some 25% of the workers really had their hearts in the strike, the others were victims of intimidation.

Van Zyl stresses that Sats will "under no circumstances" negotiate with Sarwhu. He says the service does not recognise Sarwhu, adding that it has never formally applied for recognition.

See Leaders

FIM 11/5/87

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# Sarhwu promises not to intimidate or assault anyone

24/5  
S192  
228  
1/17/51

By Lesley Cowling

The Congress of South African Trade Unions (Cosatu) and the South African Railways and Harbours' Workers Union (Sarhwu) yesterday undertook in the Rand Supreme Court to prevent unlawful acts against railway workers after South African Transport Services (Sats) alleged Sarhwu members had murdered five Sats employees

The bodies of four Sats employees were found near the Kaserne depot on Tuesday night and a fifth in Tembisa yesterday

Yesterday, Sarhwu said — in an undertaking that was made an order of court — that it was not in a position to confirm or deny the allegations

## Condemned violence

Nevertheless, it undertook not to intimidate or assault anyone

Cosatu undertook to do all in its power as landlord of premises in Jeppe Street and Germiston to prevent any unlawful acts taking place there

Cosatu and Sarhwu placed on record that they were opposed to violence. They also undertook to provide the newspaper *The Sowetan* with a copy of the undertaking with a request that it be published

In an affidavit, Sats Southern Transvaal re-

gional manager Mr Abraham Spies le Roux said five of his employees had been murdered in the last few days and a ticket-collector abducted on Tuesday was feared dead

Police had told him Sarhwu members had abducted five Sats employees, taken them to Cosatu House, assaulted them then taken them to the Heidelberg off-ramp near Kaserne. Four had been murdered but one escaped, he said

He said the man who escaped had been found by a South African Defence Force unit and taken back to the scene. There it was found that the other four were dead

Three had been burnt and the fourth stabbed, he said

He said the escaped man told the police he had been abducted and taken to Cosatu House. There he and the other four were assaulted. Later they were taken in two separate vehicles to the Heidelberg off-ramp where he managed to escape, Mr le Roux said

The police took the man to Cosatu House, where he pointed out 11 people. One, he said, had abducted him, nine were involved in the assaults on him and one was present when he escaped

Mr le Roux believed Sarhwu had engaged in intimidation and this had resulted in the murders

The case was postponed to June 2 to allow Cosatu and Sarhwu to file answering affidavits



*Che Tom 2/18/77*

# SATS re-employs 1 000 workers

*270*

JOHANNESBURG. — About 1 000 SATS workers dismissed ten days ago during their six-week strike had been re-employed, while more than 1 000 more had indicated they wanted their jobs back, a SATS spokesman said yesterday.

SATS previously announced that all dismissed workers may reapply for their jobs. All will be granted interviews but "intimidators" will not be re-employed.

The spokesman said he was unable to say how many applications had been rejected for this reason.

"By intimidators is meant those who physically prevented others from going back to work or from reapplying for their jobs," said the spokesman.

SATS yesterday sponsored a newspaper advertisement presenting its views on the strike.

The advertisement, which appeared in the Star newspaper, was headed "Judge for Yourself".

Among other assertions, it alleged instigators.

□ Caused violence to spread to civil unrest

□ Threatened the lives of thousands of innocent people

□ Caused damage running into millions of rands to SATS property and equipment. — Sapa

# Sats takes on 1,000 sacked strikers

Business Day Reporters

ABOUT 1,000 Sats workers dismissed two weeks ago after their six-week strike have been re-employed, while others have indicated they want their jobs back, a Sats spokesman said at the weekend

SA Railways and Harbours Workers' Union (Sarhwu) acting secretary Themba Khuzwayo was unable to confirm these figures yesterday

Sats announced last week that all dismissed workers could re-apply for their jobs. The spokesman said all applicants would be interviewed, and questions regarding union membership would not be asked

"Intimidators" would not be re-employed, he added. The identity of "intimidators" and reasons for believing them to be so were at present being furnished to the employment officer by depot managers

"By intimidators we mean those who physically prevented others from going back to work or from re-applying for their jobs," the spokesman said

Meanwhile, Sarhwu attorneys have filed papers in the Rand Supreme Court asking that the dismissal of three Sarhwu members be declared unlawful

It is believed the case will be heard on Wednesday

# Postal strikers due back at work today

Business Day Reporter

THE month-long strike by about 4,800 postal workers on the Witwatersrand has ended, the Post Office and the Post and Telecommunications Workers' Association (Potwa) said in a joint statement released at the weekend

Details of the negotiated settlement would be released today, a Post Office spokesman said yesterday

The statement said all grievances had been solved successfully to Potwa's satisfaction

The workers went on strike on April 2 to demand higher wages, protest at the detention of two colleagues and express sympathy with the Sats dispute. Post Office workers are expected to return to work today, and it is hoped that disrupted services will be back to normal soon

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## Dr O'Brien lectures — UCT action

Five University of Cape Town student leaders allegedly involved in the disruption of lectures by Irish academic Dr Conor Cruise O'Brien last year have been disciplined

One was refused permission to enrol at the university this year, said UCT principal and vice-chancellor Dr Stuart Saunders

"I have severely reprimanded four (remaining) students for breaking rule 3(b) of the General Rules for Students. The rule says no student shall conduct himself in any manner or make any statement, oral or written, which brings discredit upon the university."

He said another was fined R250 for disruption of lectures. Of this amount, R150 had been suspended for a year

## Lenasia centre will help drug dependants

By Janine Simon

Lenasia's first centre for alcohol and drug dependants opened its doors today after eight years of community appeals for the service

The centre, yet to be named, was set up by the Johannesburg Indian Social Welfare Association (Jiswa) and the Johannesburg branch of the National Council on Alcoholism and Drug Dependence

It will operate from the Jiswa centre and provide counselling and preventive and educational services, particularly to schools. It is also negotiating for salary subsidies for sessional doctors and nurses.

"Drugs have been a real problem for a long time and the community was clamouring for a service," said Jiswa director Mr Cassim Saloojee. "Lack of services has meant that addicts have had to be institutionalised to get care"

The centre was established by Jiswa becoming affiliated to Sanca Johannesburg and with the active support of Sanca director Dr Sylvain de Miranda

Sanca Johannesburg provided three months of intensive training to the two social workers and one information officer who will be at the new centre

The centre will operate from Jiswa's premises in Suikerbos Street, Lenasia from 8 30am to 4 30pm daily. A clinic is planned for at least one night a week. Contact (011)852-6016/7 for information

Sanca's offices will also provide services to Indians in the city. Call (011)836-5942/3/4

## Track not neglected, says SATS

About 500 white clerks and civil engineers were working at night and at weekends to maintain railway track in the Southern Transvaal region, according to a spokesman for South African Transport Services

The spokesman was reacting to a recent report in The Star that track maintenance had been neglected as a result of the six-week-old strike by Sats workers and the subsequent dismissal of 16 000.

He said the engineers and clerks had worked "as labourers" over the Easter weekend and had since continued on weekends and most nights

Track maintenance was a priority as loose bolts and buckling could lead to derailments

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# 'BLOODY WEDNESDAY' FOR COSATU

By SAHM VENTER

WEDNESDAY April 22 will be written into South African history as "Bloody Wednesday", Cosatu general secretary Mr Jay Naidoo says

Addressing the annual conference of the Western Cape Teachers Union (Wectu) at the University of the Western Cape (UWC) at the weekend, Naidoo told of the police's killing of eight striking railway workers and the injuring of countless others

"Workers are very angry," he said "What lies ahead is a big battle that will involve the rest of Cosatu and the democratic movement"

As might fell on the Cosatu building in Johannesburg last Wednesday, police moved systematically through each floor, assaulting people indiscriminately, Naidoo told hundreds of Wectu members

The death and destruction on that day begged the question "Why?"

The state, he said, wanted to smash the strike and the power of the workers

"We recognised that we had to

achieve some settlement" But the Emergency being declared in July South African and Railways and Harbours Workers Union (Sarthw) was faced with an "intransigent, immovable and increasingly threatening state"

## Action plan

The South African Transport Services (SATS) workers have demanded the total reinstatement of the 16 000 sacked workers and bona fide negotiations

Cosatu was discussing what action to take following the killings and plans would be made known later this week

Workers struggles had become more firmly located in political struggles, he said "The political struggles of the development of the labour our country have sharpened the political consciousness of the workers Rgorous debates and the in January this year was for one battles fought out on the shop floor industry one union, to build powerful have shaped Cosatu"

Faced with the deepening political and economic crisis especially since 1984, the state stepped in to crush the people's initiative which culminated in the State of

and to organise mass strength behind campaigns such as May Day and Living Wage Campaigns

These campaigns aimed to "strike at the heart of the nature of our exploitation" - cheap labour system, Naidoo said

"We have vowed to end the cheap labour system and to democratically control the wealth that we produce"

He said workers regarded apartheid and capitalism as inseparable and Cosatu would not hesitate to take up political struggles for its membership

## Attacked workerists

Naidoo attacked popularists who believed that the working class was ready and waiting to take orders from above and workerists who sought to paralyse the labour movement through "classical notions including non-sectarianism"

The program to be identified, he said, was the way in which workers own rights and needs would be served, and that this should be done by the workers themselves

"The debate of socialism lies in the hands of the participants, and not with the coterie of intellectuals who have leached onto the working class," he said

The National Union of Mineworkers (NUM) and the Metal and Allied Workers Union (MAWU) as representatives of strategic sectors of South Africa's economy, would be critical in deciding Cosatu's path, he said

NUM, "the backbone of Cosatu" with 369 000 paid-up members had adopted the Freedom Charter as a guiding document in the struggle

A further guideline adopted by the NUM, he said was that organisation with which Cosatu aligns itself would have to have a "proven record of mass struggle"

The choice of alliances would also be based on non-racial democracy

Cosatu would decide at its national conference in July which organisations among the youth, students, unemployed, women and community organisations to ally with

## 'Union rights not extended to State bodies'

THE SOUTH African Transport Services (Sats) has "hidden roughshod" over the fundamental rights of striking railway workers, according to Mr John Murphy, of the University of the Western Cape (UWC)

Freedom of association and the right to be represented by a trade union were not extended to state owned organisations, the director of the Community Law Centre said this week at a UWC's law conference

## 'SLAVE TREATMENT' AT SATS

TWO workers this week described "slave treatment" food " But they believe the sacrifices are worth it at the South African Transport Services (Sats)

The men, both members of the South African Railways and Harbours Workers Union (Sarthw), last Wednesday work as labourers for the South African Transport Services (Sats) at Caserine near Germiston.

Mr Jeffrey Majiyazi and a fellow worker who would not be named are in Cape Town to address Sarthw members

After working for Sats for seven and 10 years respectively they earn only R380 a month, R320 after deductions.

Between R120 and R200 of this is sent to their families each month But they haven't been able to send any money home since the strike began on March 13.

April was "bonus month" when they would have since January which adds to the suffering because of double pay. "We got nothing, no money, no they now have to find food elsewhere.

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# Divergent outcomes of public service strikes

From ALAN FINE

6/1-7/15

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JOHANNESBURG — The two public service strikes — at SATS and the Post Office — both of unprecedented size and duration, have had widely divergent outcomes.

The SA Railways and Harbours Workers' Union (Sarhwu) spent six weeks pleading for an opportunity to negotiate on a minor disciplinary case.

Management refused all along the line to deal with anyone other than the unrepresentative in-house union.

And now 11 people are dead and 16 000 dismissed — although some have since been re-employed.

The Post Office and Telecommunications Workers' Association (Potwa), on the other hand, spent much of the month-long strike

refusing to accept the pleadings of Post Office management to come to the negotiating table. Instead, it set a number of difficult preconditions, including the release of two detained members.

Unlike the SATS strike, there were no management demands that workers return to work before the possibility of negotiations could even be considered.

And Potwa has now, reportedly, achieved an astonishingly favourable settlement. Unions dealing with private sector companies would not even dream of winning some aspects of it.

For example, one worker dismissed three years ago is to be reinstated. Another, who received a two-year sentence for intimidat-

ion during the strike — he is now out on bail pending an appeal, will receive full pay for his time in prison, if any, and has been guaranteed his job back thereafter if he wants it.

Another breathtaking aspect of the settlement is that the strikers are to be paid for two-thirds of the period spent on strike. One can only muse over the reasons for this astonishing turn of events, and ask why.

The most obvious answer would appear to be that while Sarhwu is an uncomfortably militant "outsider" and affiliate of Cosatu, Potwa operates in terms of the structures laid down by Post Office management.

It is even possible that Potwa members were beneficiaries of a government desire, in the light of the SATS strike, to show that it

pays to use the internal dispute-resolving structures.

But there is further irony even in this. There is no doubt that the postal strike has politicized Potwa, which was previously a little-noticed organization dismissed as toothless and management-controlled.

The rhetoric at its mass meetings during the strike was as militant as at Sarhwu's. And most importantly it developed close links with Cosatu, having regular meetings at Cosatu House.

Sarhwu will take a long time to recover from the SATS strike. But Potwa can expect to gain stature from its efforts, and the Post Office could well end up with the same kind of black unionism that SATS has gone to such lengths to destroy.

# Boys in fatal leap from train

Transport Reporter

An investigation has begun into the death this week of two 14-year-old Sebokeng boys who apparently jumped from a moving train to escape ticket examiners

Witnesses and relatives claim John Mabala Thokoa and Tebogo Makhobe were assaulted by sjambok-wielding rail officials for not having tickets

The boys boarded a train at Eatonside where no one was selling tickets

Mabala's guardian, Mrs Joyce Moleta, said "Their bodies had weals — an indication they were sjambokked"

Major Dries Jacobs of the SAP Transport Branch said the case was being investigated. Police had received a report that one youth had jumped from a moving

train apparently because he did not have a ticket. He denied railway officials carried sjamboks

The Star has received many complaints from commuters unable to buy tickets because of the Sats strike and dismissals

A spokesman said Sats was aware of the difficulties. Examiners had been instructed not to fine anyone who had boarded without a ticket at stations where tickets were not being sold

The spokesman said the case would be investigated



# Rail strikers challenge Sats sacking

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HSA

JOHANNESBURG. — An urgent application challenging the dismissal of workers involved in last month's rail strike on the Witwatersrand has been postponed in the Rand Supreme Court.

Three of the 1 600 workers dismissed after the strike filed papers in the court yesterday challenging the validity of their dismissal in a test case which will determine the fate of their colleagues.

The Minister of Transport Affairs, the general manager of SA Transport Services and the Southern Transvaal regional manager, as well as Sats itself, have been given until May 25 to file answering papers.

The applicants, Mr T Mbangxi, Mr R Z Buthi and Mr S M Nyatungu, have until May 29 to file replying affidavits.

Mr Mbangxi, 40, a migrant labourer from Transkei, had 14 years' service with Sats and was a driver at the Kaserne depot. He earned R575 a month and lived in the hostel at Kaserne.

Mr Buthi, 55, had a railway house at Orlando in Soweto. He worked at the goods-receiving department at Johannesburg station. He had 31 years' service and earned R380 a month.

Mr Nyatungu, 46, a migrant labourer from Gazankulu, worked as a clerical assistant at Delmore near Germiston and earned R477 a month.

All three men said that they would not be able to get other jobs and that they and their dependants faced starvation.

The application was heard by Mr Justice M J Strydom and costs were reserved. — Sapa.

# Sats promises not to fill posts

11/5/81  
SUSAN RUSSELL B/Dary

AN URGENT application by three Sats workers challenging the legality of the termination of their contracts because of the recent strike was adjourned on Friday after Sats undertook not to employ anyone else in their jobs.

Sats have also undertaken to allow them to remain in their accommodation. Both undertakings were made pending determination of the application.

Thamsanqa Mbangxi, Richmond Zoyisile Buti and Senias Mapflana Nyatungu brought the application against the Minister of Transport, the GM of Sats and the regional manager for the Southern Transvaal.

They have asked the court to declare Regulation 4 (4) of the Sats Personnel Regulations null and void and of no force and effect.

They have also asked that the written notice by the Sats GM terminating their employment and contained in a letter from the regional manager be declared null and void.

# Ex-Sats workers to be screened

SCREENING of applications for permanent re-employment by dismissed Sats workers begins today, Sats public relations deputy director Tienie van den Berg said yesterday.

The 2 000 workers already re-employed after the dismissal of 16 000

JENNY BOBERG

sacked strikers were accepted only on a temporary, day-to-day basis, he added. Van den Berg said legislation was ex-

To Page 2

## New amendment for fired Sats workers

pected to be passed during the next parliamentary session enabling the re-employment period to be coupled with past service

The Sats Acts states that all workers whose contracts have been terminated, have to start from scratch if re-employed. Many sacked workers thus stand to lose the benefits earned during their previous employment period — in some cases 20 or 30 years

These benefits included interest on pension accumulated, housing subsidies, and free travel benefits

Van den Berg said the prospects of the

proposed amendment were very good, as the Transport Minister was very sympathetic to those who may lose these benefits

While all applications for re-employment would be accepted, screening would take place at the interviews, he said

Spokesmen for the SA Railways and Harbours Workers Union, whose members have been on strike for almost two months, could not be reached for comment yesterday.



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South African Transport Services would assess its labour needs before any large-scale employment or re-employment following the dismissal of striking staff, Transport Minister Mr Eli Louw said last night

He was opening the departmental staff association's 21st annual congress in Johannesburg.

Mr Louw said employment would be on the basis of a smaller, better trained, more effective and better-paid labour force

In the 1986/87 financial year, the department's efforts to streamline the Sats' labour force result-

## Sats to review job needs before taking on men

ed in a saving of R250 million, he said

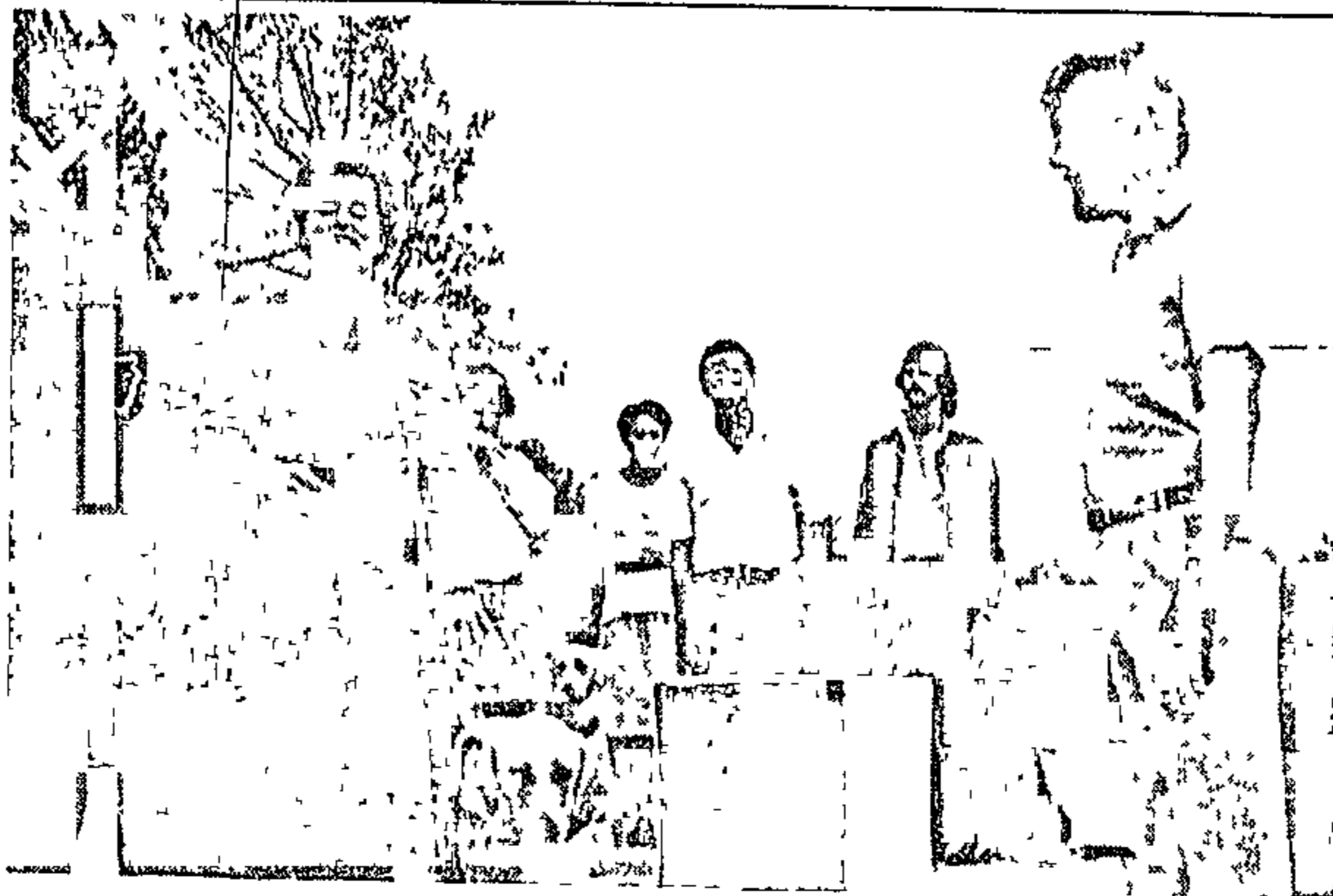
In the same period, R110 million was saved on materials and stock was reduced by about R842 million

Said Mr Louw "This was achieved mainly through the scrapping of obsolete material and reduction of stock, especially items in low demand"

Referring to the strike, Mr Louw said it had been organised and inspired from outside to serve the political purposes of the instigators

He added "Such strikes are coupled with a high level of intimidation

"The instigators are not concerned about the strikers."



# Police, Sats deny 'smear campaign'

By Mike Siluma

The police and the South African Transport Services (Sats) have denied "colluding" with the SABC in a smear campaign to pave the way for State action against the Congress of SA Trade Unions (Cosatu).

Reacting to Cosatu allegations that the three agencies were involved in a campaign to discredit the federation, the Commissioner of Police, General Johan Coetzee, said. "The SAP acts strictly within the framework of the law, does not wage campaigns of any nature against anyone and operates on available evidence."

Cosatu had also claimed that three people alleged by police to be suspected "trained terrorists" and arrested during the first Cosatu House police seige had subsequently been released without being charged.

A spokesman at police headquarters said today that police do not confirm the release of people. The Star was welcome to trace the three people and speak to them if it wished, he added.

The SABC's senior director, news, Mr Sakkie Burger, said today the corporation would only comment fully after studying the contents of a telex it received from Cosatu's lawyers.

Earlier Mr Burger said he would not say why SABC camera crews frequently focused on the graffiti outside Cosatu House.

"The logical thing is it's right at the entrance of the building and when you film the entrance of the building you get that shot." The graffiti, reading in part, "Enter for Torture", is painted next to the front door and on a side wall of the building.

A Sats spokesman denied there was a campaign against Cosatu from the Government's side.

"There are facts being investigated by the SAP

that Cosatu has been involved in the intimidation and murder of our workers. We have witnesses who have been assaulted inside Cosatu House," the spokesman said.

The spokesman said Sats would never attempt to smash the labour movement as it had 10 "independent" unions within Sats. "We would be the last to smash any labour movement."

Replying to its alleged attempts at discrediting Cosatu by linking it to the ANC and SACP, the spokesman said there was evidence of Cosatu's support for the ANC "through their own pamphlets".



# Two sieges,

# a bomb blast

W. Mail 15-21/5/87  
and several

deaths, but

# Cosatu keeps

# on talking

By SEFAKO NYAKA

THE Congress of South African Trade Unions has survived two sieges in a week, a bomb blast that wrecked its headquarters and several incidents of death, violence and arson

But if this week's well-organised press conference is anything to go by it will take more than death and destruction to silence the voice of the largest worker organisation in the country

At the conference, held in a somewhat rundown hotel in Johannesburg on Wednesday, Cosatu screened a film of what the federation termed a malicious, but well co-ordinated and orchestrated media propaganda campaign against it.

The film also included clippings of the damage caused by the police during the first two sieges of Cosatu House last month and the devastation of the bomb blast on May 7.

That Cosatu could organise such material only a week after their offices were wrecked by what is believed

The aftermath of the largest bomb ever to have been detonated on the Witwatersrand  
An architect's photograph captures the chaos in a Cosatu House office

to be an expert bombing job, is an enduring feat.

Hours after learning that Cosatu House was unsafe, Cosatu-affiliated unions were temporarily housed in several offices in the city.

Attempts to get alternative accommodation have been thwarted by reluctant landlords who "refused to give us premises as soon as they learnt that we are from Cosatu House," according to secretary general Jay Naidoo.

Naidoo acknowledges that the attacks on Cosatu have had an effect on union activity.

"To a large extent it has disrupted the daily activities of trade unions

"The fact that we are not allowed into our building at present even to have access to the material that is crucial to any negotiations is a great

problem

"The organisation however has not been stopped by the attack on our house and the events of the last few weeks," he said

Naidoo said the attack on the integrity of Cosatu and the labour movement in general serves to obscure and attempts to justify the physical attacks on its members and its offices.

Allegations linking Cosatu to the ANC and the SACP were rejected by Naidoo.

"We reject this allegation and our lawyers have been instructed to take legal action."

The propaganda campaign started in earnest during the South African Transport Service strike.

At the beginning of April, Sats management attempted to shift the blame for the dispute, focusing not

on the dispute or the parties involved but attempting to cast doubt on the origins and intentions of Cosatu.

Several allegations attempted to link the SA Railway and Harbour Workers' Union and Cosatu to the ANC.

A few days later police launched massive raid on Cosatu House. The raid resulted in extensive damage to Cosatu property

Then came the bomb that was described as the largest ever to have been detonated on the Witwatersrand.

"The building was insured but the R100 000 printing unit had just been installed and was in the process of being insured," Naidoo said

He warned the government that should they persist in their current approach to Cosatu they may well promote a massive collapse of the labour relations system

The campaign of violence and intimidation against the student movement and the largest trade union federation in the country continues.

●On Wednesday morning extensive damage was caused to the offices of the Transvaal Student Congress (Trasco) and the National Student Co-ordinating Committee (Nascoc) after they were firebombed.

●The Germiston offices of the Metal and Allied Workers Union and the Commercial Catering and Allied Workers Union were vandalised last week

●The East London offices of the South African Allied Workers Union and Sached were smashed up last Wednesday.

●The Witbank offices of the National Union of Mineworkers, Mav and Cawusa were raided last Friday

●Sarhwu offices in Kroonstad were smashed up and closed down on Monday after office worker were escorted out of town

●A badly beaten up Transport and General Workers organiser Joe Tire was found manacled to the security gate and lying in broken glass at Cosatu House after being assaulted by police during an argument on Monday

# Still no SATS response to union

By SEFAKO NYAKA

THE South African Transport Services has not yet responded to a wide range of re-employment proposals from the union representing 16 000 dismissed workers.

The workers are demanding the re-engagement of the entire workforce in the same capacities and on the same conditions and rates as applied to them before the strike.

They are also demanding that evicted workers who have been repatriated to the "homelands" be returned at Sats' expense.

The workers have rejected Sats' offer of selective re-employment, but there are possibilities of settlement of the dispute that has caused the transport service sector millions of rands.

Although talks between the lawyers of the dismissed workers and Sats' legal advisers have been going on on a positive tone, there are fears that the talks may be ruined by the

government's hardline attitude. Opening the 50th annual congress of Sats' Salaried Staff Association, Transport Minister Eli Louw said the parastatal was aiming at a smaller and better paid staff.

"Before large-scale employment and re-employment is effected, an assesment of labour needs will be made."

This prompted Cosatu's Jay Naidoo to remark that "the attitude of Sats and the government has always been confused and chaotic.

"An indication will come that it is positive and be reversed a few hours later by negative indications."

There are, however, strong indications that Sats might opt for a settlement that will include the reinstatement of the entire workforce because in dismissing the workers it didn't follow its own in-house disciplinary procedure.

The delay in Sats' response to the dismissed workers' proposals is believed to result from the demand that all detained workers be released and trespass charges and strike offences be dropped.

Over 400 South African Railways and Harbours Union members and officials are being held.

The union's education secretary, Mike Roussos, and five negotiators were detained soon after the May 7 blast at Cosatu House.

Their detention and that of general secretary Sello Ntai has not hardened the stance of the negotiators, but it is believed a delay and an unsatisfactory proposal from Sats might have that result.

The majority of the members who went on strike are Sarhwu members and the detentions are seen as an attempt to sidestep the issue of conducting a ballot to determine which union is representative in Sats



## THE ECONOMY

# The telling Wiehahn warning SAR ignored

By EDDIE KOCH

DAYS before the railways fired 16 000 workers for going on strike, South African Transport Services published an article in its official journal *Momentum* advocating the right to strike for all public sector workers.

The article, written by architect of the government's post 1978 labour reforms Professor Nic Wiehahn, was published in the August edition of the journal at the height of the bitter dispute.

It argues that South Africa's system of industrial relations is based on six universal principles which include the right to strike, to join unions and to negotiate conditions of employment.

"The tendency which South Africa cannot escape is for the spillover into or extension of the application of the six rights from the private sector to the public sector," said Wiehahn.

He supported this argument by noting that public sector workers in other parts of the Western world, including policemen and soldiers, have already won a limited degree of these rights.

Stressing he was not advocating the full extension of the principles to public servants, Wiehahn said:

"The scene is set for the public sector to lift as many restrictions as possible on the exercise of the six fundamental rights of management and workers in that sector."

"The social revolution in South Africa which started in the 1970's ... cannot be complete without the extension of these rights to as many managements and workers as possible in all sectors of the economy."

Asked to explain the extraordinary contrast between these views and the actual behaviour of management during the strike, SATS public relations officer Jannie van Zyl said the journal was compiled by an editor employed by an independent publishing company and its articles do not reflect official SATS policy.

Another explanation, however, is that top SATS management was keen to introduce labour reforms that could have contained the kind of conflict that exploded during the strike, but was frustrated at cabinet level by a Minister of Transport afraid of losing support from right-wing railway workers at the time of an election.

Evidence to support this view is that SATS' deputy general manager Anton Moolman served on an inquiry into SATS labour relations, which late last year unanimously recommended the creation of an industrial council to negotiate industrial conflict along the lines of the private sector.

Van Zyl himself acknowledged that *Momentum* "is issued free to SATS managers and influences their opinions".

Court today, the spokesman said.

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**SATS granted urgent order**

JOHANNESBURG. — The South African Transport Services was yesterday granted an urgent interim order by the Supreme Court making it illegal for anyone to "assault, intimidate, molest, incite or in any other way interfere with the lawful activities" of any SATS employee.

Mr Justice Schabert ordered that copies of the order be prominently displayed at all SATS hostels, be published in Johannesburg-based newspapers and that copies be served on the South African Railways and Harbour Workers' Union, the Black Trade Union of the SA Transport Services and the National Union of Railways Workers. — Sapa

## Court grants Sats interdict

The South African Transport Services (Sats) were this week granted an interim interdict in the Rand Supreme Court preventing employees entering Sats property for any reason other than to act in terms of their employment contracts.

In terms of the order, granted by Mr Justice J Schabert, employees are prevented from assaulting, intimidating, inciting or in any other way interfering with the lawful activities of other Sats employees.

The return date was set for June 23.



several applicants for the post and a decision is expected next month

FAWU is organising farm workers at the Anglo American farms at Groot Drakenstein and Paarl.

The union is also about to sign recognition agreements with Farm Fare workers at the Strand, Gordons Bay, Lynedoch and Nootgedacht

"It is very difficult for the union to give enough attention to farm workers. The union reached the decision to have a full-time organiser for farm workers because they face special problems," the organiser said

"Farm workers are also not allowed by law to belong to trade unions and they have no protection under the Labour Relations Act"

The union had to distinguish between farm workers and factory workers and organise them separately, he said,

wards their workers and their chosen union should be supported.

### Clothing union sued

THE CLOTHING Workers Union (Clowu) is being sued for R100 000 for defamation by the Garment Workers Union (GWU) and a trade union official

GWU and Mr Cedric Earl Petersen, secretary of the union, are each suing Clowu for R50 000 for allegedly defamatory statements published in Clowu's newsletter Unity between November 1983 and July 1985

The matter which was to be heard last week has been postponed until a date to be determined by the Supreme Court.

### Right to strike?

DAYS before the railway bosses fired 16 000 workers, South African Transport Services (SATS) published an article in its official journal, "Momentum" advocating the right to strike for all public sector workers

The article, by Professor Nic Wiehahn, published in August, argues that South Africa's system of industrial relations is based on six universal principles which include the right to strike, to join unions and to negotiate conditions of employment

SATS public relations officer Mr Jannie van Zyl said the journal was compiled by an editor employed by an independent publishing company and its views do not reflect official SATS policy.

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**JOHANNESBURG.** — The marathon labour dispute on the railways seems far from over

It is reported that at least 600 railwaymen in various parts of the Transvaal have stopped work in sympathy with the 16 000 strikers dismissed by SA Transport Services last month.

In addition, only 200 workers have taken up management's offer of selective re-employment, as strikers wait in their hostels on the Rand for the outcome of a test case in which three of the fired workers are asking the Rand Supreme Court to declare their dismissals invalid.

Mr Themba Khuzwayo, general secretary of the SA Railway and Harbour Workers' Union (Sarhwu), said last night

# SATS workers in sympathy strike

that about 1 200 railwaymen in Ogies, Bloemfontein, East London and Komatipoort had gone on strike in sympathy with the workers on the Rand.

A spokesman for SATS was not immediately available for comment, but SABC radio news last night reported that 600 workers from outside the Southern Transvaal had joined the railways strike.

Citing a SATS spokesman, the SABC said only 200 strikers had returned to work, even though management had offered to reemploy 1 400 of the

2 000 strikers who applied for reinstatement after their dismissal last month.

The spokesman said all the dismissed workers were still being housed in railway hostels and SATS had now issued an ultimatum that they return to work by June 17 or be evicted.

"The SATS spokesman said many were scared to return to work through fear of intimidation," the SABC said.

Mr Khuzwayo denied the allegation and said the workers were waiting for the outcome of

the Supreme Court application.

The court heard the application earlier this month and set May 25 as the return date for SATS and the Minister of Transport to file answering papers. In the interim, SATS has agreed to hold open the posts of the three applicants and not to evict the dismissed workers from their hostels.

In the meantime, Mr Khuzwayo said, intense negotiations had been taking place between the attorneys representing Sarhwu and SATS in the case, but progress was being hampered by the detention of at least 30 members of the 37-strong negotiating team elected by the workers. — Sapa

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# Railwaymen wait for hint on labour deal

By DICK USHER  
Labour Reporter

THOUSANDS of railway workers are waiting for an announcement by the Minister of Transport, Mr Eli Louw, on the Wiehahn report about labour relations in South African Transport Services (Sats)

They are hoping some indications will be provided in next week's transport budget debate

Professor Nic Wiehahn, who headed the commission which resulted in major reforms to labour legislation, was appointed last year to investigate and report on wage bargaining and the industrial conciliation machinery in Sats. His report has been studied by all the Sats trade unions and their comments and recommendations have been sent to management.

Although the report is still a secret, it is known that it recommends a completely new concept of machinery — a labour council to function along the lines of an industrial council for negotiations and settling disputes

Unionists said this week that Professor Wiehahn's report recommended that unions and management should have equal representation on the council, with a chairman from outside the system who would not have a vote

Any decision taken in council would be binding on the Minister

If disputes were deadlocked in the council they would automatically go to arbitration which would be binding on the Minister

At present, disputes can go to arbitration, but the unions have to show that the majority of their members are dissatisfied.

The report did not recommend Sats workers be given the right to strike as it was an essential service

● There is dissatisfaction with the 12,5 percent public service pay increases. Mr Louw met the Federal Consultative Council of Sats Staff Associations for wage discussions this week. The council will meet in Johannesburg for further talks next week

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# Two held in Sats necklace probe

By ANN PALMER

TWO men have been arrested by police investigating the death of four railway workers who were allegedly tortured at Cosatu House, Johannesburg, before being set alight.

The police liaison officer for the Witwatersrand, Lieutenant Pierre Louw, described the arrests as a breakthrough into the atrocities allegedly committed at the union's headquarters.

## SI chairman

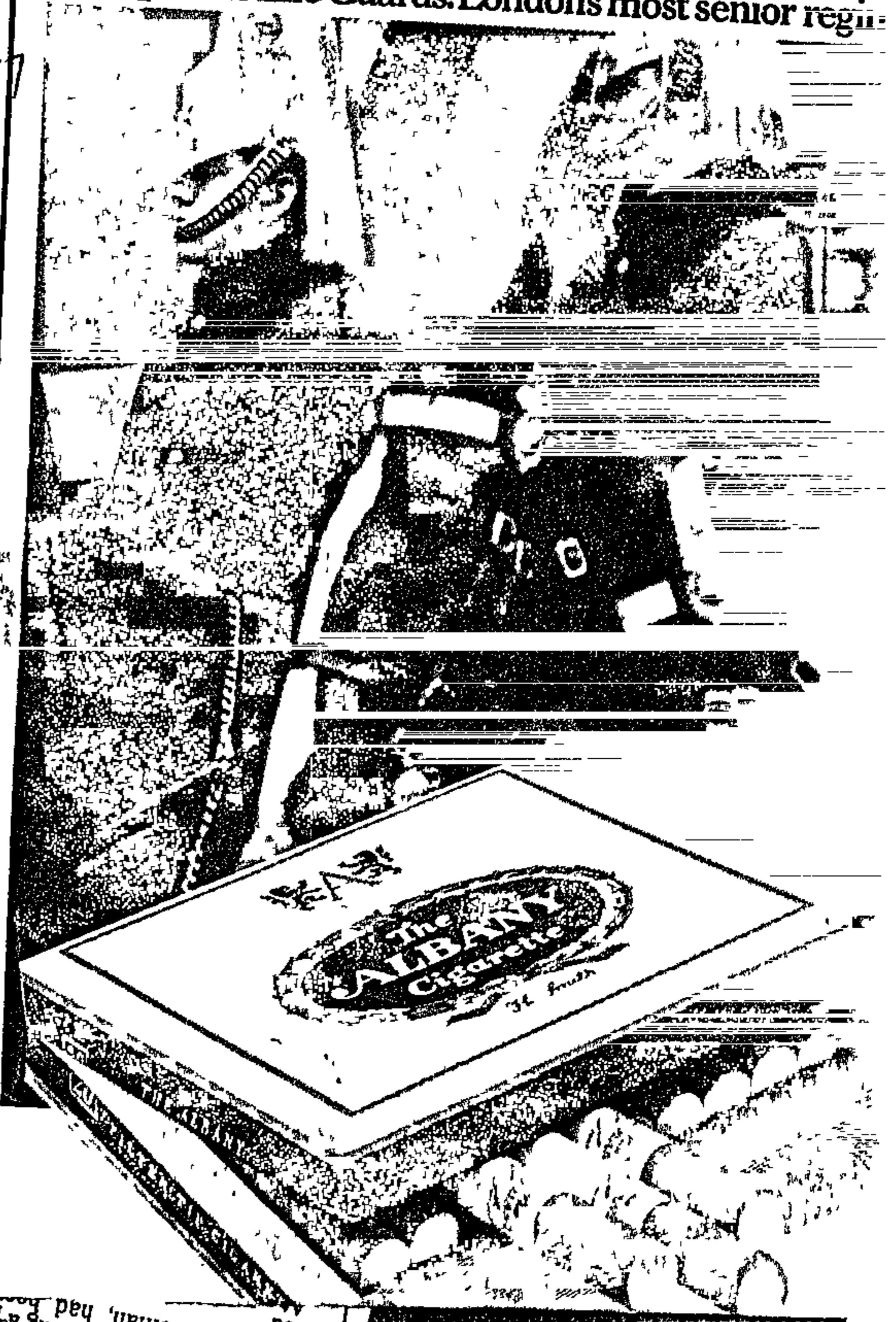
One of the men arrested was the chairman of the so-called 'People's Court', which, we believe, sentenced the four workers to death," he said.

The charred bodies of the workers — Jerry Goodman, John Sebopela, Joseph Mulaudzi and Molatero Moremane — were found dumped in a wood near Kaserne about a month ago, shortly after 16 000 South African Transport Services workers were dismissed for striking.

They had been hacked and stabbed and were found with smouldering tyres around their bodies.

## Election looms

### The Queen's Life Guards. London's most senior regi-



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# Police arrest 2 more for Sats necklace murders

270

**JOHANNESBURG** —  
Police have arrested two more people in connection with the necklace killings of four SA Transport Services workers last month.

This brings to five the number held in connection with the murders.

A senior police officer said at a news confer-

ence this weekend, that one of those arrested was believed to be the chairman of the so-called people's court, which had condemned the victims to death.

The workers were allegedly killed because they were not prepared to take part in the illegal transport services strike.— Sapa

# Police search for nine rail workers

The Argus Correspondent

1/645 25/87 270  
JOHANNESBURG. — Police are still searching for at least nine missing South African Transport Services workers who are feared dead.

Five people were arrested last week in connection with the murder of four workers in Kaserne, a spokesman said.

One of those arrested is a student detained in police swoops last Wednesday

Police also claimed another was the president of the alleged "people's court" which they said "sentenced" the four murdered workers to death

## 12-YEAR-OLD BOY

At least two of the five are Cosatu members, the spokesman said

The 12-year-old boy arrested by police at Cosatu House after the four bodies were found was also allegedly a member of the "court", police said.

The workers still missing apparently disappeared after the recent South African Railway and Harbour Union (Sarhwi) strike and police have appealed to their relatives to contact them.

In another claim police said earlier the missing workers could allegedly have been murdered in Cosatu House.

The union's publicity secretary, Mr Frank Meintjies, said Cosatu abhorred any violence which had happened in the dispute with Sats

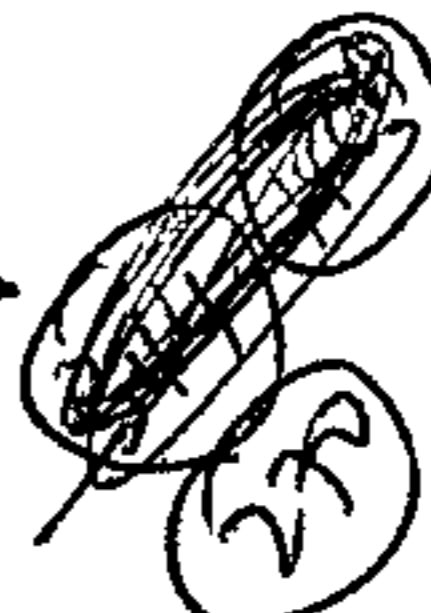
"We have no knowledge of the alleged incidents," he said

Cosatu legal representative Mr Peter Harris said the union had disassociated itself from any assaults or violence which allegedly took place at its headquarters



**9 missing Sats men feared dead**

# Police seek more 'death court' victims



270

SAP  
25/5/87

By Craig Kotze, Crime Reporter

Johannesburg police are still searching for at least nine missing South African Transport Services workers — now feared dead — after the arrest last week of five people in connection with the killing of four workers in Kaserne, a spokesman said.

One of those arrested is a student detained in police swoops on Johannesburg and student residences last Wednesday.

Police claimed another was the president of the "people's court" which allegedly "sentenced" the four workers to death.

At least two of the five are Cosatu members, the spokesman said.

The 12-year-old boy arrested by police at Cosatu House after the four bodies were found was also allegedly a member of the "court", police said.

The workers still missing apparently disappeared after the recent South African Railway and Harbour Workers' Union (Sarhwu) strike and police have appealed to the men's relatives to contact the SAP.

In another earlier claim, police said the missing workers could have been murdered in Cosatu House.

They have also alleged that the four men were first tortured in the Jeppe Street building — which has since been declared unsafe after an explosion in the basement — and then taken to Kaserne and murdered.

## Smear campaign

This has been strongly denied by Cosatu officials, who have in turn accused the police and SABC of waging a smear campaign against them.

The union's publicity secretary, Mr Frank Meintjies, said Cosatu abhorred any violence that had taken place in the dispute with Sats.

"We have no knowledge of the alleged incidents," he said.

Cosatu legal representative Mr Peter Harris said the union had dissociated itself from any assaults or violence which had allegedly taken place in its headquarters.

Mr Meintjies said "If any worker has died at the hands of another, it is our view it should never have come to that point."

Cosatu rejected violence and did not have a mandate from its members to act "that way". The organisation had "a sound track record in negotiating worker disputes."

TO ADVERTISE ON THIS

18/12/87  
Police fear missing  
Sats workers dead

JOHANNESBURG — Police here are still searching for at least nine missing Sats workers — feared dead — after five people were arrested last week in connection with the murder of four workers in Kaserne, a spokesman said

One of those arrested is a student detained in police swoops on Johannesburg student residences last Wednesday

The police also claim another was the president of the "People's Court" who allegedly "sentenced" the four workers to death

At least two of the five are Cosatu members, the spokesman said

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The missing workers apparently disappeared after the recent South African Railway and Harbour Workers' Union (SARHWU) strike and police have appealed to their relatives to contact them.

Earlier, police claimed the missing workers could have been murdered in Co-

satu House  
They have also claimed the four dead men were first tortured in the Jeppe Street building — which was later declared unsafe after an explosion in its basement — and then taken to Kaserne and murdered

This has been denied in the strongest terms by Cosatu officials, who have in turn accused the police and the SABC of waging a "smear" campaign against them

The union's publicity secretary, Mr Frank Meintjies, said Cosatu was opposed to violence and did not have a mandate from its members to act "that way," adding the union abhorred the violence which occurred in the dispute with Sats

"We have no knowledge of the alleged incidents," he said

A Cosatu legal representative, Mr Peter Harris, said the union had dissociated itself from any assaults or violence which allegedly took place on its headquarters.

Mr Meintjies said "If any worker has died at the hands of another, it is our view it should never have come to that point" — Sapa

## Student among five under arrest

# 9 SATS MEN FEARED DEAD

JOHANNESBURG police who are still searching for at least nine missing SATS workers — feared dead — after five people were arrested last week in connection with the murder of four workers in Kaserne, a spokesman said.

One of the arrested is a student detained in police swoops on Johannesburg and student residences last Wednesday.

“Police also claimed another was the president of the alleged ‘people’s court’ which police said ‘sentenced’ the four murdered workers to death.

At least two of the five are Cosatu members, the spokesman said. The 12-year-old boy arrested by police at Cosatu House after the four bodies were found was also allegedly a member of the “court” police said.

## 12-year-old boy

## alleged to be

## member of

## people’s court

The workers still missing apparently disappeared after the recent South African Railway and Harbour Union (Sarwhu) strike and police have appealed to their relatives to contact them.

In another claim police said earlier the missing workers could have been murdered in Cosatu House.

They have also claimed that the four dead men were allegedly first tortured in the Jeppe Street building — which was later declared unsafe after an explosion in its basement — and then taken to Kaserne and murdered.

This has been denied in the strongest terms by Cosatu officials, who have in turn accused the police and SABC of waging a “smear” campaign against them.

The union’s publicity secretary, Mr Frank Meintjies added that Cosatu abhorred any violence which had happened in the dispute with SATS.

“We have no knowledge of the alleged incidents,” he said.

Cosatu legal representative Mr Peter Harris said the union had dissociated itself from any assaults or violence which allegedly took place on its headquarters.

Mr Meintjies said “If any worker has died at the hands of another, it is our view it should never have come to that point.”

Cosatu was opposed to violence and did not have a mandate from its members to act “that way”.

“On the contrary Cosatu has a sound track record in negotiating workers’ disputes,” Mr Meintjies said.

Handwritten notes and signatures in the top right corner of the page, including a signature and the date 15/1/78.



# Railway union president held

JOHANNESBURG. — The president of the SA Railway and Harbour Workers' Union, Mr Justice Langa, was detained outside Khotso House by detectives yesterday afternoon, a union employee said

A worker in the union's temporary offices, who declined to be identified, said Mr Langa was picked up as he entered the building that houses the offices of the SA Council of Churches. The union's attorneys confirmed the detention.

The SAP has not yet responded to a telex asking for confirmation of Mr Langa's detention

According to the union, Mr Langa is the latest in a series of SARHWU officials to be held by police

Last week the union's general secretary, Mr Themba Khuzwayo, said at least 30 of the 37-man negotiating team elected by workers involved in the two-month railway strike had been detained

He said SARHWU's education secretary, Mr Mike Roussos, and the union's secretary for the Witwatersrand region, Mr Johannes Ngcobo, are also being held.

□ Meanwhile police are still searching for at least nine missing SATS workers, who are now feared dead. Last week five people were arrested in connection with the murder of four workers in Kaserne, a police spokesman said

One of those arrested is a student detained in police swoops

on Johannesburg and student residences last Wednesday.

Police also claimed another was the president of the alleged "people's court" which police said "sentenced" the four murdered workers to death

At least two of the five are Cosatu members, the spokesman said

This has been denied by Cosatu officials, who have in turn accused the police and SABC of waging a smear campaign against the union.

The union's publicity secretary, Mr Frank Meintjies, said that Cosatu abhorred any violence which had happened in the dispute with SATS. — Sapa

CAPE Times 26/5/87

CAPE Times 26/5/87



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# 12 000 sacked by Sats face hostel evictions

By Zenaide Vendeiro, Transport Reporter

About 12 000 striking workers dismissed by the SA Transport Services more than a month ago face eviction from six hostels on the Witwatersrand if they do not return to work by June 17, a Sats spokesman said today.

The evictions, which will force many workers to return to their homelands, could result in further labour unrest in Sats, which is just beginning to recover from the longest strike yet in the public service.

Sats spokesman Mr Jannie van Zyl said notices were distributed on May 14 to workers at the Delmore, Sentrarand, Kaserne, Luipaardsvlei, Tembisa and Welgedag hostels, informing them that they had 30 days to apply for reinstatement or vacate the hostels.

The deadline is June 17, a day after the 11th anniversary of the Soweto June 16.

Although he was pessimistic about the number of workers likely to return to work "in the face of intimidation", Mr van Zyl said Sats hoped it would not have to evict workers by force.

He said of the more than 16 000 strikers dismissed on April 22 — all of whom have been paid off — only 300 had so far applied for re-employment.

The Southern Transvaal region of Sats was coping well despite the loss of most of its workforce and services were operating normally.

● See Page 11.

## Mixed reactions to SATS

JOHANNESBURG —

The white Federation of Trade Unions of the South African Transport Services (Sats) has expressed its "utter disappointment" at the 12,5 per cent pay increases granted in terms of the Sats budget, while the Black Trade Union of Sats, (Blatu), announced its "pleasure."

The general secretary

## pay increase

of Blatu, Mr S. M Matloha, said the union had "pleasure" in announcing that "after negotiations" it had been "successful."

"The federation was, however, unhappy that the increase of transport employees has been hindered because of the general election.— Sapa



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DD

27/5/87.



From NICO MULLER  
Parliamentary Reporter

# Most Sats tariffs set to increase by 10 per cent

CAPE TOWN — Most South African Transport Services (Sats) tariffs, excluding airfares, are to increase by an average 10 per cent in July, with further "structural" increases on the cards for October — a move that was described by opposition spokesmen as "shocking, alarming and inflationary".

The tariff increases will also push up the price of petrol

Inter-city passenger rail fares are going up on July 1 by an average 15 per cent (Johannesburg to East London 1st and 2nd class; 15 per cent, 3rd class; 16 per cent) and suburban commuter rail fares — including third class tickets — by 10 per cent.

Tariffs on goods conveyed by rail will go up an average 11,9 per cent.

When the Minister of Transport Affairs, Mr Eli Louw, delivered his R10 287 million Sats Appropriation Bill here yesterday, he said commuter fares will also go

up in October "to be determined by the prevailing conditions" then

The minister said he believed that "smaller" fare increases twice a year would be more acceptable to the public than a relatively big increase once a year.

Airfares were not being increased "at this stage", Mr Louw said. However, he did not rule out an increase in airfares this year.

He said a "further announcement will be made in this regard" if the situation changed. In a press briefing he said that he hoped the economy developed in such a way that increased air tariffs could be avoided, adding that an increase in air seat occupancy was expected since the catering was being improved and cabins refurbished.

Road transport tariffs have been upped by an

average 13,9 per cent. Goods fares by 16 per cent and passenger fares, parcels, post and miscellaneous by 12,5 per cent.

Harbour tariffs have been upped by an average 6,8 per cent, while marine services are to go up on average by 13,9 per cent.

The pipeline tariff for petrol and diesel will go up by 7,4 and 12,1 per cent respectively.

The increased tariffs were given against a background of a 32 and 6 per cent drop in inter-city and commuter passenger journey, a decline of under one per cent in the total tonnage of revenue earning goods rail traffic, a four per cent drop in domestic and international air passenger, a 12 and 6 per cent drop in the number of road transport passengers and goods tonnage, a two per cent drop in the

total tonnage of cargo handled by South African harbours, imports and exports that were 5 and 1,8 per cent lower and a two per cent drop in the volumes of products handled in pipelines and the fact that 1 300 inter-city coaches are only utilised a few days of the year over April and December.

The new upped transport tariffs will also mean an "inevitable" increase in the petrol price in July "that is not expected" to be more than 1c a liter. Details of pump prices for the different regions will be announced later by the Minister of Economic Affairs and Technology, Mr Danie Steyn.

The Progressive Federal Party spokesman on Sats, Mr John Malcomess (MP PE Central) said the increases were shocking and that he failed to understand how "they can claim this

to be only a ten per cent increase".

Mr Malcomess said he guessed that the increases as they affected the railways would be closer to 15 per cent.

He said the inflationary effect would be felt through the whole economy and he criticised the increase of the pipeline tariff that would have an impact on petrol and diesel prices — and thus on inflation.

"The profits on the pipeline are already excessive and the latest increase is nothing but blatant cross-subsidisation at a stage when cross subsidisation is meant to be phased out" he said.

Mr Malcomess called on the minister to immediately start implementing the deregulation of the transport industry "as a matter of urgency".

● The PFP spokesman on economic affairs and technology, Mr Roger Hulley (MP Constantia), said he had serious misgivings about the petrol price increase announced yesterday.

Mr Hulley said he did not believe that the full amount of the increase had to be passed on to the consumer at this stage as there had recently been "a considerable inflow of cash into the Fuel Price Equalisation Fund as a result of the favourable exchange rate".

He said a fuel price increase would have a ripple effect on the rate of inflation.

● The Official Opposition Conservative Party spokesman on Sats, Mr Tom Langley (MP Soutpansberg), said the budget was not only inflationary, but alarming.

Mr Langley said the increases would affect all consumers adversely, adding that the increase in petrol and diesel before the planting season would have adverse effects on the inset costs of the crops for the next season.

# Cosatu speaks on 'necklacing'

THE Congress of South African Trade Unions yesterday explained its relationship with the African National Congress and its attitude towards the "necklacing" of South African Transport Services workers.

The organisation's general secretary, Mr Jay Naidoo, told about 1500 people, mostly students, who packed the University of Witwatersrand's Great Hall, that Cosatu has been attacked by the Government and smeared by the South African Broadcasting Corporation (SABC) but was not given an opportunity to defend itself.

"Cosatu is not affiliated to the ANC although we have insisted and called for the unbanning of the ANC. We have met with the ANC, just as businessmen and church leaders have done. We have also issued joint statements with them," said Mr Naidoo.

Regarding the SATS dispute and "necklacing" of its employees, Mr Naidoo said his organisation has condemned the deaths of those workers. His organisation also condemned violence and had built discipline among its members.

He called on the students to support "Hands Off Cosatu" campaign which has been started by the organisation.

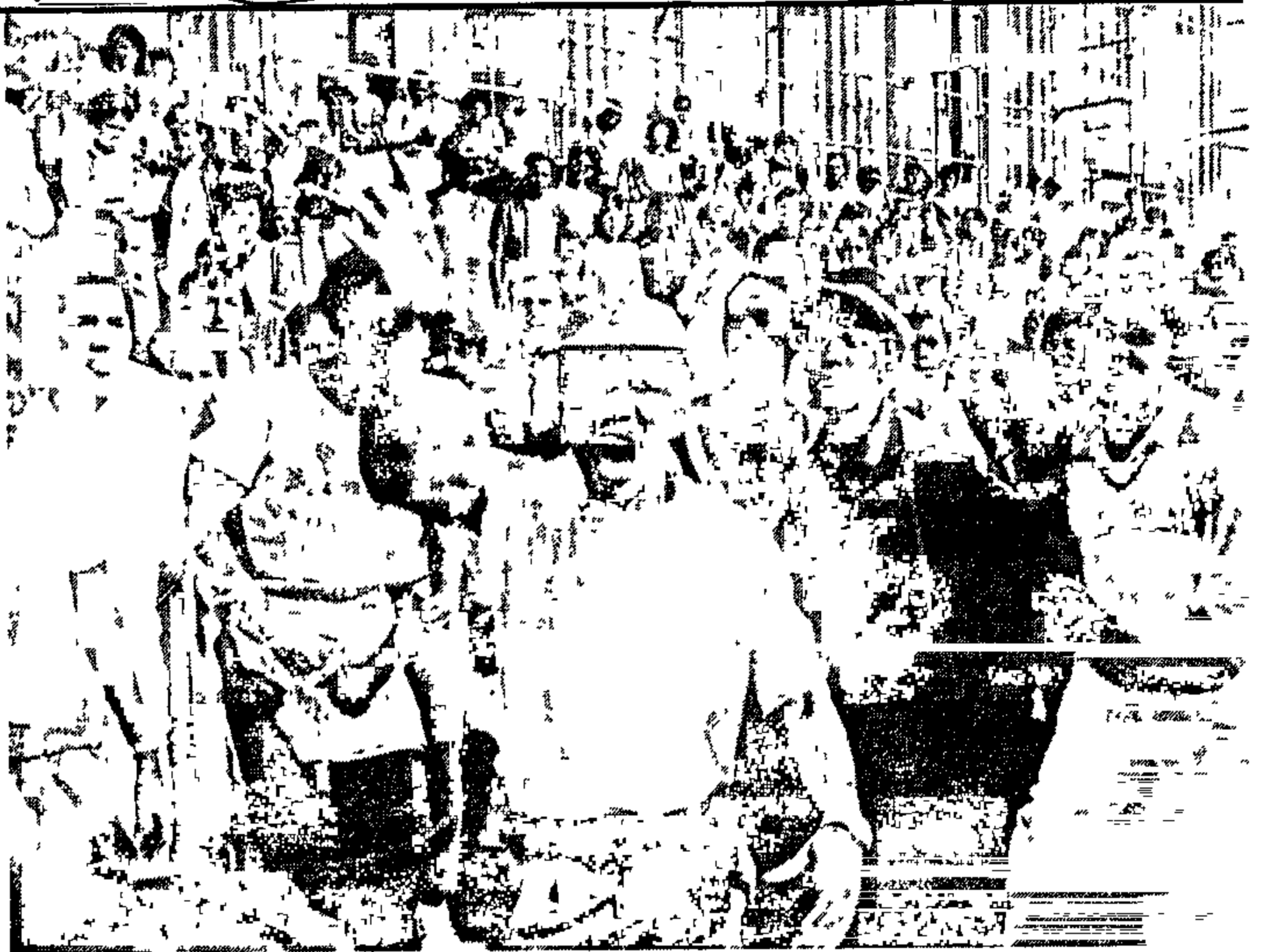
Mr Naidoo said it has become evident in the past few weeks that there was an orchestrated effort by the Government to crush Cosatu because of its outspokenness on political issues.

Cosatu, which represents about 750 000 workers, he said, was banned from holding a meeting in Soweto and frequently its headquar-

By LANA  
SKOSANA

ters were besieged by police and cases of extreme brutality were reported in the media. The offices were also bombed.

He said the SABC was also active in spreading "malicious and distorted" insinuations about Cosatu.



UNIVERSITY of the Witwatersrand students sang and praised Cosatu yesterday after the unions' general secretary, Mr Jay Naidoo, explained its position on "necklacing" of South African Transport Services workers.



CA. Trip 27/5/87 (270) (102)

# Strike was campaign of terror, says Louw

Political Staff

HOUSE OF ASSEMBLY. — About 17 000 SATS workers were fired in the recent strike which its leaders did not want to settle, Mr Eli Louw, Minister of Transport, said yesterday.

Delivering his main budget, he said the strike spread to about 20 000 "mainly as a result of intimidation".

The transport services had been "exceptionally tolerant" in being confronted with an illegal strike, "outrageous misrepresentations" about why it had been called and constantly changing demands.

"It soon became evident that the strike had spread much further than merely the sphere of normal labour realtions.

"It became an open campaign of intimidation and terrorism against Transport Service workers and the travelling public and resulted in the destruction of Transport Services assets.

"The forces responsible for this were not bent on settling disputes. They were intent on causing polarization and provoking violent confrontation."

Mr Louw said the SATS was prepared to re-employ most of the dismissed workers.

•••••



CARE Times 27/5/87 (270)

## Dismissed workers: Salary parity offer

Political Staff

HOUSE OF ASSEMBLY. — Striking SATS employees dismissed last month stand to benefit from the salary parity announced yesterday by the Minister of Transport, Mr Eli Louw, if they are re-employed. Presenting the SATS budget yesterday, Mr Louw said SATS was committed to a programme for the "systematic elimination" of disparities in salaries and other service conditions.

A five-phase plan had been agreed to, with trade unions, to achieve this parity and the third phase was to have been implemented along with the salary increases announced last week.

Mr Louw said it had been decided to expedite the five-phase programme, with the exception of medical and travel benefits, at a cost of R72 million.

There would as a result, he said, be one set of service conditions for all employees.

The Minister said that for personnel dismissed because of the strike to also share in the improved service conditions, SATS was prepared to re-employ most of those dismissed.

"I am also prepared to consider linking their service which will result in their retaining their service conditions," he added.

SALES



Certain provisions of transport budget attract criticism from some quarters but...

# Most are resigned to Sats increases

27/5/87  
27/5/87  
28/5/87  
SAPS

By Janine Simon

Political parties and consumer organisations have criticised the South African Transport Services (Sats) budget as inflationary, although major employer bodies say the average 10 percent tariff increase is not exorbitant.

Most groups criticised the increases in the pipeline transport of petrol and diesel (7,4 percent and 12,1 percent respectively), saying the pipeline was already very profitable.

And their fears of a rise in fuel pump prices were confirmed yesterday when the Minister of Mineral and Energy Affairs, Mr Danne Steyn, announced that petrol and diesel pump prices would rise, although probably by not more than one cent, from July 1.

Reacting to the budget, the Public Carriers Association and the Progressive Federation Party called for clearer moves on the deregulation of transport services.

But the Transport Consultative Committee (TCC), which represents 19 major employee bodies, said it recognised that the differential tariff increases and structural adjustments announced yesterday were an attempt to align tariffs to within the range set as a precondition for deregulation.

Salary increases and moves towards employee parity were welcomed in many quarters although the handling of the strike was condemned by the Conservative Party.

Sats's white union, the Federation of Trade Unions of the South African Transport Services, expressed "disappointment and unhappiness" at the pay increase of 12,5 percent.

Conservative Party and Progressive Federal Party spokesmen on transport affairs said the tariff increases were "shocking".

Conservative MP Mr Tom Langley said the budget was "not fully inflationary but dis-

turbing" and that it was obvious why the Government had waited until after the election to table it.

Mr John Malcolmness, for the PFP, said increases in transport costs affecting railways were more in the order of 15 than 10 percent.

He congratulated Sats on its 1986 profit but said the budget had been "knowingly set too low in order to justify price increases". He said the petrol and diesel pipeline increases were "nothing but a blatant cross-subsidisation" at a stage when this was meant to be phased out.

Labour Party spokesman on transport, Mr Chris Wuyngaard, said the budget held little for the largest portion of the impoverished community.

"I regret the increased tariffs and believe they are absolutely too high," he said.

## AA concerned

Automobile Association spokesman Mr Robin Scholtz expressed concern at the fuel pipeline increases and said these, coupled with rail tariff increases, meant that inland motorists were still penalised by having to cross-subsidise un-economic services.

The South African Consumer Council said the 10 percent average increase was relatively mild but that each increase was inflationary and promoted impoverishment of consumers and degeneration of the already unstable economy.

The TCC said it accepted the inevitability of the tariff increases but warned that they would cause a ripple effect and would have a negative influence on the economy.

It welcomed the move away from ad valorem on coastwise cargo and said this would result in a more equitable competition between road, rail and sea transport between coastal areas.

The chief executive of the South African Foreign Trade

## AIR FARES: NO CHANGE



### RAIL FARES

Intercity Passengers:  
Suburban Passengers:

INCREASE  
15%  
10%



## ROAD TRANSPORT

Goods  
Passengers  
Parcels, Post & Misc

16%  
12,5%  
12,5%



## HARBOURS

6,8%



## RAIL FARES

SUBURBAN FIRST CLASS			
JHB to Dube (18 km)	WAS		NOW
Single	R1,40		R1,50
Weekly	R10,50		R12,00
Monthly	R39,00		R43,50
JHB to Pretoria (70 km)	WAS		NOW
Single	R4,30		R4,80
Weekly	R27,00		R29,00
Monthly	R99,00		R107,00
SUBURBAN THIRD CLASS			
JHB to Naledi (28 km)	WAS		NOW
Single	80c		90c
Weekly	R4,10		R4,50
Monthly	R14,50		R17,50
INTERCITY			
JHB to Cape Town (1 530 km)	WAS		NOW
First Class	R197,00		R230,00
Second Class	R139,00		R163,00
Third Class	R70,00		R82,00
JHB to Durban (721 km)	WAS		NOW
First Class	R103,00		R116,00
Second Class	R72,00		R82,00
Third Class	R36,00		R41,50

## Transport workers' pay increases please black union, anger white

The white Federation of Trade Unions of the South African Transport Services has expressed its "utter disappointment and unhappiness" at the 12,5 percent pay increases granted in terms of the Sats budget, while the black trade union of Sats, Blatu, announced its "pleasure" yesterday at negotiated increases.

Mr S M Matloha, general secretary of Blatu, said in a statement in Johannesburg yesterday that the union had "great pleasure" in announcing that "after tough negotiations" it had "successfully" negotiated:

- The 12,5 percent salary increase.
- Increases of between 15,13 percent and 22,76 percent for black labourers.
- Parity with whites for the same qualifications and work and parity of pension benefits and service conditions.
- The re-employment of those black employees who did not voluntarily participate in the recent strike but who lost their jobs through intimidation, and condonation of their break in service.

Mr Matloha said, however, the union was justly proud of what it had achieved but was sad that some 16 000 workers, "who allowed themselves to be misled by Sarhvu (the South African Rail and Harbours Workers Union) cannot share in

these achievements"

Blatu had a clear conscience as it had done all it could to get those workers back to work before it was too late.

He asked black workers to judge whether Blatu or Sarhvu had the interests of the workers at heart.

The Federation of Trade Unions of the South African Transport Services said the Minister of Transport did not adhere to his earlier indication that a salary increase of 15 percent was fair.

A spokesman for the federation said: "The federation has decided to request an urgent meeting with the Minister of Transport during which it intends to convey its unhappiness about the matter."

"We also remember the undertaking given by the State President to a delegation of the federation — when transport employees' service bonus was arbitrarily reduced by 33 percent — that he would stand by the federation should they stand by him.

"As a result of the Minister's announcement transport employees' service bonus has once again been reduced because salary increases have not been given effect as from April 1 1987." — Sapa



P. 10108 P. 1011000

# Police hold entire Sarhwu leadership

CAP 7/10/75 28/5/87 (12/10/87) 270  
Own Correspondent

JOHANNESBURG. — Virtually the entire leadership of the SA Railways and Harbours Workers' Union (Sarhwu) is now being held by police.

The fourth member of the Sarhwu team set up to negotiate with the SA Transport Services (SATS) was held yesterday. A union spokesman said Mr Aaron Gontse was arrested at his home.

Earlier this week men in balaclavas snatched national president Mr Justice Langa from a Johannesburg park where railway workers had gathered.

From virtually every point of view the strike has derailed Sarhwu, which set out earlier this year to contest the position held by the Black Trade Union (Blatu) which SATS recognizes as the employees' representative.

On top of the incarceration of the leadership, 12 000 workers are facing the threat of eviction from hostels.

Our correspondent yesterday asked the police to provide details of the arrests of Sarhwu leaders. At the time of going to press no answer was forthcoming.



# Sats union in crisis as fourth leader is held

PATRICK BULGER

VIRTUALLY the entire leadership of the SA Railways and Harbours Workers' Union (Sarhwu) is being held by the police.

A fourth member of the Sarhwu team set up to negotiate with the Sats was detained yesterday. A union spokesman said Aaron Gontse was arrested at his home.

Earlier this week, men in balaclavas snatched national president Justice Langa from a Johannesburg park where railway workers had gathered.

From virtually every point of view the strike has derailed Sarhwu, which set out earlier this year to contest the position held by the Black Trade Union (Blatu) which Sats recognises as the employees' representative.

On top of the incarceration of the leadership, 12 000 workers are facing the threat of eviction from hostels.

A Sats spokesman denied workers were being summarily evicted.

"We gave them notice on May 14 that if they no longer worked for Sats by June

● To Page 2 →

## Sarwhu morale hit by arrests, dismissals

17, they would have to move. We have been lenient and patient," he said.

He confirmed that only 300 of the 17 000 dismissed workers had been reinstated and that Sats could not guarantee all workers would regain their jobs. He said Sats wanted to create a smaller, more efficient and better-paid workforce.

Sarhwu is battling to keep up worker morale after the dismissals and loss of

pay, the death of six workers and the disappearance of nine others, the threat of evictions and constant police harassment.

As a Congress of SA Trade Unions (Cosatu) affiliate, Sarhwu was forced to move out of its offices when Cosatu House was bombed.

← From Page 1

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CANDIDA

# Sats millions to speed up parity program

CITY PRESS, May 31, 1987

PAGE 5

SATS WILL spend R72-million speeding up its "parity" program this year, which will bring a dramatic improvement in service conditions for its black, coloured and Indian staff.

This was said by Transport Minister Eli Louw during his introduction of the Sats budget for 1987-88 in Parliament on Tuesday.

Louw said the 12.5 percent salary increase, with effect from July, would cost about R346-million for the rest of the

financial year.

And in an incentive move to attract more applications for re-employment from the thousands of striking black railmen dismissed last month, Louw said he was prepared to consider linking their service, which would result in their retaining their service conditions.

In discussing the strike, Louw said "Despite being confronted with an illegal strike, Transport Services was exceptionally tolerant notwithstanding outrageous

misrepresentations concerning the reason for the strike."

He said Sats tried to hold talks with representatives of the workers throughout the strike and refrained from dismissing workers.

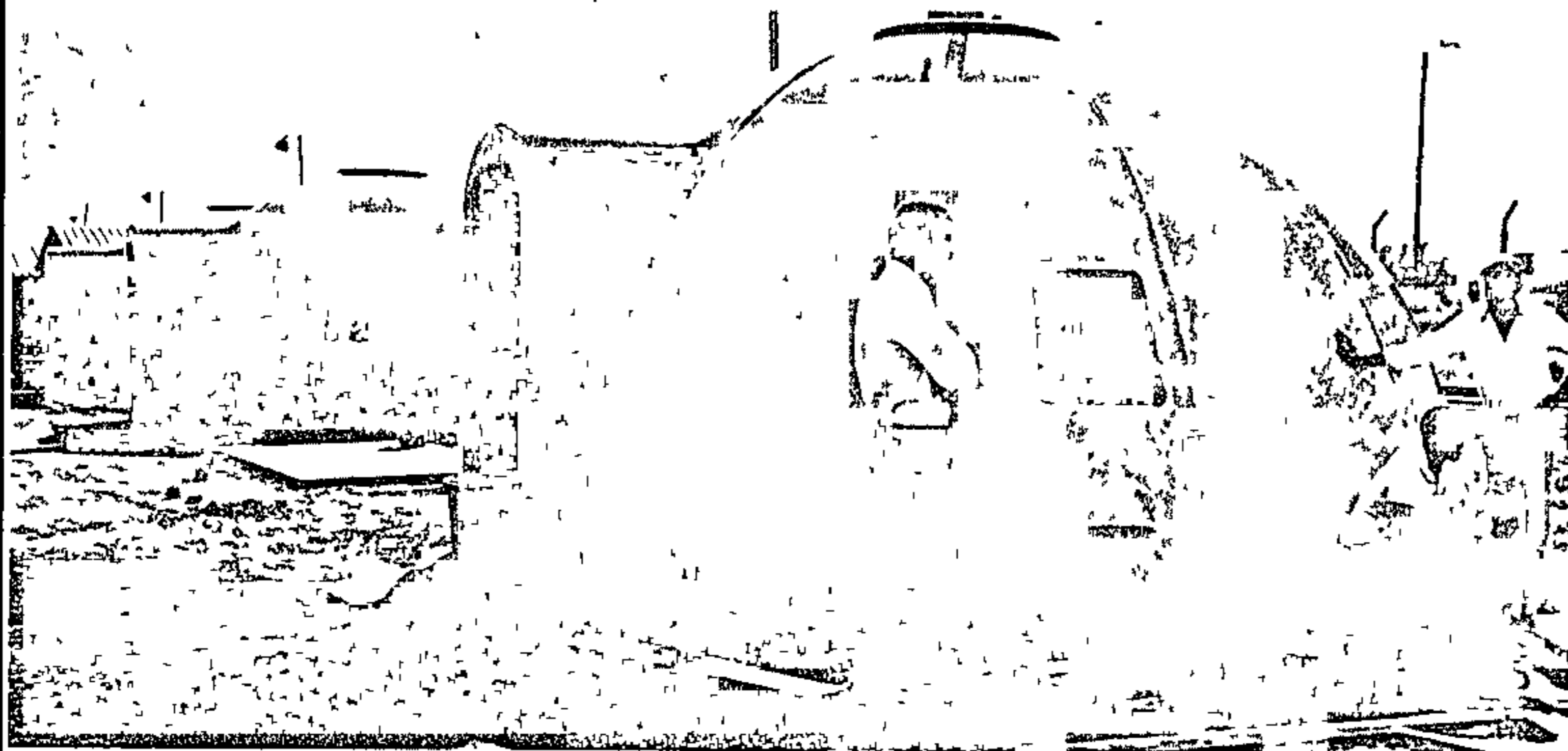
He said that Sats had persisted with this approach even though the strikers had constantly changed their demands. Among the strikers themselves, matters had not run smoothly.

Sats announced last month it was pre-

pared to re-employ those strikers who had not played "an intimidatory role in the strike action" but only about 1 000 of the 17 000 who were dismissed re-applied.

- Other items on the Sats budget were
- Air fares are not to be increased
- Rail commuter fares would go up by an average of 10 percent, and would rise again in October
- Intercity first, second and third class rail passenger fares would be increased by 15 percent

270



The glass-fibre domes in which Sats workers live in Bellville



The interior of a pondok in the Sats compound near Bellville station

# Life d in Sat

By CHRIS GUTUZA

HIDDEN behind thick bush about a kilometre from Bellville station, are 20 pondokkies and 10 igloo domes where about 150 Sats workers live

The SA Transport Services compound is described by one of the workers as not fit for humans

About 20 shacks and about 10 glass fibre domes comprise part of the compound. The rest, about 35 units, are brick houses with running water and electricity. The shacks are made of corrugated and metal sheeting.

Three to four workers share a shack which are stark and depressing.

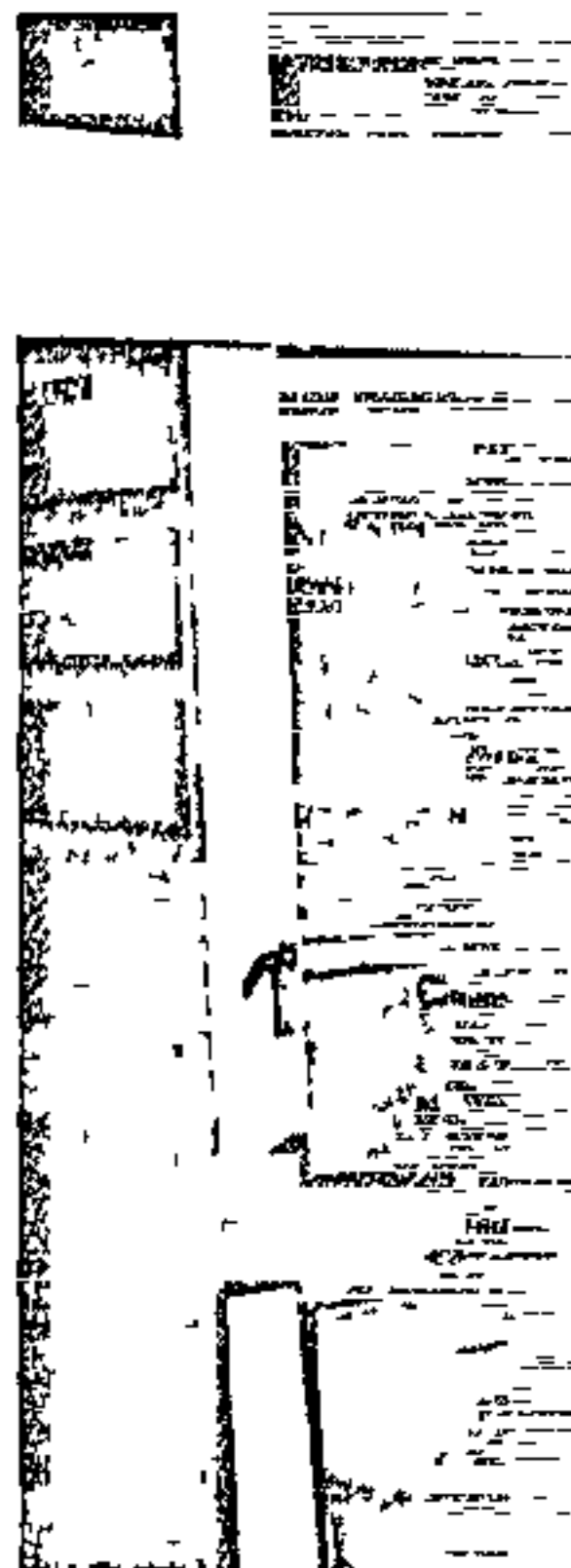
The inside walls are not insulated and there are no ceilings. The shacks are unbearably hot in summer and very cold in winter according to the workers

### Drinking water

Drinking water for two of the three sections of the compound comes from a single tap in each section. About 80 workers are accommodated in one section, about 40 in the second and about 50 in the third section. Drinkwater have to be contained in pails.

The shacks are without electricity and most of the workers use gaslamps, oil lamps and candles for light.

A kitchen with four coal stoves in a confined space has been set aside for cooking. The work-



The toilets at the

ers however do most of their cooking on open fires outside.

Four toilets are used by about 80 workers. Some toilets are without doors.

### Wind

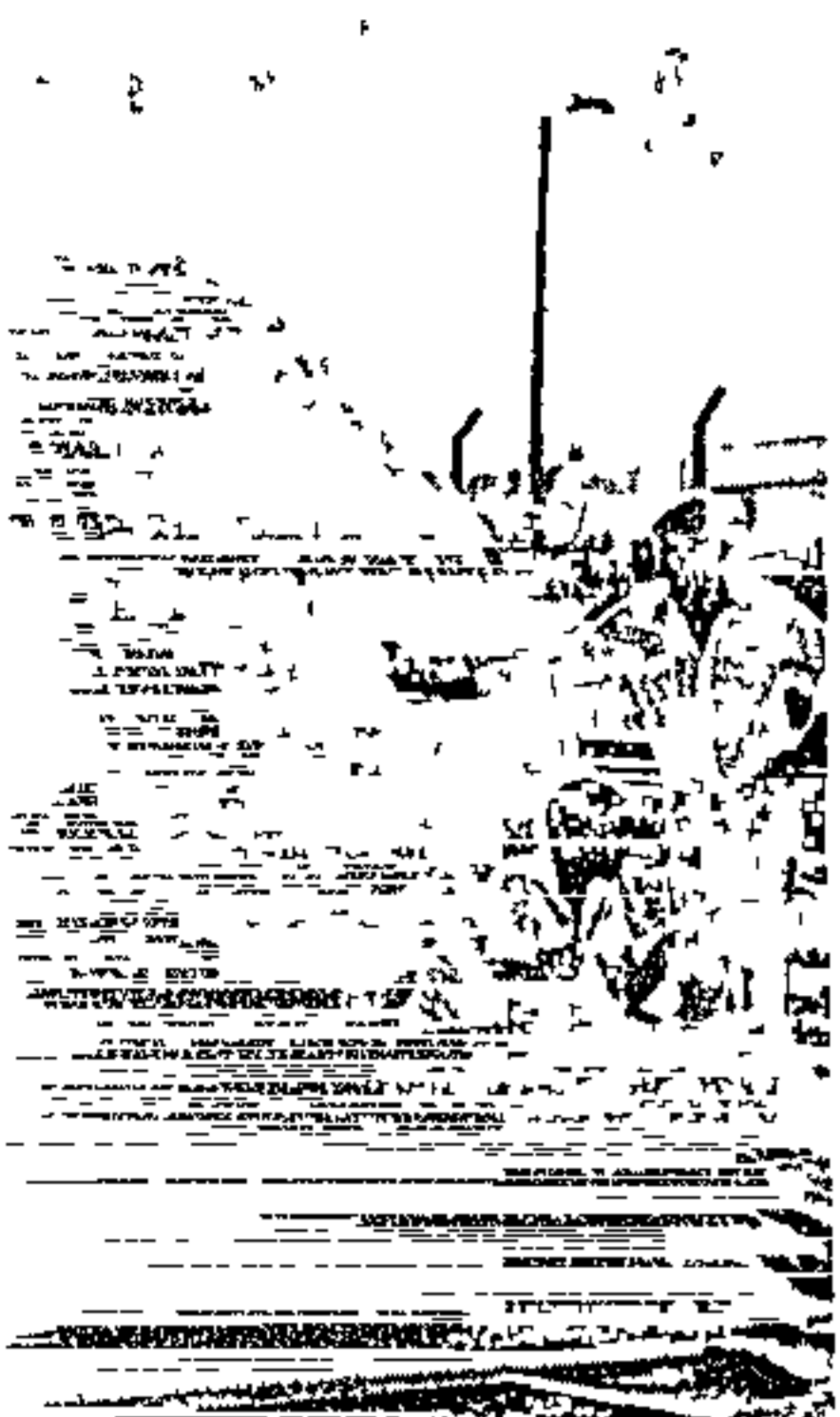
"We have no privacy. Friends and family are not allowed to visit even if they come from our home towns.

In summer it is unbearably hot inside the pondoks. You can hardly breathe and the air seems to become solid. Workers gather in the shade out-



# Life depressing in Sats pondoks

270



By CHRIS GUTUZA

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The SA Transport Services compound is described by one of the workers as 'not fit for humans'

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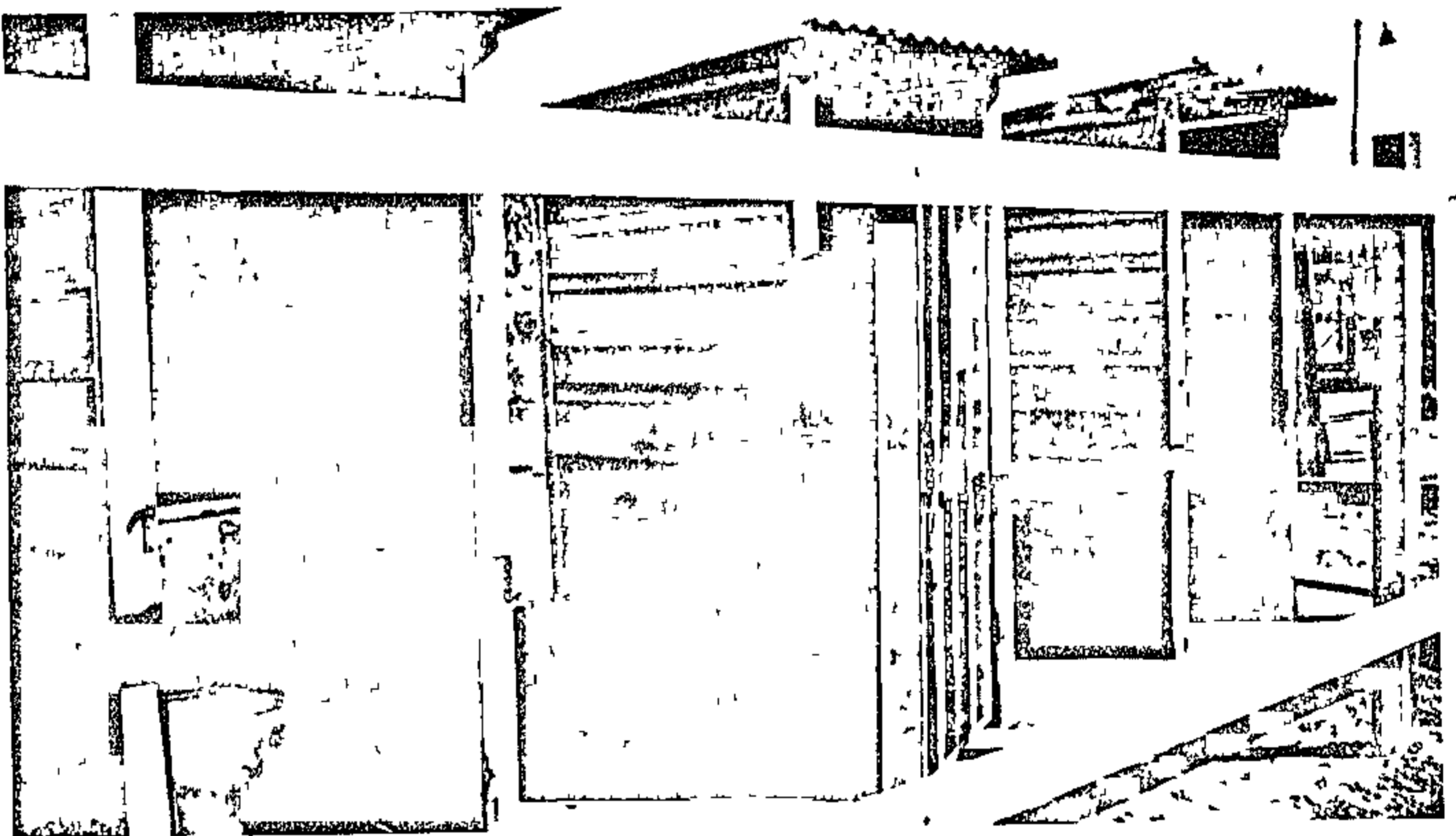
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The toilets at the Sats compound, some without doors

Pictures RASHID LOMBARD

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Four toilets are used by about 80 workers. Some toilets are without doors.

### Wind

'We have no privacy. Friends and family are not allowed to visit even if they come from our home towns.'

'In summer it is unbearably hot inside the pondoks. You can hardly breathe and the air seems to become solid. Workers gather in the shade out-

side to gamble and amuse themselves,' a worker said.

'In winter it is very cold, especially at night and in the early hours of the morning.'

'The wind enters through gaps between the walls and ceiling. Even the fires we make do not help much. Pools of water gather outside the shacks after it rains.'

The workers say the brick houses have electricity and water but South was not allowed inside to see if it were so.

The workers who are mostly married and come from rural areas, said they worked mostly along railway lines and were not allowed to refuse overtime.

### Foremen

I was fined R25 recently for not working overtime. I have been with the railways for more than seven years yet I earn a mere R380 a month, one worker said.

Another said he joined Sats after he had completed a course as a

signaller but he was now working as a labourer and not given the opportunity to practise his trade.

Some foremen treat us like criminals and they swear and assault us. Conditions would have been different if we had belonged to a union, but the majority of us are being made to feel that unions are illegal.

A worker said Sats officials recently searched the room of a worker and removed some union papers.

There were no recreational facilities at the compound. They said the conditions at the compound was a major grievance but they did not know who to consult. Their daily lives consisted entirely of work, eat and sleep.

• A full list of workers allegations was sent to Sats regional office in Cape Town last Friday. At the time of going to press, no response had been received.



Bellville station

## Union chief ousted

ONE year after its launch the Inkatha-backed United Workers Union of South Africa (Uwusa) has replaced its general secretary, Simon Conco

GST Hadebe, the union's new chief and former member of the KwaZulu Legislative Assembly, said Conco had resigned because he was suffering from diabetes

He denied reports that Uwusa was struggling to get worker support for its pro-investment stance

While denying Uwusa faced any serious problems, Hadebe acknowledged its membership had dropped drastically in recent months

He attributed this to "intimidation" from Cosatu members rather than unpopular policies or lack of organisational skills — Agenda Press Services.

South 4-9/16/87  
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## Rail union seeks support

A SARHWU organiser has spent two weeks in Cape Town on the last leg of a country-wide tour to secure the backing of trade unions and progressive organisations for the ongoing railway workers strike in the Transvaal.

He told SOUTH that discussions had been held with UDF affiliates and that the SARHWU offices in Cape Town would co-ordinate any kind of assistance from the community.

He said a number of SATS workers have been detained and workers faced eviction as the strike continued

South 270  
4-9/16/87

## 'More join' umbrella body

THE National Council of Trade Unions (Nactu), representing a merger of the Council of Unions of South Africa (Cusa) and the Azanian Confederations of Trade Unions (Azactu) has claimed that two new unions have joined the black consciousness umbrella body since the merger last October

The National Union of Furniture Workers and the Electrical and Allied Trades Union Workers of South Africa have affiliated to the union body that claims a signed up membership of 500 000

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## LABOUR BRIEFS

### 4-9/16/87 Seven unions evicted from EL offices *South*

SEVEN trade unions in East London affiliated to Cosatu will take legal action contesting the legality of their eviction from their offices in the city

The unions were served with notices on May 26 to vacate the offices in Fleetwell House in East London by June 20.

The notice, served by a firm of attorneys acting for the owners, Fleetwell Company, said "Our clients have been compelled to take this step because of the recurring fires in the building, as a result whereof the property is no longer insurable and our clients face a considerable risk in the event of a conflagration"

Last year the offices were destroyed by fire. This year, during the Cosatu protest against the whites-only elections, fire broke out in the building damaging the offices of the union and the South African College for Higher Education (Sached) offices

A spokesperson for Cosatu in East London said: "The notice given by the owners clearly show their stand that they do not care even if the workers could not operate from the offices. This is unwarranted and clearly shows collaboration of the ruling forces."

— Elnews.

### Anglo workers 'still waiting' *South*

By MOIRA LEVY

FARMWORKERS at Anglo American Groot Drakenstein farms, who have joined the Food and Allied Workers Union (FAWU), have been waiting more than two months to hear if management has agreed to recognise their union

And they are starting to get worried about the delay

A union organiser said management at Anglo American farms was counting the number of signed-up FAWU members at the Groot Drakenstein farms as a prelude to possible recognition.

Talks between management and the union began more than two months ago where workers put forward their

demands a 40-hour working week, a shed where workers can eat their lunch on rainy days, a basic wage of between R80 and R90 a week, fair advance warning of disciplinary action, overtime pay when workers have to be on standby during weekends; improved relations between foremen and labourers, May Day as a public holiday, holiday pay in separate envelopes, ten days sick leave, holiday bonuses for 10 days a year, pensioners who have been employed at the farms to be allowed to keep their homes

A spokesperson for Anglo American said the company was involved in negotiations with the union and had "no comment at this stage"

### Union member can't resign *South*

A SOUTH African Transport Services (Sats) worker has claimed that despite his efforts to resign from the in-house Black Trade Union (Blatu) his resignation forms are returned to him over and over again

Mr M Mrawusi said in a letter to SOUTH that he and his colleagues have repeatedly tried to resign to join SARHWU, but "each time we send in our resignation forms, Blatu sends them back"

He said workers employed by Sats have no choice but to join the company union. Most workers sign membership forms because they "think its all got to do with employment. You only realise that you have become a member of Blatu when you see the 50c deducted from your pay every month"

Mrawusi challenged the union and Sats to hold a secret ballot to determine the extent of worker support

### Inkatha 'undermines' Cosatu *South*

TWO academics from Natal have argued in a paper presented to a recent conference at the University of the Witwatersrand that Inkatha is trying to boost its campaign to undermine the Congress of South African Trade Unions (Cosatu) by organising farmworkers in rural Natal

Gerry Mare and Georgina Hamilton write in the paper that one of the aims of the Ngotshe Corporation agreement, signed by Inkatha's Uwusa and white farmers in northern Natal last August, was to undermine Cosatu's plans for a union of farmworkers.

The press hailed the agreement to negotiate issues like intergroup relations, security and labour relations as being in the same co-operative spirit as the KwaZulu indaba.

But the researchers quote Inkatha Secretary General Oscar Dhlomo as saying that the Ngotshe agreement would obviate the need for unions in the area and that "if a union did move in he would rather it be Uwusa"

Mare and Hamilton say Inkatha stands to gain in the short term from the chance to recruit "the notoriously inaccessible African population on white farms" — Agenda Press Services

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# Hopes of a settlement after Sats offer in talks

By Mike Siluma

~~SPAC~~  
270  
~~SPAC~~

SPAC  
5/6/87

The South African Transport Services dispute which led to the dismissal of more than 16 000 strikers and cost millions of rands in damaged property, might be resolved after a resumption of negotiations between legal representatives of Sats and the SA Railway and Harbour Workers' Union (Sarh-wu).

Sources said an offer, made to the dismissed strikers on Wednesday, came close to meeting the "bottom line" set by the union. Details were not available.

SATS spokesman Mr Frikkie Stevenson confirmed today that talks were taking place but said it had been agreed that no statement would be made by either party until they were over.

The resumption of talks follows a decision by Sats on Tuesday to withdraw an urgent Supreme Court application against Cosatu and Sarh-wu, in which Sats alleged assaults were taking place in Cosatu House, Johannesburg.

In a statement yesterday Cosatu said the Sats application "relied on hearsay and did not contain names or details of alleged assaults".

Mr Stevenson confirmed Sats had dropped the case and said management was satisfied with an out-of-court undertaking given by Cosatu that it did not condone violence and intimidation.

● Cosatu has announced it has instituted civil action for damages against certain members of Inkatha and the kwaZulu Government after the murder last December of leading officials of the Cosatu-affiliated Metal and Allied Workers' Union in Howick.

● See Pages 3 and 9.

Deal on sacked workers is possible

# Breakthrough in Sats-Cosatu row

LEGAL advisers for SA Transport Services (Sats) and the Congress of SA Trade Unions (Cosatu) were on the brink of solving the three-month-old labour dispute yesterday.

Cosatu spokesman Frank Meintjies said: "The possibility is high that an agreement will be reached."

He said lawyers for Sats and Cosatu were on the point of reaching agreement about reinstating the 17 000 dismissed workers.

A Press conference about a separate matter scheduled for yesterday afternoon was cancelled at the last minute as Cosatu general secretary Jay Naidoo was meeting the Sats legal team.

Meintjies said agreement on reinstatement and pay parity was close.

A strong sign of a thaw in relations between Sats and Cosatu was the withdrawal earlier this week of an application by Sats restraining Cosatu and the SA Railway and Harbour Workers' Union (Sarhwu) from assaulting employees.

The application was brought on April 30 and postponed until June 2.

PATRICK BULGER

Sats deputy director of public relations Tienie van der Berg said last night "the discussions are delicate at this stage".

He said discussions were taking place as a prelude to a court hearing later this month in which Sarhwu was applying for three workers to be reinstated. The case would test the principle of the dismissals.

It was not impossible for the two legal teams to reach an agreement before the case was heard.

He confirmed that Sats continued to recognise only the Black Trade Union (Blatu).

□ Cosatu announced yesterday it intended taking the SABC to the Media Council for its "biased reporting".

It said the SABC had given the wrong impression in two reports — one relating to Cosatu's withdrawal of a case against the Minister of Law and Order, and the other to an interdict restraining Cosatu from intimidating Sats workers.

CAPL Times 5/6/87

# SATS withdraws Cosatu application

(270)  
(1200)

**JOHANNESBURG.** — The SA Transport Services had withdrawn its urgent application against Cosatu and the SA Railways and Harbours Union in which SATS alleged that assaults were taking place in Cosatu House in Johannesburg.

In a statement yesterday, Cosatu said SATS' application — lodged on April 30 — relied "on hearsay and did not contain names or details of alleged assaults".

The application was withdrawn on Tuesday, the statement said.

□ Cosatu is taking the

SABC to the Media Council over alleged biased reporting on events at Cosatu House at the time of last month's railway strike.

Cosatu said it had previously warned the SABC that it would "take further steps against them" if the SABC continued broadcasting what Cosatu believed was "distorted and inaccurate" information.

Cosatu said the SABC had made "no real attempt" throughout the six-week strike by 16 000 SATS workers to get Cosatu's side of the story. — Sapa



# Rail strike over

CME/MP  
6/6/87

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KISA

JOHANNESBURG — The three-month-old railway workers' strike ended officially yesterday

News of the ending came with an announcement in Parliament by the Minister of Transport Affairs, Mr Eli Louw, and at a press conference here held by the Congress of South African Trade Unions

Mr Louw said an agreement had been reached in which the Supreme Court action against the South African Transport Services (SATS) over the dismissal of some 16 000 workers would be withdrawn

At the Johannesburg press conference, the general secretary of Cosatu, Mr Jay Naidoo, said the settlement was "a major victory for railway workers"

When the news became known yesterday afternoon thousands of singing and chanting railway workers thronged the streets of central Johannesburg

Inside the Johannesburg station concourse, crowds shoved towards the stairs leading to the underground platforms.

To page 3

tive and incompetent.  
The strike had resulted in serious losses to the whole country, involving R21 million in SATS property and R22 million in lost earnings.

## Testing

Mr Tom Langley (CP Soutpansberg) said the Standing Committee on Transport had been told by government officials that the strike had been caused by intimidation, but it had to be asked how many people it took to intimidate 20 000 people

It was clear that certain worker corps had been looking for a reason to "wage war" with the government

They had been testing the government by seeing how it handled the situation, and it failed the test

A joint statement by Cosatu and SARHWU said the conditions for ending the strike were

□ Workers will not lose any benefits as a result of the strike and will return to work with full retention of all pension, travelling and medical benefits. Disciplinary records will remain as they were before the dispute

□ All workers in detention will be re-employed on their release

□ R10 million will be spent on the up-grading of facilities at the Delmore and Kaserne worker hostels.

□ Permanent status as SATS employees will be granted to all, irrespective of race, after a period of two years' service

□ UPI reports that SATS lost millions of rands in labour, revenue and sabotaged trains and depots during the strike that began near Johannesburg on March 13 and ended with the mass firing on April 22.

Police shot and killed six protesting workers during the strike, four were found murdered and two men were shot dead by police contingents guarding stations and depots against attacks — Political Staff, Own Correspondent, Sapa and UPI

## From page 1

In the House of Assembly yesterday Mr Louw said the SATS workers would be re-employed, subject to three conditions

He made the announcement at the start of his reply to second-reading debate on his Budget

The conditions were that workers who were guilty of intimidation would not be re-employed, applications for re-employment had to be made before June 15 and the principle of no pay for no work would be enforced

Mr Louw said that because SATS wanted to re-employ most of the dismissed workers, he had indicated in his Budget speech that he was prepared to re-engage the dismissed workers with the retention of their service benefits

He was pleased to inform the House of Assembly that on the basis of this standpoint, an agreement in a court case against SATS over the dismissal of the striking workers had been reached and the applicants would withdraw their case

The application was instituted by the South African Railways and Harbours Workers' Union (SARHWU) after the dismissal of the workers following a six-week strike

Earlier this week, it was announced that SATS had withdrawn its application against Cosatu and SARHWU in which it was alleged that assaults of workers were taking place in Cosatu House in Johannesburg

During the debate in the House of Assembly yesterday, Mr Rupert Lorimer (PFP Bryans-ton) said he regarded SATS's handling of the strike as "inept, insensi-

# Historic deals end rail strike

By DAVID JACKSON

THE watershed settlement of the three-month-old SATS railworkers strike could pave the way for direct bargaining between public sector employers and worker-backed black trade unions.

This is seen as a likely long-term outcome of the longest and most costly public sector stoppage in South Africa's history — which forced up to 18 000 black workers to go on strike and claimed at least 11 lives in spin-off incidents.

But the general manager of SA Transport Services, Dr Bart Grove, said SATS was still not prepared to enter into talks with the South African Railway Workers and Harbours Union (Sarhwu) which he claimed had a "limited membership".

Dr Grove said that SATS found "the non-militant modus operandi of the recognised trade union, Blatu, much more acceptable".

The general secretary of Co-satu (the umbrella trade union body), Mr Jay Naidoo, said the settlement was "a vindication of Co-

satu and Sarhwu" which he said enjoyed majority support among black railworkers.

"We got them to agree that the workers will have the right to choose their own representatives."

SATS said it had sustained R20-million property damage in the strike — mainly to coaches and locomotives. It said the strikers had lost R40-million in salaries and bonuses.

In terms of the settlement, all dismissed strikers will be re-instated, although they will not be paid for the period of the stoppage. They have also forfeited their April bonuses.

Dr Grove said Transport Minister Eli Louw was seeking Cabinet approval to preserve the strikers' service benefits — including pension, medical and long service — which they would otherwise have lost.

Dr Grove said SATS was prepared to re-employ dismissed workers who applied for work by June 15.

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## Train, loco arson: Sats loses R21-m in wake of strike

~~SA~~ Transport Reporter 270 SM 8/6/87

Attacks on trains by arsonists in the wake of the South African Transport Services (Sats) strike has cost the State corporation R21,2 million, a spokesman for the Minister of Transport Affairs said on Friday

The spokesman said the 102 carriages and locomotives had been set alight in the past two months

Damage was estimated on the basis of the rolling stock's replacement value.

However, he added, Sats had excess capacity and had no intention of replacing burnt carriages

"Most of the carriages have been written off and it will be possible to repair only a very small number," he said

Coaches have been attacked almost daily since the mass dismissal of striking Sats workers



# Call for strikers to return

Own Correspondent

JOHANNESBURG — The SA Railways and Harbours Workers' Union (SARHWU) is to call on the 16 000 SATS strikers to return to work in a "united way" tomorrow and on Wednesday

SATS, however, has given the reinstated railway workers a week to report to work starting from today

A SATS spokesman said yesterday that the railway's employment bureaus would probably be overworked by the mass return to work of the strikers

"But we'll manage and the speedy return to work of the strikers helps matters anyway," she said

The Minister of Transport Affairs, Mr Eh Louw, announced in the House of Assembly on Friday that the workers would be re-employed subject to three conditions and that a Supreme Court action would be withdrawn

Attorneys Cheadle, Thomson and Hayson, who represent the Congress of SA Trade Unions, will place advertisements in newspapers tomorrow headed "You have scored a major victory" and call on the strikers to "come back to work in a united way" on Tuesday and Wednesday

APC TIMES 8/6/87  
**SATS workers**

## asked to make 'united' move

□ Meanwhile Cosatu has described the settlement of the three-month-old rail-workers' strike as a "victory" for the SATS workers

In a statement released at the weekend, Cosatu press officer Mr Frank Meintjies said that SARHWU and Cosatu had negotiated the following settlement:

□ All workers who were dismissed as a result of the strike would be re-employed on or before June 15;

□ Workers would not lose any benefits as a result of the strike and would return to work with full retention of all pension, travelling and medical benefits and length of service as well as disciplinary record all as at the date of termination of service,

□ All workers in detention would be re-employed on their release,

□ Workers will have the right democratically to elect their own representatives,

□ SATS have agreed to upgrade the

facilities at Delmore and Kaserne hostels;  
□ Permanent status will be granted to all employees who qualify irrespective of race

Mr Meintjies said that it transpired during negotiations that there was no "proper copy" outlining conditions of employment for SATS workers.

He said SATS asked for, and the workers agreed, to give SATS 10 weeks to compile a proper copy detailing conditions of employment

"Today, three months later, SATS has signed a settlement that demonstrates the legitimacy of the workers' demands," he said

"The settlement is a vindication of Cosatu and the principles we espouse, namely, that disciplinary and grievance procedures should involve workers' representative at all times, and that disputes should be settled by negotiations based on mutual respect and good faith"

Cosatu said the union would take the SABC to the Media Council for its "shameless travesty of truth"

The union said the SAP's "active involvement" in the railway dispute led to a rapid deterioration of a simple labour dispute

# Come back soonest, Sats workers told

SMIL 8/1/87  
Transport Reporter

270

The 16 000 workers dismissed during the S A Transport Services (Sats) strike have been invited to return to work "the sooner, the better", a Sats spokesman said today

He said, however, that few workers were expected to apply for re-employment today because the news of Friday's agreement between Sats and the SA Railways and Harbours Workers' Union (Sarhwu) would take time to reach all workers.

"Many of the workers have left the hostels and returned to their homelands," the spokesman said. He added that workers had until June 15 to return to work.

Sarhwu is to place advertisements in newspapers tomorrow calling on strikers to return to work "in a united way".

## TEMPORARIES

The position of the 2 000 whites employed on a temporary basis is still unclear, the Sats spokesman said.

"Sats will only know how many it can keep on after the return-to-work deadline Sats will try to retain the services of a few who did a good job," the spokesman said.

Friday's settlement provides that

- All workers who were dismissed as a result of the strike will be re-employed on or before June 15
- Workers will not lose any benefits as a result of the strike.
- All workers in detention will be re-employed on their release.
- Workers will have the right to elect democratically their own representatives
- Sats has agreed to spend about R10 million upgrading the facilities at Delmore and Kaserne hostels
- Black workers will be granted permanent employment status after two years of service.



# SATS WORKERS SET TO RETURN TO WORK

## Settlement greeted by singing, chanting workers

THE three-month-old strike by about 16 000 South African Transport Services employees is over and workers are to return to work between today and next week Monday.

The settlement between Sats and the legal team representing the workers was announced at a Press conference marked by singing and chanting workers at Khotso House in Johannesburg on Friday

The general secretary of Cosatu, Mr Jay Nardoo, and the assistant general secretary of the South African Railways and Harbours Workers' Union (Sarhu), Mr Themba Khuzwayo, addressed the workers

Among that Sats has undertaken to fulfil are

- To re-employ on or before June 15 all workers dismissed as a result of the strike
- That returning workers will not lose their pension, travel allowance, medical benefits and long-service benefits
- That all workers

detained during the strike will get their jobs back upon their release

- That workers will democratically elect their own representatives

Sats further undertook to upgrade facilities at Delmore and Kaserne Hostels at a cost of about R10 million as well as to extend permanent staff

status to blacks with two years service, a condition that has caused much dissatisfaction among Sats employees

The strike, hailed as the longest and biggest in the South African public sector, was sparked off by the firing of a City Deep driver, Mr Andrew Nendzamba, during March



ARGGUS 9/6/87

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PARLIA

SATS BUDGET DEBATE

# CP criticism over Sats strike rejected

## Parliamentary Staff

TRANSPORT Services Minister Mr Eli Louw has rejected Conservative Party criticism that the Government's handling of the Sats strike was a "recipe for anarchy"

Replying in the House of Assembly to the second-reading debate on the Sats budget, Mr Louw said Sats had shown "reasonableness and regard for its workers and their families" in handling the strike and a negotiated settlement had been achieved with a "minimum loss of life and property"

Sats had refused to negotiate with the South African Railways and Harbours Workers Union because "we did not have a dispute with Sarhwu"

It was possible to negotiate only with a registered union and not "just any union that claims to represent Sats workers", said Mr Louw.

If a union went through the proper channels in seeking recognition, then negotiation with that union was not a problem, he said.

He did not reject Sarhwu but he did not know how many workers it represented. The Black Trade Union, the recognised union for black Sats work-

ers, represented 61 000 of the 91 000 workforce, he said

Mr Louw said "It is naive though to think that an umbrella union like Cosatu is seeking democratic rights. Cosatu's aim is to overthrow the economic system."

Mr Louw said it was nonsense that he had "inflamed rather than calmed the strike", as had been said

A voice from the Progressive Federal Party benches alleged that Mr Louw used the strike as an electioneering ploy, to which Mr John Malcomess, PFP spokesman on Sats, added: "You should have seen yourself on television"

Mr Louw said the Leader of the Opposition, Dr Andries Treurnicht, was the "biggest Rip van Winkle of all time" if he believed that in 1987 you could divide South Africa according to the Conservative Party partition policy without negotiation.

Mr Louw was referring to Dr Treurnicht's rejection of the Rip van Winkle label given to his party

The Minister attacked the CP for its alleged links with the Afrikaner Weerstandsbeweging.

# The Star

## Sats deal: victory for reason

DESPITE some angry or face-saving words from both sides, the three-months SA Transport Services strike has ended — not with a win for either side but a victory for compromise and common sense. Lessons will have been learned by both Sats management and workers — expensive lessons, but worthwhile if they serve to influence future industrial relations in the public sector.

Intensive negotiations in the face of a looming Supreme Court action led to Sats effectively agreeing to reinstate all (or nearly all) 16 000 strikers without loss of benefits; to re-employ detained workers on their release; to spend R10 million on upgrading two hostels, and for the first time, to extend permanent-staff status to qualifying blacks and allow workers to choose their own representatives.

What has not yet been achieved is official recognition of Sarhwu, the SA Railways and Harbour Workers' Union. The negotiations were conducted between the two sides' lawyers. Sats prefers to recognise its compliant "house" union, Blatu. Yet it negotiated

with the representatives of Sarhwu, which obviously commands impressive support, and proper recognition must surely follow once Sarhwu's credentials are duly established.

On the debit side, strikers lost many weeks' pay; lives were lost too, leaders detained (many still are) and considerable damage done to Railway property. Extra bitterness was created at a time when the country's political atmosphere is already poisoned by too much of it. The public was badly inconvenienced and tense confrontations threatened several times to blow up into wider unrest.

In the end, pragmatism prevailed because both sides had to settle. Dismissed workers needed their jobs back and Sats could not continue operating with improvised staff. Thus came resolution of South Africa's biggest and longest public sector strike. At a time when political power-sharing is again in the air, it shows what can be achieved when bitterly opposed but mutually interdependent parties sit down to negotiate.

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STAR 9/6/87

# Sats strike: 'Govt showed weakness'

**Political Staff**  
**PARLIAMENT** — The official Opposition, the Conservative Party, has condemned the Government's decision to re-employ the 16 000 SA Transport Services (Sats) workers who were fired for striking last month

But the Progressive Federal Party has said it is "delighted that some sort of reason has prevailed"

Mr Tom Langley, CP transport affairs spokesman, said in the Assembly yesterday that the Sats strike was illegal because Sats rendered essential services, which meant that all strikers could be criminally prosecuted and were not re-employable

He said it appeared from Transport Minister Mr Eli Louw's statement on Friday and from weekend Press reports that the Government had not "won the day"

"The Government has again demonstrated its weakness and inability to act strongly, particularly at a time when there is unemployment and thousands are without work"

Mr Langley said it was not

clear what Mr Louw meant by "no work, no pay"

"Does this mean right from the date of the commencement of the strike, or only from the date the strikers were fired?"

The PFP transport spokesman, Mr John Malcomess, said he was delighted that an agreement had been reached

It was Sats management and not the Government who had reached the settlement

Mr Malcomess also said he was pleased that in the Sats budget speech Mr Louw had moved closer to equating employment practices between whites and blacks

It was just medical aid and travel perks which were not equal, and Mr Louw had committed himself to phasing out these inequalities within three years

"But I don't think Sats has seen the last of strikes. There is no doubt that this was partially political"

"And there will continue to be strike action against the public sector until blacks get some form of political expression"

**John granted for**  
The Labour Party would refuse to request the transport to be re-employable



# Sats expects rush to work

SUSAN RUSSELL

9/6/87  
SATS expects thousands of workers to sign up for re-employment today and tomorrow in response to a call by the SA Railways and Harbours Workers' Union (Sarhwu) to accept the Sats settlement.

This follows the agreement by Sats management last week to reinstate on or before June 15 all workers fired in April after they refused to return to work.

Sats has also agreed that workers who sign up for re-employment will not lose their pensions, travel allowances and medical and long-service benefits.

Workers detained during the strike will get their jobs back on their release.

Employees will also be able to elect their own representatives.

A Sats spokesman said Sarhwu had urged workers to go back and re-apply for employment today and tomorrow.

The Sats deputy regional manager for the southern Transvaal P Venter said a "couple hundred" people had signed up yesterday.

He said, however, the communication process had really only started yesterday and large numbers were expected to sign up in the next two days.

● See Pages 5 and 6

# VICTORY FOR RAILWAY WORKERS

You have scored a major victory. Through SARHWU and its mother body, Cosatu, we have negotiated the reinstatement of all striking railway workers. This could only be achieved because:

- ★ You were united and strong.
- ★ You believed your struggle was just.
- ★ You were prepared to sacrifice for your basic democratic rights as workers.

## THE SETTLEMENT

- 1 The reinstatement will start on Monday 8 June. To get your job back, you must report before 14 June, SARHWU wants all our strikers to come back in a united way on Tuesday 9 and Wednesday 10 1987.
- 2 You will have to report to your compounds and depots.
- 3 No benefits will be lost. No striking worker will lose pension or other benefits that belong to you because you have worked for SATS for a long time.
- 4 No worker will be victimised because he/she went on strike.

As you can see, the agreement is in line with discussions which you have had about how to resolve the strike. Your representatives have carried forward your mandate. These 4 points are the main points of the agreement. Your shop stewards will give you full reports at the various depots. Also, if you want to find out more about what was decided, phone your union at (011) 29 5422 and ask for SARHWU.

*Mr. Tsh  
9/6/87  
370*

## COSATU SALUTES YOU

Cosatu salutes your courage and commitment. The victory we have won is a victory for all workers fighting for their rights. It is a victory for all who believe in democracy.

## **SOUTH AFRICAN RAILWAY AND HARBOURS UNION**



AN INJURY TO ONE, IS AN INJURY TO ALL

## OUR DEMANDS

Blatu claimed in the Sowetan that they won the following commitments from SATS:

- 1 Equal pay and pensions for workers of all races.
- 2 The same disciplinary procedures for all SATS workers, regardless of race.
- 3 All black workers to be registered as permanent workers.

These are false claims. These victories have been won by SARHWU and SARHWU members who have been in the forefront of the struggle for your rights.

*We also call for*

- 1 An end to all racist practices of any sort in SATS.
- 2 The right to democratically elected leaders.
- 3 Our leaders and members in detention to be allowed to return to work immediately.

These are our demands. This is what our unity will bring closer to us. We must concentrate on building our union and continuing the struggle for our rights.

All railway workers are SARHWU members. All SARHWU members are Cosatu members.

**ALL SATS WORKERS JOIN  
SARHWU NOW!**

(CSA09735)

# ALL S.A.T.S WORKERS: JOIN SARHWU NOW!

# All systems go for return of workers

JOHANNESBURG — The SA Transport Services is working overtime to administer the return to work by thousands of dismissed railway workers following settlement of the marathon railway strike on the Witwatersrand

A Sats spokesman said workers have begun to arrive at about 80 depots on the Witwatersrand to make arrangements for

reinstatement

The SA Railway and Harbour Workers' Union said in a statement today that it has asked all workers to make the necessary arrangements to begin work together on June 11.

The union said it wanted the return to work to take place in a disciplined and co-ordinated way so that workers would have the opportunity to understand the settlement agreement fully.

The Sats spokesman said management was monitoring the return to work, but would only have an accurate figure by tomorrow

"The flow of workers has definitely picked up and we expect it to reach a peak by tomorrow," he said — Sapa



in the city recently.

*Cape Times 10/6/87*  
**R40m wages lost** ~~1987~~ ~~1987~~ 270

HOUSE OF REPRESENTATIVES. — An advertisement claiming that railway workers had scored a victory was misleading because it did not mention that workers had forfeited about R40 million in wages, the Minister of Transport, Mr Eli Louw, said yesterday while replying to second-reading debate on the Transport budget. He said the advertisement — placed in the media by Cosatu — also did not mention that any workers who were found guilty in court of criminal offences, including intimidation, would not be reinstated.

'Agreement reached with workers'

# Sats refusing to recognise unions' role in dispute

THE dust has not yet settled in the railways dispute, as SA Transport Services (Sats) rejects Cosatu's claim to victory in getting sacked workers reinstated and refuses to recognise the Cosatu-affiliated SA Railways and Harbours Workers' Union (Sarhwu).

In a statement yesterday headed "A Cosatu victory", the labour organisation kicks off an attack on Sats' labour practices with the words "In a settlement reached with Sats through Sarhwu lawyers, it was agreed that all workers are to be reinstated"

However, Sats PRO "JC" van Rooyen said Sats reached agreement with the workers, not with Cosatu or Sarhwu. It was not about to recognise Sarhwu, which was not registered and represented only southern Transvaal workers, as such a move would complicate national negotiations

Both organisations said workers would be reinstated with all benefits, but Sats said the reinstatement excluded those found guilty of criminal acts related to the strike

Cosatu said "In the light of the amicable resolution of the dispute last Friday, it is clear the dispute was no more than a simple labour dispute which could easily have been resolved through honest, con-

NORMAN SHEPHERD

structive negotiations

"If Sats wants to avoid unnecessary conflict over minor issues, it should, as a matter of urgency, fully transform its labour relations practices to fit in with the established labour relations system. It should cease to force Blatu (Black Trade Union) down the throats of workers

"Sats' refusal to negotiate with workers from a basis of mutual respect prolonged the strike and generated much suffering"

Van Rooyen said although Sats was reviewing its labour relations strategy, there was no question of inadequacy in this area having caused the strike

"Sound communication between management and the workforce has existed at various levels for many years along established channels," he added "If it had not been for the alleged dissatisfaction claimed by activists, Sats would today still be free of labour problems"

Sats also had an established grievance procedure whereby workers could approach supervisors and then sub-heads, department heads and ultimately the GM. Or workers could take problems to their staff associations, which had regular meetings with management

## Railwaymen trickle back

HAMISH McINDOE

THE return to work of railway workers continued at a snail's pace yesterday, with about 200 workers reporting for re-employment to Sats recruiting offices in Johannesburg and Soweto.

Sats estimates the total number of workers who have reported for re-employment since Monday is 500 — about 3% of the 16 000 strikers.

Sats spokesman Jenny Jordaan said workers were coming back very slowly but she expected things to pick up today and tomorrow.

Advertisements placed in newspapers yesterday by Cosatu and the SA Harbours and Railways Workers' Union (Sarhwu) called on the strikers to return to work in a "united way" yesterday and today.

Cosatu general-secretary Jay Naidoo said he understood the strikers would return to work tomorrow.

□ The Rand Supreme Court yesterday postponed until next Wednesday the case in which Sarhwu education secretary Mike Roussos is applying for his detention to be declared illegal, SAPA reports.

● See Page 2

270 STAR 10/6/87

# Louw says strike claim misleading

PARLIAMENT — An advertisement claiming that railway workers had scored a victory was misleading because it did not mention that workers had forfeited about R40 million in wages, the Minister of Transport, Mr Eli Louw, said yesterday in the House of Representatives.

Replying to the second-reading debate on the Transport budget, he said the advertisement placed in the media by the Congress of South African Trade Unions (Cosatu) gave the impression that no benefits had been lost by the striking workers.

However, no mention was made in the advertisement of salaries and service bonuses.

"The position is that no employee was paid for the time he

was on strike.

"The same applied to service bonuses during the time they were on strike."

He said the advertisement also did not mention that any workers who were found guilty in court of criminal offences, including intimidation, would not be reinstated.

Mr Louw said South African Transport Services had never negotiated with, or made any settlement with Cosatu, and the agreement was reached between Sats and its employees.

The strike had been an exercise in futility which had resulted in workers losing R40 million in salaries.

He felt sympathy for the workers who had become involved in the strike against their will — Sapa



Cape Times 10/6/87

## SATS workers

Own Correspondent

JOHANNESBURG —  
The return to work of railway workers continued at a snail's pace yesterday with an estimated 200 workers reporting to SATS recruiting offices

SATS estimates the total number of workers that have reported for re-employment since Monday is 500 — about 3% of the 16 000 strikers

Said SATS spokeswoman Ms Jenny Jordaan "They're coming back very slowly but we expect things to pick up today and Thursday"

Advertisements placed in newspapers yesterday by Cosatu and the SA Harbours and Railways Workers' Union called on the strikers to return to work in a "united way" yesterday and today

SATS has given the strikers till Friday to report for re-employment

# Sats workers 'back today'

By Mike Siluma

Most of the 18 000 SA Transport Services (Sats) workers who had been on strike for three months, were expected to report for work across the Reef today, said a spokesman for the SA Railway and Harbour Workers Union (Sarhwu).

The workers, dismissed for striking in March, were effectively re-instated last week after negotiations between Sats and union lawyers.

The Sarhwu spokesman said workers would return to work from today to meet the June 15 settlement deadline.

A Sats spokesman said only 1 124 workers had reported for duty by yesterday afternoon.

● Transport Minister Mr. Eli Louw said in a TV interview that Sats had not negotiated with Sarhwu or Cosatu, and that the main issue was payment of workers during the strike.

ARGUS 11/6/87  
770

## Sats workers will return — union

The Argus Correspondent

JOHANNESBURG. — Most of the 18 000 SA Transport Services workers who have been on strike for three months are expected to report for work on the Reef today, according to a spokesman for the SA Railway and Harbour Workers' Union (Sarhwu).

The workers, dismissed for striking in March, were reinstated last week

A Sarhwu spokesman said the workers decided to return to work from today to meet the June 15 deadline agreed to in terms of a settlement.

According to a Sats spokesman only 1 124 had reported for duty by yesterday afternoon.

The terms of the settlement include:

- That returning workers would not lose their pension, travelling and medical benefits and length of service;

- That all workers in detention would, on their release, get back their jobs; and

- That Sats facilities at the Delmore and Kaserne hostels (which led to food boycotts before the strike) would be upgraded at a cost of about R10-million.



# Black strikers 'won victory over SATS'



Mr Arrie Paulus 'criminal acts'

*CPG - Times 11/6/74 270*  
**HOUSE OF ASSEMBLY** — Striking black railway workers had indeed won a victory over SA Transport Services (SATS) with the announcement last week by the Minister of Transport, Mr Eli Louw, that strikers would be re-employed, Mr Arrie Paulus (CP Carltonville) said yesterday.

Speaking in committee-stage debate on the transport budget, he said, the cause of the unrest had in the first instance been the NP government's recognition of "those militant black trade unions".

Mr Paulus said he was not against legal strikes, as these were a crucial last resort

for workers in disputes with employers, but he contended the SATS strike had been illegal.

Even now, the minister was evading the issue of whether the black railwaymen's strike had been illegal or not.

SATS provided an "essential service" and when white SATS workers threatened to strike a few years ago, they had been warned such action was illegal.

Now the minister was saying all strikers who had not been involved in "criminal" acts related to the strike would be re-employed. However, they had all committed a criminal offence by going on strike in the first place, without going through the proper channels to resolve disputes.

SATS had backed down because it had not insisted that strikers return to work before they started negotiations with the strikers' union, Mr Paulus said.

□ The minister should state specifically what the "proper channels" were for recognition of trade unions, Mr Rupert Lorimer (PFP Bryanston) said.

He said he welcomed the minister's statement that he had no objection to SATS workers' freedom of association.

CAPE TIMES 11/6/87 (770)

## Louw: Any SATS workers' strike illegal

HOUSE OF ASSEMBLY — The SA Transport Services workers' strike was illegal — it was illegal for any SATS workers to strike, the Minister of Transport Affairs, Mr Eli Louw, said yesterday.

Responding to remarks made by Mr Arrie Paulus, (CP Carltonville), Mr Louw said Mr Paulus knew very well the strike had been illegal, but it had been thoroughly discussed years ago that illegal unions had no less influence for being driven underground.

The main points (no pay for no work, that those guilty of intimidation or of damaging SATS property would not be re-employed and that they returned to work before June 15) had been maintained — Sapa

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# What made SATS settle?

SOUTH AFRICA  
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THE agreement last week by South African Transport Services (SATS) to reinstate 1 800 railway workers dismissed after the marathon strike on the Witwatersrand has come as a surprise.

The question now being asked is why SATS performed such a remarkable turnabout. It has granted workers their jobs back and conceded their right to elect representatives to negotiate for them after adopting a hardline refusal to deal with Cosatu's South African Railway and Harbour Workers Union (SARHWU).

The answer can be found in a combination of legal leverage exercised by SARHWU's lawyers, pressure from big business and the Department of Manpower to settle, and divisions within SATS management on labour reform.

When mass firings took place late in April, lawyers immediately launched an application in the Johannesburg Supreme Court by three strikers for their dismissals to be declared illegal.

The union's hand was strengthened when the State Attorney agreed the outcome of the test case would apply to all the dismissed workers.

"This was the real sword hanging over SATS's head. They knew we had a strong case and would have been severely embarrassed had they lost the case," said a union spokesperson.

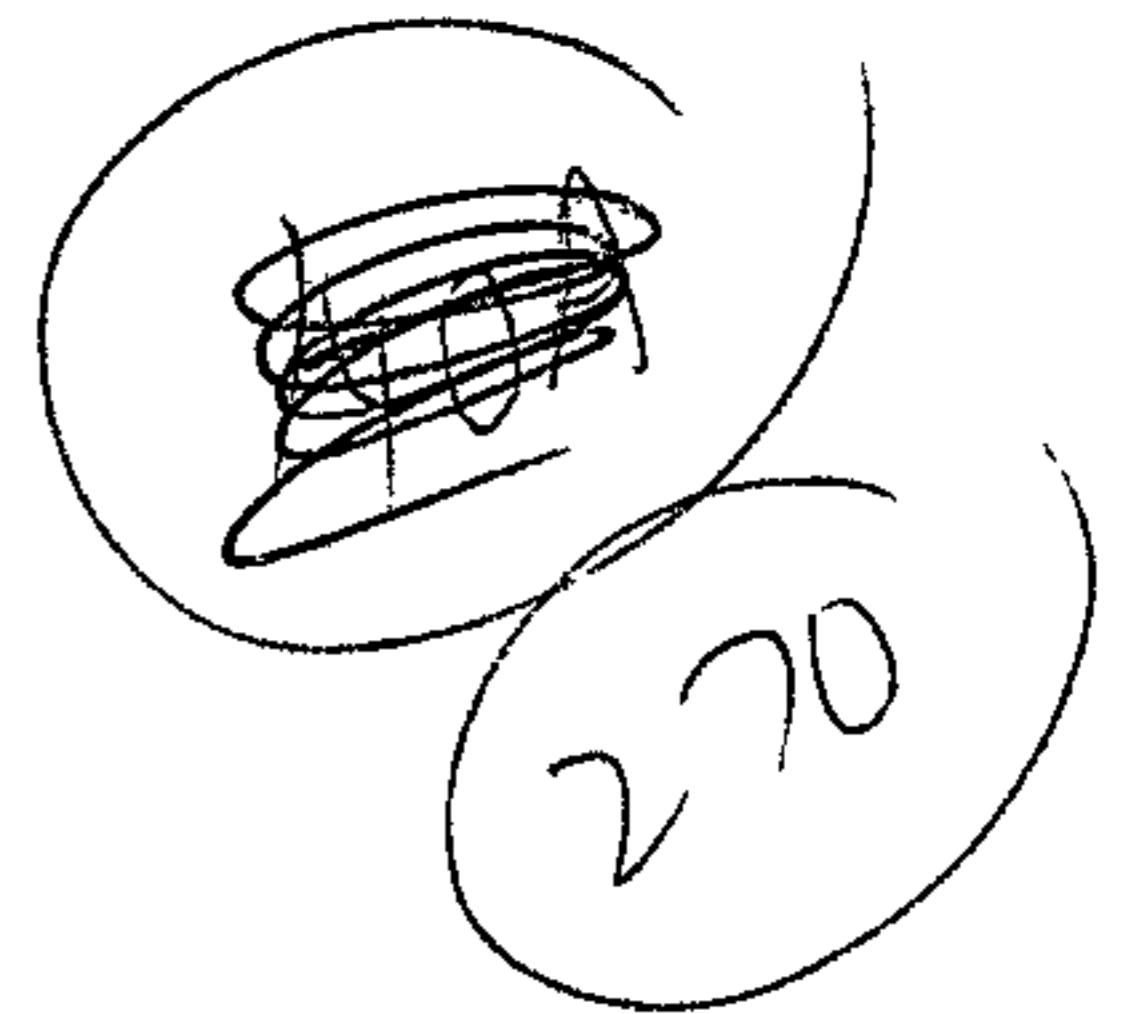
But if legal pressure was the union's most decisive weapon, there were other pressures that made SATS vulnerable. Soon after the workers were dismissed, the Department of Manpower issued a statement pointing out that most strikes in the private sector were settled through negotiation within a day. The rap over SATS's knuckles was barely disguised.

At the same time businessmen in the private sector began urging SATS to prevent the dispute spilling over into other sectors. — *Agenda Press Services*





# A COSATU VICTORY



AFTER three months of intransigence, Sats has finally conceded to the just demands of workers.

In a settlement reached with Sats through Sarwhu lawyers, it was agreed:

- All workers to be reinstated.
- Sats to establish procedure which apply equally to all workers white and black, and involve the recognition of democratically-elected worker representatives.

- All benefits will be reinstated. No striking worker will lose pension, long service and other benefits.

- No worker will be victimised for having been on strike.

This is in line with the reasonable and just demands originally presented by the striking workers. After three months of conflict, tension and suffering, Sats has finally acceded.

We say that this capitulation is a complete vindication of Cosatu. The pro-poganda campaign of the SABC and the government wanted the public to believe that the strike was not a labour issue, but a plot to "transfer conflict to the labour front".

In the light of the amicable resolution of the dispute last Friday, it is now abundantly clear that the dispute was no more than a simple labour dispute which could have been easily resolved through honest and constructive negotiations.

Sats refusal to negotiate with workers from a basis of mutual respect caused the dispute to be prolonged and generated much hardship and suffering: Workers were killed either by police action or through deterioration of the conflict. Hundreds of workers were detained and scores of workers became victims of harsh security force harrassment. Cosatu

House was bombed causing damage estimated at more than R1-million. The Railways also lost millions of Rands as the conflict spilt over into the community.

Despite all these unfortunate developments, Cosatu and Sarwhu continued to call for negotiations with Sats.



In fact, it was only our persistence which forced Sats to re-open talks and to abandon their notion that the strike was "resolved" with the dismissal of the 16 000 striking workers.

The settlement is a victory for the workers and the democratic struggle. It is a triumph over management high-handedness arrogance and rejection of basic worker rights.

The lesson to be learnt is that conflict in the work place can easily be resolved if management recognises elected worker representatives, if there is mutual respect and both parties submit to bona fide negotiations.

Public sector management should realise — as many of their counterparts in the private sector have — that it is folly to impose toothless liaison committees (appointed by management) on workers.

If Sats wants to avoid unnecessary conflict over minor issues, it should as a matter of urgency fully transform its labour relations practices to fit in with the established labour relations system. It should cease to force Blactu down the throats of the workers.

The railway settlement is a serious setback to the Government's campaign to discredit and criminalise Cosatu. Events around the Sats strike were distorted and used to justify repressive government action against the labour movement.

However, days before the settlement Sats abandoned their case to interdict Cosatu and Sarwhu from allegedly committing torture. This came after we had asked the Supreme Court to strike out the majority of their allegations which were unsubstantiated.

We give notice to the government and to employers — who have watched in silence as the government moved against us — that Cosatu is here to stay because it has the support of the majority of organised workers in the country. You cannot wish us away — you have to deal with the just demands of our members.

Cosatu will continue with its "Hands Off Cosatu" campaign. We reiterate that further attacks against us will cause greater polarisation in the country.

We will continue to implement our living wage campaign. We reject government attempts to criminalise the struggle for a living wage. We have every right to stuggle for a decent wage in order to feed and educate our children, and to live as human beings.

# HANDS OFF COSATU!

# Rail strikers won, says Paulus

PARLIAMENT.— Striking black rail workers had indeed won a victory over South African Transport Services, said Mr Arrie Paulus (CP Carltonville).

In yesterday's committee-stage debate on the transport budget, he said Government recognition of militant black unions started the problem.

He said the Minister was allowing strikers not involved in "criminal acts" to return, but they all committed an offence by striking without going through dispute procedures.

Sats backed down by not insisting they go back before talks began, Mr Paulus added.

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## 1 000 Sats workers apply

The Minister of Transport Services, Mr Eli Louw, told the House of Assembly yesterday that, so far, about 1 000 Sats workers had applied for reinstatement

Last week Mr Louw announced that dismissed Sats workers should apply for re-employment by June 15

In the committee stage of the debate on the Sats budget Mr Louw said that the 1 000 who had applied were "not as many as we had hoped" but he expected applications to increase

He said Sats was sympathetic towards workers who had been forced to take part in the strike because of intimidation.

In the third-reading debate, the Deputy Minister of Transport, Mr Myburgh Streicher, rejected the Cosatu claim that the strike had been a victory for the workers

## General manager of Sats to retire

PARLIAMENT — The general manager of South African Transport Services, Dr Bart Grové, is to retire on January 31 next year, the Minister of Transport Affairs, Mr Eli Louw, told the House of Assembly yesterday.

Speaking in the committee stage of the Transport budget, he said Dr Grové had spent five years in "that very hot seat", transferring from Commerce and Industries in 1955

Sats was one of the biggest business undertakings in the country and it was sad to have to part with one with the experience of Dr Grové. — Sapa



# The mosquito which stung the elephant

WHEN a mosquito bites an elephant it does not expect it to die immediately from loss of blood

The South African Railways and Harbours Workers' Union might be a mosquito compared to the parastatal South African Transport Services but the R20-million bite in loss of revenue was enough to make the elephant itch

In an agreement with Sarhwu lawyers last week Sats agreed to

- Re-employ all workers before next Monday on the same grade without loss of benefits except annual bonuses and pay while on strike

- Re-employ workers currently in detention within a week of their release provided they are not found guilty on criminal charges

- Allow workers to democratically elect their own representatives

- Upgrade facilities at Delmore and Kaserne in response to workers' grievances

- Grant permanent employment to all workers who qualify irrespective of race

The settlement is seen by Sarhwu as a "victory for Sats workers who in the face of hardships and harassment stood firm in their belief that the cause they were pursuing was right," a Sarhwu organiser said

But Transport Minister Eli Louw says the strike was an exercise in futility which resulted in workers losing R40-million in salaries

Speaking in the House of Representatives Louw said Sats had never negotiated or made any agreement with Cosatu. The agreement, he insisted, was made between Sats and its employees

Louw's statement is seen as an attempt to give credit to Sats' in-house union, the Black Trade Union.

The 16 000 workers were dismissed in April after a six-week strike over the dismissal of a driver, Andrew Nendzama, at the City Deep container depot.

Nendzama, a Sarhwu member, was dismissed after he allegedly handed in R40 three days late

Nendzama said he forgot to hand over the money after a trip to Springs and, as it was a Friday, he waited until Monday before returning it.

Nendzama said his explanation was accepted but he was surprised when, five months after the issue, he was again called before a disciplinary hearing

Although the strike centred around Nendzama's dismissal it soon escalated to a series of demands which included Sats' internal disciplinary procedures and the recognition of Sarhwu by Sats management.

The transport service is regarded as an essential service and is therefore excluded from the provisions of the Labour Relations Act.

Sats is covered by the Conditions of Employment (Sats) Act of 1983

The Act denies Sats employees basic union rights enjoyed by workers in the private sector

In terms of the Act the transport minister has the power to decide which unions should be recognised. Sats presently recognises 11 — all in-house unions

Of these, three are multi-racial, four white and the rest comprise black, coloured and Indian staff associations

It is over the issue of democratic union representation that saw Sats sticking rigidly to the stance that it would not negotiate with Sarhwu or Congress of South African Trade Unions

Sats preferred its own staff association, which it upgraded to the Blatu during the strike

Contrary to criticism that Sarhwu should have taken over Blatu, Sarhwu ensured that people elected on the Blatu grade steward committee had Sarhwu sympathies

When Sats realised the grade steward committee it was negotiating with displayed Sarhwu leanings it adopted a hard-line attitude.

On several occasions Sats said workers would be dismissed if they did not return to work but the dead lines passed without any action

Sats issued a demand that workers



Workers sign up with Sarhwu at Lekton House this week before re-registering with Sats

Picture ANNA ZIEMINSKI, Afrapix

How a tiny union took on the might of the railways, fought the bitterest, bloodiest strike in recent history, and won because the railways didn't follow their own procedures SEFAKO NYAKA reports

return to work on March 25 while their grievances were being addressed

The offer was rejected and the workers' demands were revised. They included full payment for the time the workers were on strike, the revision of Sats' disciplinary procedure, a clear statement of intent to eliminate racism in the workplace and an undertaking that no worker shall be singled out for disciplinary action for having taken part in the strike.

Ironically, before the strike a Sats in-house magazine carried an article by Professor Nic Wiehahn advocating an overhaul of Sats labour relations policies

Wiehahn chaired a commission of enquiry which looked into Sats structures. Included in the commission's findings was a recommendation that an industrial council be established to act as a bargaining forum for wages and working conditions and to handle disputes between Sats and its employees

The Federation of Sats Trade Unions accepted the commission's proposals, which could be an indication that Sats was poised to take up the recommendations. The federation's chairman, Jimmy Zurich, also sat on the commission

After the March meeting workers resolved that further meetings would serve no purpose unless Sats showed a willingness to negotiate in good faith with elected worker representatives

On two occasions Sarhwu officials and lawyers tried to persuade strikers to return to work as it would have been tactically advantageous. But the speakers were booed and accused of selling out

An organiser claims he was "nearly assaulted" when he put forward a Sats proposal to the workers at a meeting, and said it was this militancy that forced the officials to "do what the workers wanted us to do"

Even after last week's agreement a group of workers was not satisfied and demanded that detained colleagues be released.

It is debatable why Sats settled "out of the blue"

Sarhwu believes the test case brought by the union for the unlawful dismissal of three workers contributed heavily to the decision.

The union was going to argue that in dismissing the workers Sats didn't follow its own in-house disciplinary procedure. This, however, doesn't suggest that the union recognised Sats' disciplinary procedure.

The union's lawyers had also indicated they were going to call some senior Sats officials to give evidence in court.

This would have embarrassed the officials as the case was going to centre around Sats' labour practices and general working conditions

The first sign that Sats was cracking came when they withdrew a court interdict against Cosatu and Sarhwu on allegations of torture and assault

Sats apparently couldn't substantiate claims that some workers were tortured at Cosatu House. It is also possible that those who made the allegations couldn't risk having their identity revealed in court.

What is also surprising is why Sats handled the present strike differently from the 1982 General Workers' Union strike when a few hundred workers were summarily dismissed after a demand for the recognition of their union. This time the workers were fired only after several weeks and were then rehired

Political and labour conditions have changed much since '82 with the la-

bour movement enjoying community and international support.

It is for this reason that Sats may have felt the need to run a newspaper advertisement campaign

The purpose of the advert was to accuse the workers of "intimidation and assault" and "causing violence"

"The community is aware that those who oppose apartheid are always branded as communist thugs and the propaganda campaign exposed the collaboration between the government, the police and Sats," the organiser said

But the fact that Cosatu countered the propaganda with adverts and the Hands-Off Cosatu campaign proves that the federation was worried about the effects of the smear campaign

Cosatu House was bombed and several regional offices were destroyed

Even moderate sympathisers were stunned by allegations of

"necklacing" and torture at Cosatu House. More so as Cosatu didn't have the media and the resources to counter the allegations

The banning of Cosatu rallies and the confiscation of pamphlets also hampered the federation from stating its stand on violence

It is also not clear why Sats, after dismissing the workers a month after the strike, didn't immediately have them thrown off Sats property

Most of the strikers are skilled or semi skilled and some had been with Sats for years

After dismissing the strikers Sats tried re-employing workers but Cosatu's Unemployed Workers' Coordinating Committee prevented replacement labour from filling the dismissed workers' posts

Through weekly shop steward meetings in strike-affected areas Cosatu was able to discourage UWCC members from replacing striking workers

On the other hand what willingness Sats may have had to settle early in the strike is believed to have been thwarted by the white elections

With the National Party relying on the vote of the 100 000 white voters employed by the railways, Sats could not be seen to be giving in

The settlement surprised Sarhwu. "We never expected what we have achieved. We thought it would take us a year or a year-and-a-half to finally resolve the strike."

Sarhwu believes that even if the strike had ended disastrously Sats would have learnt a lesson and the strike would have paved the way for better labour relations

The union admits that the strike was unnecessarily long but puts the blame at Sats' door

Both the union and Sats emerged from the strike badly bruised, Sarhwu admits. The strike almost dried up the union's financial resources. It was an expensive strike for a union that had not yet consolidated its membership in the public sector

But a positive spin-off is Sarhwu has increased its membership to 22 000 at Transvaal depots

At the height of the strike six Sats workers were shot dead in Germiston and Doornfontein

But what pleases the union most is that it took on an elephant that now seems prepared to accept that a mosquito has a right to bite

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## SATS STRIKE

## Peace at a price

270

~~HEA~~

The Sats strike — the longest and costliest yet in the public service — ended last week amid inevitable claims of a worker victory

To some extent the claim is justified, because the 12-week illegal stoppage has shown up serious shortcomings in Sats' labour relations and employment policies. Indeed, the *FM* has learnt that even before the strike, a commission of inquiry under the chairmanship of labour guru Nic Wiehahn had recommended far-reaching changes to Sats' paternalistic bargaining system

As a first step it has been accepted that a Labour Council should be created through which talks between workers and management can be streamlined. Part of the problem is that public service negotiations do not take place through the tested industrial council system which is the mainstay of the bargaining process in the private sector

But the irony of last week's strike settlement, reached by the legal representatives of each side, is that none of the issues which caused the trouble has been resolved

The flashpoint was the celebrated case of one Andrew Nedzamba, a truck driver who was fined R80 for an alleged "cash irregularity" involving R40,40. The Nedzamba issue is no nearer solution now than it was three months ago

Within days, however, the argument had been broadened into a recognition struggle, with the Cosatu-affiliated SA Railway and Harbour Workers Union (Sarhwu) claiming

to represent the majority of workers

As far as Nedzamba is concerned, Sats says he was never fired, and may still appeal against his fine

As far as Sarhwu is concerned, management remains adamant that it will not negotiate with the union, although the settlement seems to indicate a softening in attitude. Workers now have the right to freely elect their shop stewards, regardless of their union affiliation

Cosatu General Secretary Jay Naidoo, who says the protest was really rooted in "years of oppression and living under a feudal system," sees the shop steward concession as an important step towards recognition. "Sats will have to recognise us sooner or later," he says, "and I hope it will be sooner"

Sats spokesman Frikkie Stevenson, on the other hand, remains firm that the in-house staff association, the Black Trade Union, remains the only recognised workers' representative organisation. Clearly the causes of the squabble have not been addressed yet

The question of winners and losers, therefore, depends on the viewpoint. Certainly on the financial side the 16 000 Sats workers involved have lost out heavily, forfeiting about R40m in wages and bonuses or R784 a month for each striking worker

Against that, Sarhwu can claim to have picked up a few additional benefits on the way. Among them

□ Agreement that strikers who want to re-

turn will all be re-employed on or before June 15 unless they have been found guilty of a criminal offence. But then, of course, they would not have been unemployed if they hadn't struck in the first place.

□ The retention of all pension, travelling, medical and service benefits,

□ The re-employment of all workers in detention,

□ The right to elect representatives of their choice, and

□ A R10m upgrade of Sats facilities at the Delmore and Kaserne hostels (which led to food boycotts before the strike). However, Stevenson says a decision to improve the hostels had been made some time before

Similarly, Sarhwu claims a measure of victory in Sats' decision to spend R72m to speed up the programme to bring the working conditions of blacks and Indians onto a par with whites. But, again, this move had been decided some time before the strike

According to Naidoo, Sats has also agreed to prepare and distribute within the next 10 weeks a document containing the condition of employment for blacks. But Sats' Sandra Gertenbach denies that it is part of the settlement

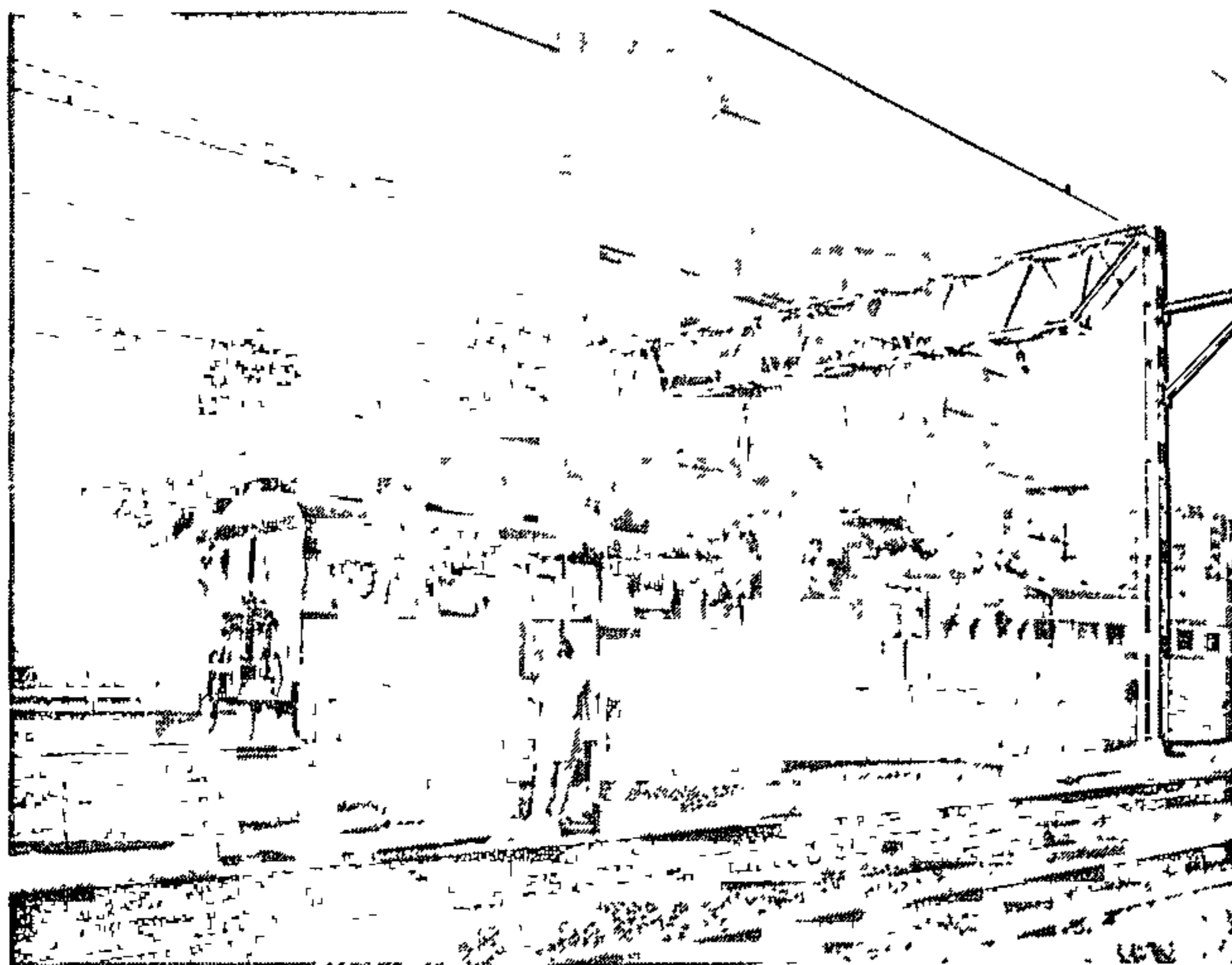
On the Sats account, there were also more debits than credits. It claims to have suffered no operating losses due to the strikes, but it did lose R30m in damage caused by rioters to property and rolling stock. And much of the money saved by the non-payment of strikers had to be diverted to the 2 000, mainly white, temps who were taken on to fill the gap. This bill included a large amount of overtime which had to be worked to maintain Sats' services

Still, just how Sats could get along with 2 000 workers instead of 16 000 remains a puzzle. The official explanation is that the temporary workforce was more efficient. Also, longer hours were worked

Nevertheless, the strike has turned the spotlight on Sats' employment practices. For example, it has provided clear evidence of over-staffing in the service, and Stevenson says Sats will take another hard look at a 1984 decision to systematically cut down on ineffective labour

For the record, he adds that 1 798 workers had re-applied for jobs by the end of May. Of these, 760 were accepted and about 370 have already started working again

When it comes to assessing gains and losses, however, the message from the Sats strike is similar to most others — there were no winners, only losers. And not least among them were the 11 who died violently in clashes with police and at the hands of their fellow strikers



Sats truck ablaze ... when a dispute turns to war



# A COSATU VICTORY *whole page*

After 3 months of intransigence, Sats has finally acceded to the just demands of striking railway workers.

In a settlement reached with Sats through SARWHU lawyers, it was agreed:

- all workers to be reinstated.
- Sats to establish procedures which apply equally to all workers white and black, and involve the recognition of democratically elected worker representatives.
- all benefits will be reinstated. No striking worker will lose pension, long service and other benefits.
- no worker will be victimised for having been on strike.

This is in line with the reasonable and just demands originally presented by the striking workers. After 3 months of conflict, tension and suffering, Sats has finally conceded that changes to working conditions of railway workers are necessary and justified.

We say that this capitulation is a complete vindication of Cosatu. The propoganda campaign of the SABC and the government wanted the public to believe that the strike was not a labour issue, but a plot to "transfer conflict to the labour front".

In the light of the amicable resolution of the dispute last friday, it is now abundantly clear that the dispute was no more than a simple labour dispute which could have been easily resolved through honest and constructive negotiations.

Sats refusal to negotiate with workers from a basis of mutual respect caused the strike to be prolonged and generated much hardship and suffering: workers were killed in clashes with police or through deterioration of the conflict. Hundreds of workers were detained and scores of workers became victims of harsh state action. Cosatu house was bombed causing more than a million rand worth of damage. Sats also lost millions of rands as the dispute spilled over into the community.

Despite all these unfortunate developments, Cosatu and SARWHU continued to call for negotiations with Sats.

In fact, it was only our persistence which forced Sats to re-open talks and to abandon their notion that the strike was "resolved" with the dismissal of the 16 000 striking workers.

The settlement is a victory for the workers and the democratic struggle. It is a triumph over management high-handedness arrogance and rejection of basic worker rights. The lesson to be learnt is that conflict in the workplace can easily be resolved if management recognises elected worker representatives, if there is mutual respect and both parties submit to bona fide negotiations.

Public sector management should realise - as many of their counterparts in the private sector have - that it is folly to impose toothless liaison committees (appointed by management) on workers.

If Sats wants to avoid unnecessary conflict over minor issues, it should as a matter of urgency fully transform its labour relations practices to fit in with the established labour relations system. It should cease to force BLATU down the throats of workers.

The railway settlement is a serious setback to the governments' campaign to discredit and criminalise Cosatu. Events around the Sats strike were distorted and used to justify repressive government action against the labour movement.

However, days before the settlement Sats abandoned their case seeking to interdict Cosatu and SARWHU from allegedly committing torture and assault. This came after we had asked the supreme court to strike out the majority of their allegations because they were unsubstantiated.

We give notice to the government, and to employers - who have watched in silence as the government moved against us - that Cosatu is here to stay because it has the support of the majority of organised workers in the country. You cannot wish us away - you have to deal with the just demands of our members. Cosatu will continue with its "Hands Off Cosatu" campaign. We reiterate that further attacks against us will cause greater polarisation in the country. We will continue to implement our living wage campaign. We reject government attempts to criminalise the demand for a living wage. We have every right to struggle for a decent wage in order to feed and educate our children, and to live as human beings.

## HANDS OFF COSATU!



# Only Lin-4 Sats strikers back so far

12/16/87  
270  
B Day

ABOUT a quarter of the 16 000 Sats strikers have reported to the railway's re-employment points on the Reef since Monday, Sats said yesterday

Of these, 3 500 responded to the SA Railways and Harbours Workers' Union (Sarhwu) call for the strikers to stage a mass return-to-work yesterday

Sats spokesman Jenny Jordaan said the re-hiring was not marred by any unrest incidents

Long queues formed outside several employment bureaus, especially at the Kaserne depot in Johannesburg.

A Sarhwu spokesman said union officials were at various centres to monitor the re-hiring

He added the union was investigating allegations that East London security police detained several workers for "screening"

But East London police spokes-

DANIEL SIMON

man Lt Dot van der Vyver said security police knew nothing about the alleged detentions

Sarhwu deputy secretary-general Themba Kuzwayo said confusion over when the railway workers would return to work was caused by the union's difficulty in finding a venue to hold meetings, after it was bombed out of its Cosatu House headquarters a month ago

Cosatu and Sarhwu originally called on the strikers to return to work in a "united way" on Tuesday and Wednesday

Jordaan stressed Sats' June 15 recruitment deadline would not be rigidly imposed

"We are confident that all the workers can be re-hired by next Monday, but nobody will lose their jobs if we cannot process the administrative work by then"

# More Sowetans evicted

12/16/87  
B Day  
SOPHIE TEMA

FIFTEEN more families were evicted from their Soweto homes yesterday, bringing to 22 the number of families turned out of township houses this week.

Soweto town clerk Nico Malan said the evictions would stop once the Bill to enable the collection of rent and service charges from salaries of township residents was passed into law

He said evictions could also stop if individuals who were in default with their rent would communicate with council officials to "sort out their problems"

Malan said notices were sent out to Soweto residents regularly warning them to pay their rent and threatening action

If registered tenants did not respond by communicating with the

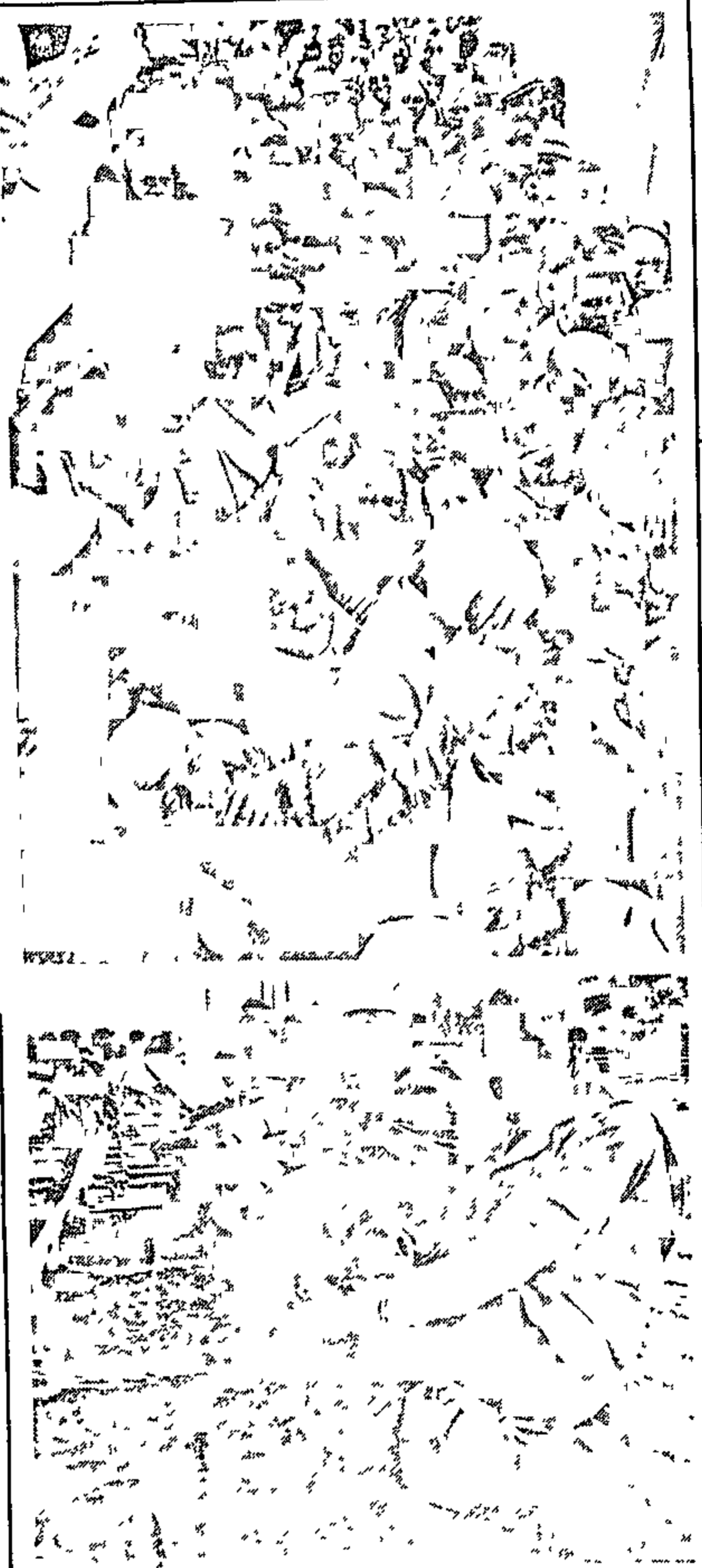
township manager, the matter was handed to the council's attorney who brought a court action against those in default

Malan said "If people respond to notices and communicate with the council authorities, then there will be no need for evictions

"A report of any person who commits himself or who gives an undertaking to pay rent will be submitted to the council for consideration and such a person will not be evicted"

Yesterday's evictions in Zola were monitored by a contingent of heavily armed council police

By late yesterday afternoon some of the evicted people were still out on the pavements



TOP Sats workers pack Johannesburg Station's employment office to be re-hired after the SA Railway and Harbour Workers' Union called for the mass return to work yesterday

ABOVE And a clutch of railway workers wait at Laanglaate station to be re-hired  
Pictures Philip Littleton

*CAPE TIMES 12/16/87*  
**3 500 SATS strikers** *270*  
**return to their jobs** *142*

Own Correspondent *[Signature]*

**JOHANNESBURG** — About 3 500 of the 16 000 SATS strikers have returned to work, SATS said yesterday.

Cosatu and the SA Railways and Harbours Workers' Union (Sarhwu) originally called on the strikers to stage a mass return-to-work this week.

SATS spokeswoman Ms Jenny Jordaan said the rehiring was not marred by any unrest incidents.

A Sarhwu spokesman said union officials were deployed at various centres to monitor the rehiring.

Ms Jordaan made clear that the railways' June 15 recruitment deadline would not be rigidly imposed. "We are confident that all the workers can be rehired by Monday, but nobody will lose their jobs if we cannot process the administrative work by then," she said.



**WORKERS QUEUE...** South African Transport Services workers yesterday flocked to depots in Johannesburg to be rehired after the three-month-long strike. SATS and the union representing the workers announced last week that the strike had ended and that workers would return to their jobs.



**WORKERS BACK...** SATS clerks help returning workers fill in forms during the rehiring process yesterday.

CALL 7415 13/6/77  
270

## Most SATS strikers back

JOHANNESBURG — Most of the 17 000 dismissed black railworkers whom SA Transport Services has agreed to reinstate in their jobs have been re-employed and the remainder are expected to apply for re-employment on Monday, SABC radio news reports. A SATS spokesman said that by 2pm yesterday a total of 11 280 had been re-employed at the various depots on the Rand.



... THE ... SUPPLEMENT ...

*Cap Times 1/19/67*

# Vlok links Costau man to assaults

*1/19/67*

Own Correspondent

JOHANNESBURG — Mr Michael Roussos, education secretary for the SA Railways and Harbours Workers' Union, was being detained because of information linking him to alleged assaults on railway workers, the Minister of Law and Order, Mr Adriaan Vlok, has told the Rand Supreme Court

In an affidavit opposing Mr Roussos's application for an order declaring his arrest and continued detention unlawful, Mr Vlok denied there were no grounds for the unionist's further detention

Mr Roussos had brought the application against the ministers of Justice and of Law and Order and the Commissioner of Police

Yesterday the application was postponed sine die, with no order as to costs

In his affidavit, Mr Vlok said that according to information available to him, Mr Roussos had ordered members of a so-called co-ordinating committee of SARHWU to kidnap SATS employees who did not take part in the recent strike and take them to Cosatu House

He said Mr Roussos ordered committee members to assault them and force them to become members of SARHWU.

The minister said that after Mr Roussos had been arrested and detained in terms of regulation 3(1), a ticket for a traffic offence was found in his possession for a car with the registration number LEB 18762.

This car was traced to Jan Kempdorp, he said, and a person arrested at the same time Mr Vlok said the same person had admitted the vehicle was used to take four workers, murdered during the strike, to Kazerne where the murders were committed

# Stand-in workers lose jobs

By Mike Siluma

19/6/87  
SML  
270

About 750 white workers employed in the place of striking South African Transport Services (Sats) workers on the Reef will have their services terminated today.

An angry Mr Kevin Scott-Wilson, who has been working for Sats, said the white workers who stood in for the strikers had been told their services would not be needed from today.

Mr Scott-Wilson, who said he worked as a truck assistant, accused Sats of going back on its word by severing the white workers' services. Sats, he said, had promised that substitute workers would not lose their jobs if the strike by 16 000 black workers ended.

A Sats spokesman said the white workers had been employed on a temporary basis and had signed papers that they understood that these would be the terms of their employment.

● Sats could not yet give the total number of strikers who have re-applied for their jobs.

# End of strike means 750 whites will now lose jobs

Argus 19/6/87 270

The Argus Correspondent

JOHANNESBURG — About 750 white workers employed in the place of striking South African Transport Services (Sats) workers on the Reef will have their services terminated today.

An angry worker, Mr Kevin Scott-Wilson, said the whites who had stood in for the strikers had been told their services would not be needed from today — and that those staying in Sats hostels would have to leave.

The ending of the white workers' services was confirmed by a Sats spokesman, who put their number at an average of 750 a day.

Mr Scott-Wilson, a truck assistant, accused Sats of going back on its word.

"Sats promised that substitute workers would not lose their jobs if the strike ended," he said.

"When taken on we were given an undertaking that we would be given work elsewhere in Sats if the strike ended.

"We were even told there had been fewer incidents of theft and 'shrinkage' since we started work. Now where will we find other jobs?"

The Sats spokesman said the white workers had been employed on a temporary basis and had signed papers that they understood that these would be the terms of their employment.



**SATS**  
*CAP- 7/1/87*  
**strike 20/6/87**  
**deputies** *(122)*  
**paid off** *270*

**JOHANNESBURG.** — About 750 white workers employed in the place of striking South African Transport Services (SATS) workers on the Reef were to have their services terminated yesterday.

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SATS had promised that substitute workers would not lose their jobs if the strike by 17 000 black workers ended.

A SATS spokesman said the white workers had been employed on a temporary basis, and signed papers that they understood that these would be the terms of their employment.

SATS could not yet give the total number of strikers who had re-applied for their jobs. — Sapa

MONDAY, 22 JUNE 1987

Indicates translated version

For written reply

General Affairs

Vacant posts

*(Handwritten signature and date: 22/6/87)*

121 Mr P C CRONJÉ asked the Minister of Communications

(a) How many posts on the establishment of his Department were vacant as at 31 December 1986 and (b) what are the designations of these posts?

The MINISTER OF COMMUNICATIONS

(a) 1 804—which figure represents the difference between the total authorised establishment and the number of persons who occupy posts on the fixed establishment, and

(b) Typist, Assistant Legal Adviser, Language Officer, Industrial Social Worker, Assistant Cost Investigation Officer, Design Artist, Press Liaison Officer, Senior Journalist Internal Auditor, Financing Officer, Reprographic Manager, Chief Training Officer, Lecturer, Technician Draughtsman, Inspector of Works, Inspector of Uniformed Staff, Exchange Superintendent, Instructor, Telecom Electrician/-Mechanic, Telecom Assistant, Postman, Telephonist, Security Officer, Indoor Assistant, Senior Housekeeper, Driver, Caretaker, Foreman Cook Handyman, Cleaner, Lift Attendant Female Assistant Cloakroom Attendant, Waiter Postal Aid, Messenger, Stores Aid and Counter Aid

Full-time employees

173 Mr R M BURROWS asked the Minister of Transport Affairs

(1) What was the total number of persons employed in a full-time capacity in the South African Transport Services as at

270

*(Handwritten signature and date: 22/6/87)*

the latest specified date for which information is available,

(2) (a) how many such persons were employed in each of the eight most senior post levels in the Transport Services, (b) how many of these persons were (i) male and (ii) female and (c) to which population group did each of these persons belong,

(3) (a) what will be the applicable salaries and/or salary scales of each of the eight most senior post levels in the Transport Services with effect from 1 July 1987 and (b) what financial and other specified benefits will be applicable to each of these post levels as at 1 July 1987?

The MINISTER OF TRANSPORT AFFAIRS

(1) 202 259, 15 April 1987

(2) (a) Group 1

1	3
2	10
3	5
4	38
5	121
6	3
7	1
8	

(b) (i) 181

(ii) 1

(c) White

(3) (a) and (b) It is not the policy of Transport Services to divulge information of this nature as it is regarded as a domestic matter

Bureau for Information

177 Mr P G SOAL asked the Deputy Minister of Information

Whether the Bureau for Information has at any time provided any (a) financial and/or (b) other assistance to the publishers of a certain publication, particulars of which has been furnished to the Bureau for the purpose of the Deputy Minister's reply, if so, (i) what specified assistance, (ii) (aa) when, (bb) why and (cc) on whose instructions was this assistance provided and (iii)

*(Handwritten signature and date: 22/6/87)*

CME Times 24/6/87 (27) 270

# SATS 'Gravy Train' costs R168m

## Political Staff

**THAT** much-maligned train nobody admits to being on — the Gravy Train — has taken on a new meaning with the publication yesterday of the Auditor General's report on SATS for the year 1985/86.

It appears it already has a long, long passenger list.

According to the report, the estimated value of free and concessionary rail and air travel for

SATS workers that year amounted to R168 million

It also disclosed details of how an enterprising member of the public picked up a cheque made out to SATS but was caught trying to cash it.

The cheque was for a mere R906 943

In another five cases, 11 members of the public and an employee of SATS were found guilty of stealing parcels valued at

R2 317 400 from post bags.

Nearly everything was recovered

A SATS worker who used duplicate keys to steal R129 843 in wages from a safe was caught

He was found guilty and sentenced and a compensatory fine of R43 000 plus 18% interest was imposed in favour of SATS.

An arrest warrant was issued for an accomplice who was a member of the public and R23 000 was recovered.



# Many paid-off Sats workers now homeless

1000  
270  
5000  
25/6/87

By June Bearzi, Star Line

Many casual labourers who eagerly stood in for South African Transport Services (Sats) strikers say they have paid a heavy price after being dismissed when the 12-week dispute ended two weeks ago.

Mr Johnny Geral — who runs Superior Care Centre, a multi-racial, non-profit shelter in Malvern — said several former white occupants were bitter, broken and homeless after Sats paid them off last week.

Their source of income dried up overnight and the men were forced to move out of flats and rooms they rent-

ed when they took on the jobs. Now they are out in the streets as the shelters are full.

Mr Geral explained "When they left my care centre three months ago after grabbing the R15-a-day jobs with Sats, they were glowing with pride as they were self-supporting and said they could afford to rent their own places and buy their own food and clothes.

"The jobs meant so much to the self-image of these men who had undergone months of therapy here to build up their confidence.

"But now they are totally disillusioned and feel they have been the worst hit in the Sats versus strikers debacle.

"People flock to shelters during the cold winter months so when these desperate men came back here over the weekend, I had to turn them away as others had moved into their rooms," Mr Geral said.

He brought their plight to Star Line's attention following a recent article about former Sats worker, Mr James Crouth, who was paid off last Friday and given 12 hours to move out of the railway hostel in Elandsfontein.

Since the article, job offers have been pouring in for Mr Crouth who is a French polisher and restorer of antique furniture. However, he has not approached Star Line since Saturday when he left The Star's offices with R50 in his pocket.

A spokesman for Sats said the organisation had a responsibility towards its permanent staff.

270 Fry  
26/6

## STATE-LABOUR DISPUTES

### New deal coming?

Although it might seem like shutting the stable door after the horse has bolted, Sats seems ready to set up a new negotiating body for collective bargaining between railway workers and management

The suggested reform comes from the "Commission of Inquiry into the establishment of a negotiating body for the Sats relating to salaries and service conditions"

Chaired by Nic Wiehahn, the commission was appointed after wage negotiations ended "unsatisfactorily" in 1986. The suggested answer is "a credible bargaining body" in the form of the Labour Council on which management and "recognised unions" within the service would be equally represented

The report says. "The importance of col-

lective bargaining in labour relations cannot be over-emphasised. The greater the conflict potential, the more essential negotiation is for the preservation of peace"

The Labour Council will differ from the present negotiating mechanisms open to Sats employees in that wage and employment disputes will be voted on. Until now recognised unions negotiated directly with management or the minister — who had the final say anyhow

However, the difference does not seem all that significant as Sats remains a government service and is therefore hardly in a position to negotiate wage rates which are prescribed in the national Budget and have to be approved by parliament.

Several problems hamper good labour relations within Sats in particular, and the public sector in general. For one thing, the industrial council system generally utilised by the private sector is based on a policy of minimum State interference. But this can hardly be applied to a government employer

The proposed Labour Council, however, does offer some leeway for negotiation. But indications are that it will be met with reservations by unions, and especially labour federations like Cosatu, whose SA Railways and Harbours Workers Union affiliate does not enjoy recognition by Sats. Even if it was included, it would have probably balked at the idea of sitting at the same table as what it sees as Sats' "sweetheart unions"

The suggestion to restrict council membership to Sats workers only also runs against Cosatu's policy of negotiating agreements covering whole sectors rather than in-house arrangements with specific employers. Wiehahn says it is necessary to confine worker representation to Sats unions due to the specific nature of the service.

Cosatu's union was also ignored at the representation stage, although Sats' in-house Black Trade Union was requested to submit suggestions to Transport Minister Eli Louw.

But, criticisms aside, it remains generally accepted that the recent Sats strike could have been avoided had the parties possessed the necessary negotiating mechanisms and experience.

First, however, Wiehahn and his commissioners will have to sell their proposals to government Minister Louw's liaison officer, Leon Els, says Louw "in principle" accepts the idea of a Labour Council. The minister, he adds, is studying the report before making a decision. Any changes will probably entail an amendment to the Railways Act, and Louw hopes to give a clearer indication of government thinking on the matter within the next month

Acceptance of Wiehahn's recommendations would have implications for the entire public service, which faces the same restrictions as Sats when it comes to negotiating with its workers.

Wiehahn believes SA cannot escape the

necessity to extend all trade union rights, excluding the right to strike, to the public sector. "In the case of disputes in the public sector, compulsory arbitration and mediation will be the logical measures," he says

Public Servants' Association GM Hans Olivier also rejects the right of strike action in the public sector because civil servants render essential services and he says they owe it to the public to carry these out under

all circumstances. But he admits that the negotiating machinery available to public servants is inadequate.

"We want a statutory right to appeal against decisions made by government on salaries and service conditions. Workers should have the right to appeal to an authority appointed by law."

But on the strike issue labour lawyer Pat Stone disagrees. The right to strike, he reck-

ons, should be extended to Sats workers. He says there are also private sector employees — in the food industry, for example — whose work could be considered essential but still have the right to strike

The Wiehahn suggestions, in his view, tend towards "collective begging and not collective bargaining". As far as he's concerned, "if they don't have a right to strike, they can never be equal partners" ■

## Union federation cuts global ties

The Federation of Salaried Trade Unions is to sever its links with the international federation of transport trade unions, FIQST, and the World Confederation of Labour at the end of the year.

It is believed the federation decided on this step after pressure from the Salaried Staff Association (Salstaff).

Salstaff withdrew from the federation from last November to March this year because it objected to the international affiliations. It will resume membership on July 1. — Transport Reporter.

130

270

5/12/83

11/1/83



# Sats reacts to Sarhwu claims

**EAST LONDON —** It was "nonsensical" to suggest SA Transport Services was involved in burglary and vandalism at SA Railway and Harbour Workers Union offices, Sats said yesterday.

## Nonsensical to suggest Sats involved in burglary and vandalism — Grove

### Dispatch Reporter

Sats replied to Sarhwu claims that there was a campaign against it and that its offices in East London were burgled and vandalised on Monday

The Border police press liaison officer here, Lieutenant Dot van der Vyver, said yesterday that a typewriter and a heater to the value of R138 had been stolen

"It has not been established yet what the cost of damage to the building is," Lieutenant Van der Vyver said. She said no arrests had been made

A Sarhwu statement issued in Johannesburg yesterday stated that eight Sats workers, all members of the elected committee representing workers during the recent strike, were allegedly detained at their places of work earlier this week

"These are the latest in a series of events since the strike ended in early June that seem to be aimed at disrupting and intimidating the union," a Sarhwu spokesman said

"Others are the refusal by Sats to reinstate certain workers, the unnecessary and apparently punitive transferring of workers to places far from where they worked before the

strike, forcing skilled workers to do the work of labourers, attempts to smear Sarhwu and incite workers of their choice, and trying to sow discord amongst workers by offering to pay Mr Andrew Nedzamba his full wages and bonus for the period of the strike, in spite of the fact that it was his unfair dismissal which led to the strike in the first place

"Such actions are not in the spirit of the agreement which was signed between Sats and representatives of the striking railway workers

"In this agreement it was stated that all workers would be taken back except for those found guilty of criminal charges in a court of law

"There was also an undertaking that Sats would not victimise any workers for participating in the strike," the Sarhwu spokesman said

Sarhwu listed the following claims

● 76 shopstewards at Jan Smuts Airport were refused reinstatement. They were only taken back after the intervention of a lawyer,

● A qualified bus-driver in East London was given the job of digging trenches,

● Workers have been transferred to places far from where they worked

before the strike,

● In the Vaal region, after the election of worker representatives, most of those elected found themselves transferred to Braamfontein, and

● A person claiming to be from the regional manager's office attempted to smear Sarhwu at a meeting of workers

In reply to Sarhwu's statement, the general manager of Sats, Dr Bart Grove, said yesterday it was nonsensical to suggest Sats involvement in the burglary and vandalism of Sarhwu offices

"No agreements were made by Sats to press for the release of detained workers. The activities of the South African Police are outside the jurisdiction of Sats and we are unable to comment on the arrest of staff on Tuesday, June 30, 1987," he said

"Mr Andrew Nedzamba was dismissed from service on March 12 this year and the decision to reinstate him with a fine of R80 was made the following day

"Although Mr Nedzamba was verbally advised of the outcome, he failed to collect the written confirmation which means that he was technically under suspen-

sion until he collected the letter

"Being under suspension, he was not considered to be on strike and was therefore legally entitled to payment

"The problem regarding the 76 workers at Jan Smuts Airport was resolved on June 29, 1987. The matter was rectified internally prior to legal intervention," Dr Grove said

"No qualified bus drivers were dismissed in East London. The agreement entered into states that workers would return to former places of work as far as possible. This was done in 99 per cent of the cases

"With the large number of personnel returning to work in this short period, thousands a day, Sats made every effort to effect transmission smoothly

"It must be borne in mind that all ex-employees were required to complete re-employment formalities as agreed in the settlement," Dr Grove said

"Isolated cases in these circumstances will require attention

"Sats is making every effort to maintain labour peace and avoid areas of friction and dis-sension," Dr Grove said

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# Call for release of detainees

DIANNA GAMES

THE SA Railways & Harbours Workers' Union (Sarhwu) yesterday called on SA Transport Services (Sats) to secure the release of 150 detainees it said were held by police during the strike.

Sarhwu, which is not recognised by Sats, said that since the strike ended last month its members had been harassed and intimidated.

It said its offices in East London had been burgled and vandalised.

Sats said it was making every effort to maintain labour peace and that it was nonsensical to suggest it was involved in any incidents.

It said it had no agreement to press for the release of detained workers and was unable to comment on the arrest of staff.

Sarhwu alleged eight workers were arrested earlier this week, other workers had been refused reinstatement and shop stewards had been transferred to far-off working places.

## Sow discord

It said Sats had tried to sow discord among workers by offering to pay Andrew Nedzamba his full wages and bonus for the strike period, despite it being his unfair dismissal which led to the strike.

Sarhwu said such actions were not in the spirit of the agreement signed between Sats and striking workers' representatives in which it was stated that all workers would be taken back except those found guilty in a law court of criminal charges.

But, it said, 76 shop stewards at Jan Smuts Airport were refused reinstatement and were only taken back after legal intervention.

Sats countered by saying the problem was solved internally prior to that.

It said Nedzamba was technically suspended during the strike as he had failed to collect written confirmation of his reinstatement. He was thus not considered to be on strike and was legally entitled to payment.

Police in East London said that "at this stage" they had no record of a burglary of Sarhwu's North End offices but were "looking into the allegations".

8/7/8

## UNION TO SEEK AFFILIATION

**EAST LONDON** — The 8 000-strong National Union of Railway Workers (Nurw) is to seek affiliation to the Congress of SA Trade Unions (Cosatu) next week during Cosatu's second national congress in Johannesburg.

The resolution was adopted at the Nurw's national executive council meeting on June 20, union

*B/Oay*  
national organiser B Nondula said. Cosatu is the largest federation of unions in the country with paid-up membership of 769 000.

Nondula said workers in all Nurw regions recognised Cosatu as the only internationally accepted federation which was supposed to stand for unionised and non-unionised workers in SA. — Sapa.

*(BBP)*

*(270)*



firmly yesterday by the IPC president, ~~med~~ Deedat

*CA 11-13/787 309/270*  
**11 still in detention**

JOHANNESBURG — The 11 people arrested in connection with the necklace killings of four SATS workers during the transport strike were still being held under emergency regulations while investigations continued, police said at the weekend.

# Hidden behind high walls

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By CHRIS GUTUZA

WE had to scale yet another glass-topped wall to see what life is like for migrant workers employed by the South African Transport Services (Sats)

This time it was the hostels of Sats workers in Table Bay Harbour, previously a barracks inhabited by British troops

The hostels are hidden behind high walls near Somerset Hospital and close to Cape Town's upper class suburbs along the Atlantic seaboard

At the Table Bay hostels many angry workers told SOUTH they were closely watching developments after the recent agreement between Sats and their union, the South African Railways and Harbour Workers' Union, which included an undertaking to improve hostel conditions

Dissatisfaction over food, wages, hostel conditions and working conditions was widespread

"The food we are given is not fit for human con-

sumption For breakfast we eat pap and two slices of bread We also get a mug of unstrained ground coffee and a mug of magou We get magou — a sour tasting liquid porridge — with each meal," they said

## Droppings

Workers swore the liquid porridge sometimes contained mouse droppings and floating worms

"We have tried to negotiate with management to improve the quality of food and the general living conditions at the residence, but we have consistently been told to move out if we were not happy here"

The large dormitory-like rooms in the older buildings have been cordoned off into smaller rooms with three-ply hardboard The rooms are cold and damp and there are no curtains hanging from the windows

About eight workers sleep on double bunks in rooms of approximately 15 square metres They

say they fight a "daily war" against cockroaches

"Cockroaches even appear in food Sometimes a person opens bread and out falls a cockroach"

Workers also said they were not happy with the toilets and the bathrooms

"Toilet doors are about a metre high and when one uses it you are exposed to everybody It is not cleaned regularly and the whole place stinks, especially at weekends The showers also do not work properly," they said

They say they hardly survive on the meagre wages they earn

A labourer, Mr Steve Horn, 31, of New Brighton location in Victoria West, said he earned R380 a month after 11 years with Sats

However, after deductions, it amounted to little more than R250 a month His deductions also included a monthly hostel rent of R41,40

Workers agreed they wanted the system of "other deductions" removed because they

thought it unfair and open to discrepancies

Many complained that foremen took advantage of their illiteracy and made them sign statements which they did not understand

A Sats spokesman said the food served at the hostel was of "good quality and forms a balanced diet with the required nutrients as approved by the National Health and Population Department"

"Our hygiene requirements are of high standard and maintained by our own health department Should cockroaches or any other health hazard appear, immediate attention is given to it to rectify the matter", he said

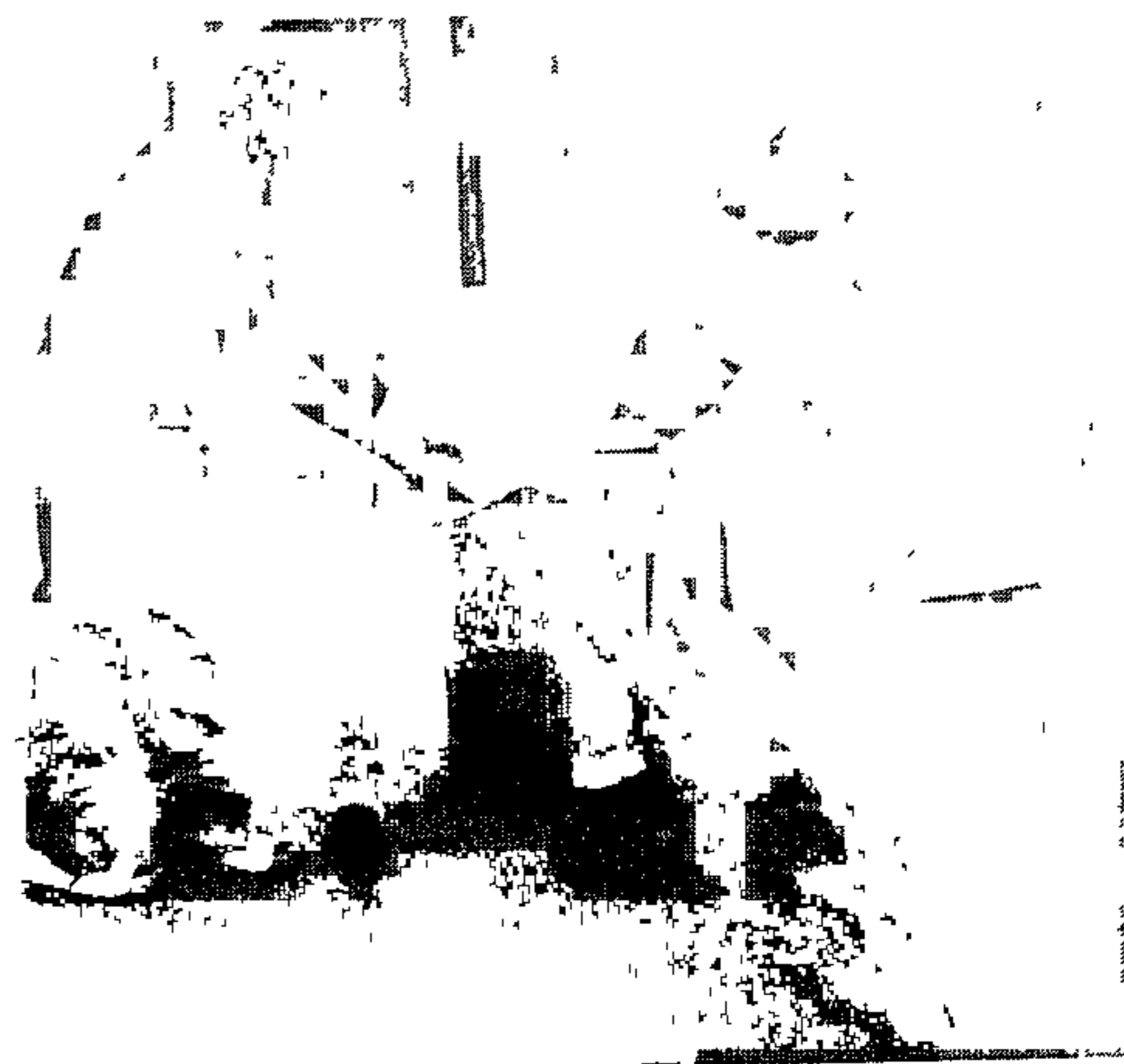
Salaries were adjusted, in terms of the financial resources of Sats in an attempt to keep pace with the rise in inflation

## Subsidy

"Residing at the hostel is a personal choice An all inclusive board and lodging fee, calculated on a sliding scale in accordance with the resident's salary, is charged with a minimum of R1,46 and a maximum of R2,35 a day This is only possible by heavily subsidising the hostels", he said

"Other deductions from pay sheets arise from stop orders signed by the employees Fines deducted from salaries arise from disciplinary action taken according to our disciplinary code," he said

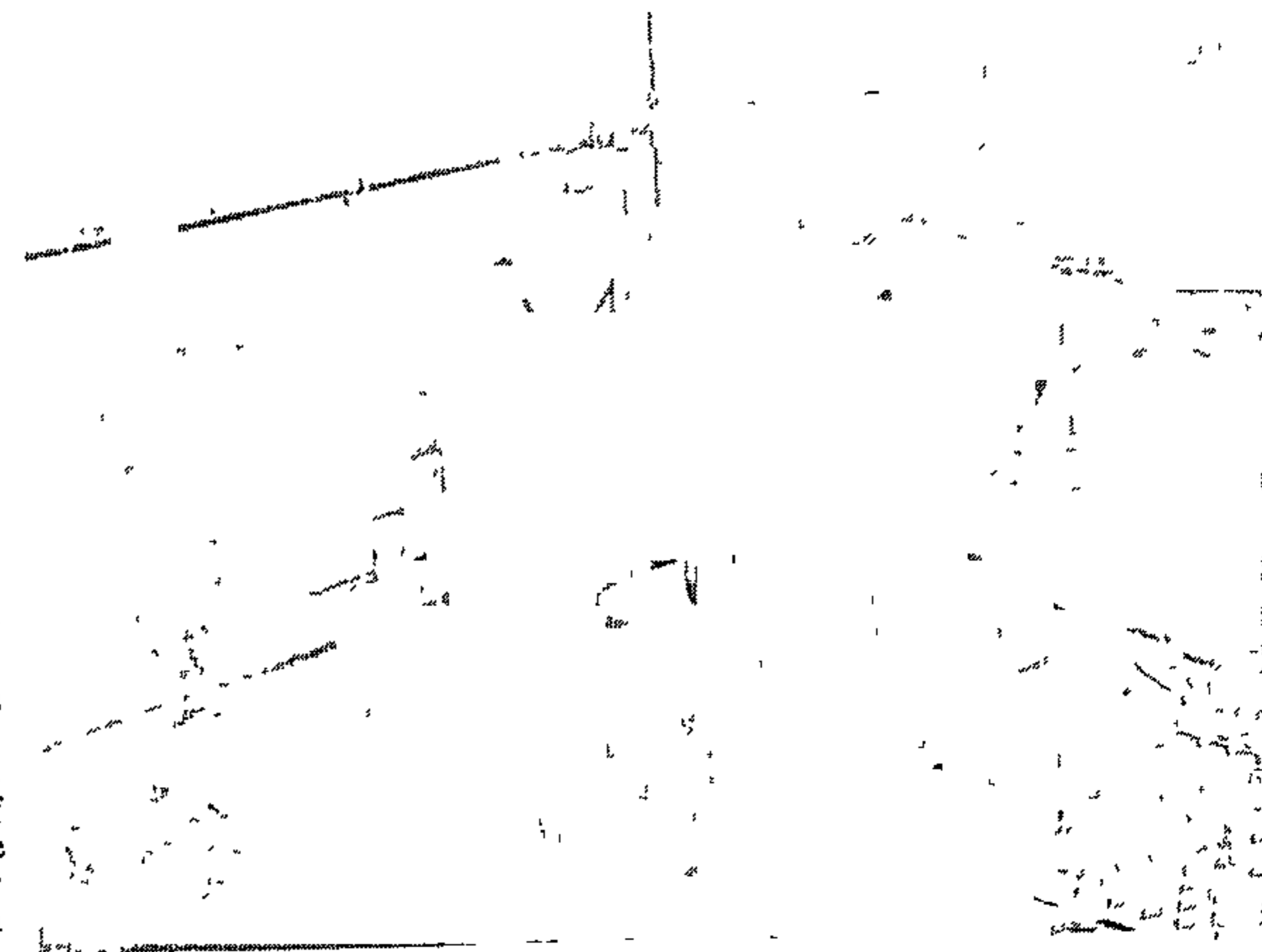
A spokesperson for SARHWU, Mr Denis Makati, said "If Sats does not change their conditions of primitive employment and if workers do not have the right to bargain their labour power, there can never be good a relationship between the workers and their employers"



A worker throws away water in a drain inside the dormitory after he has washed himself



Workers and family enjoy the Saturday morning outside the hostel. Women are not allowed inside



A worker spends Saturday washing his clothes



(270) W/initial  
24-30/7/87

# An interview, of sorts, with the man who speaks for the railway workers

(WHEN DID THEY LAST HOLD A MEETING? HE CAN'T RECALL)

DISINVESTMENT has the undoubted effect of unemployment and is therefore contrary to the aims of a true trade union, according to the secretary general of the Black Trade Union of the SA Transport Services (Blatu), Martin Matloha.

Matloha said although Blatu has more than an understanding for the reasons which give rise to calls for disinvestment, "Blatu as a responsible union fighting for the welfare of the black workers and their families cannot unconditionally support disinvestment".

Blatu's statement is in direct contrast to the Congress of SA Trade Unions' call for increased pressure, including sanctions and disinvestment, if it has become clear that the "government is not prepared to accept the legitimate demands of the democratic majority".

And other claims — that his was the union that "attained victories" for railway workers at the end of their recent seven-week strike, for example — contrast with the contention of the SA Railway and Harbour Workers Union (Sarhwu), whose lawyers negotiated the settlement that ended the strike.

It became apparent that Matloha did not prepare the answers to the *Weekly Mail* questions on his own when a Mr Joubert (who claimed he was assistant secretary of Blatu) phoned to enquire why the interview had not yet been published.

"We have put a lot of work in answering the questions you submitted to Matloha," Joubert said.

Throughout discussions, Matloha insisted questions be asked and answers supplied in writing only. He refused a direct interview or to have his picture taken.

"My members know me. For security reasons I will not have my picture taken," he said.

Asked what Blatu's policy was on homeland and migrant labour, Matloha said for his union, "as a true trade union, which gives preference to the interests of its members, the system of migrant labour is preferred above unemployment, misery and poverty".

Martin Matloha claims his union represents railway workers, but can't remember when last he held a general meeting. SEFAKO NYAKA reports

He said although the system was far from acceptable, "at least the migrant labourer has an opportunity to earn an income for his family, which would otherwise have been left destitute".

He declined to respond to a comment that misery, poverty and unemployment were perhaps a direct result of the homeland policy and migrant labour system.

While acknowledging that blacks have "no or very little political representation in South Africa, Blatu again has a clear understanding why certain unregistered unions favour political affiliation".

But Blatu, as a registered union, "is strictly prohibited from doing so under the Labour Relations Act," he said.

Blatu is open-minded about the concept of industrial unions, "but has grave doubts whether the interests of individual workers could be served to the same extent as had they been represented by a smaller union with expert knowledge of their service or working conditions".

On the right to strike, Matloha said while Blatu, in principle, believes it is every worker's right to sell or withhold his labour, Blatu "is of the opinion that as a strike is essentially a trial of strength between the workers on the one hand and the employer on the other, the withholding of labour must be done in a very responsible manner.

"In the case of South Africa where unemployment is rife and where in certain spheres of employment strikes are prohibited by law all consequences, especially for the workers and their families — they are running the risk of losing everything — must be seriously considered before strike action is implemented."

Matloha is also adamant it was his union that negotiated the re-employment of railway workers last month.

"The negotiations that Blatu held with Sats management and the Minister of Transport formed the basis of the agreement."

The agreement, he stresses, was between the legal representatives of the three striking workers, "not Sarhwu (the South African Railways and Harbours Workers' Union), not Cosatu."

He said he had no evidence that the lawyers who negotiated the re-employment were engaged by Sarhwu.

"Even if that is the case, technically speaking and legally speaking the lawyers were representing three people. Never mind who pays what."

He said throughout the strike his union was holding report-back meetings and informing "members", who he claims represented three-quarters of the striking workers, about the progress of the strike.

According to Matloha workers re-applied in their hundreds for membership of Blatu "after the recent strike action in the Southern Transvaal region with its catastrophic results for the strikers as well as for the instigating trade union.

"They (the workers) are now fully aware that they have been misled and that Blatu is the trade union which attained the victories on their behalf."

Matloha said his union is democratic and ensures worker control through.

But he seemed hesitant when asked when last his union held a general meeting.

Last Friday the corridor in the building where Sarhwu have their offices was filled with members and some were told to come back after the Cosatu congress.

Matloha lists Blatu's victories as:

- the introduction of a widows' pension and group insurance scheme
- parity in pension-benefits and service conditions and
- the appointment of black staff on a permanent basis.



The Congress of South African Trade Unions has rejected an attempt by the National Union of Railway Workers to affiliate.

It was confirmed in East London by the national organiser of the NURW, B. N. Ndulo, following an attempt by his delegation to address Cosatu's national congress in Johannesburg last week.

The transport unions, the South African Railway and Harbour Workers' Union and the Transport and General Workers' Union, are affiliated to Cosatu and the NURW wanted to present its application to Cosatu for possible affiliation.

Ndulo said a letter was drafted to Cosatu for affiliation and a 17-man dele-

# Cosatu 'rejects' railway union

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gation was chosen to present it on Tuesday.

On arrival at Wits University, we were met by two marshalls, one black and one white, who asked us what we wanted. We told them we were the NURW delegation and that we had come to register.

They told us that there was already a Cosatu affiliate, Sarwatu, to represent railway workers. The white marshall said

he feared Cosatu would split if we were allowed to address the congress.

Alec Erwin, who introduced himself as Cosatu's education secretary, arrived and told us that there was another railway union represented. He took us inside and showed us a book and the seats allocated to the delegates. He took our letter and asked us to come back the following day.

The next day three of our delegates

went in to get a reply. We met Erwin, who asked us to go in for what would possibly be a favourable response.

We had to wait for the credentials committee comprising the president, Elijah Barayi, the general-secretary, Jay Naidoo, the assistant secretary, Sydney Mafumadi, and the first vice-president, Chris Dlamini.

The committee told us they did not have the authority to allow us to address the congress as there was already an affiliate, Sarwatu, who represent the railway workers. They rejected us to Sarwatu delegates and when asked if they agreed to allow us representation, they rejected us.

Sapa



Parity in  
SATS on  
the move

Political Staff

THE improvement of existing medical benefits for coloured, Indian and black SATS employees was receiving attention, the Minister of Transport Affairs, Mr Eli Louw, said yesterday.

Replying to a question in the House of Representatives from the MP for Klipspruit West, Mr A E Reeves, the minister said it was not possible to state at this stage when parity would be achieved with regard to medical benefits and travel facilities.

He said an agreement had been reached with various trade unions that the parity programme would be speeded up on the understanding that these two aspects would be dealt with at a later stage.

Mr Louw said the last three phases of the five-phase parity programme, with the exception of medical benefits and travel facilities, had been introduced from July 1.

Today's  
business:

HOUSE OF ASSEMBLY — Resumption of committee stage of Local Government, Housing and Works

HOUSE OF REPRESENTATIVES — Budget vote. Health Services and Welfare



Colin Eglin



Peter Gastrow



Harry Schwarz

PFP caucus showdown  
over Dakar meeting

Political Staff

THE Progressive Federal Party caucus meets here today in what is a final attempt to resolve the impasse created as a result of two MPs travelling to Dakar with the Idasa-backed group for talks with the ANC.

MPs are far from optimistic that the party is going to be able to reconcile the deep divisions which have been exposed as a result of the Dakar visit.

It is understood that the two MPs, the national chairman of the party, Mr Peter Gastrow and the MP for Greytown, Mr Pierre Cronje have been asked to apologize for going on the junket without consulting the caucus, having only informed the leader of the

PFP, Mr Colin Eglin, one hour before he was due to leave for overseas.

A public apology has been demanded from the two MPs.

Dakar, however, is only the surface issue.

A number of MPs are bitter at the fact that the two MPs and a member of the President's Council, Mr Pieter Schoeman, went to Dakar with a group lead by the former leader of the PFP, Dr Van Zyl Slabbert

The other issue concerns relations with the ANC.

Mr Harry Schwarz threw down the gauntlet when he spoke in the House of Assembly last week stating that he was not prepared to talk to anyone who had an AK47 in his hand.

SA elderly living in  
'appalling' conditions

HOUSE OF ASSEMBLY. — Senior citizens were facing a quality of life crisis, Mr Ken Andrew (PFP Gardens) said in the House yesterday.

Speaking in debate on the local government, housing and works vote, he said the government should appoint a high-level independent inquiry into the plight of South Africa's less affluent senior citizens "so that positive and urgent steps can be taken to improve the current unsatisfactory and deteriorating situation".

The factors of finding affordable accommodation, declining real pension income and a lack of security all contributed to the problems facing the elderly, he said.

With rents often beyond their reach, many were living in "appalling circumstances", sometimes forced to eat scraps of dog and cat food near the end of the month.

In addition, there were the problems of escalating transport, medicine and heating costs. — Sapa

More 'open'  
train coaches

Political Staff

MORE railway coaches are to be opened to all races, the Minister of Transport Affairs, Mr Eli Louw, said yesterday.

Replying to a question tabled in the House of Representatives by Mr Anthony Reeves (LP, Klipspruit West), Mr Louw said: "The occupation of passenger coaches by the various population groups is carefully monitored and adjustments will be made as the need arises."

He declined to make any further statement on the matter.

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# PE bus service hit by drivers' strike

(270) WPOST 8/8/87.

**Weekend Post Reporter**

ABOUT 200 black bus drivers and workshop staff at the Bay depot in Struan-dale in Port Elizabeth stayed out on strike for the second successive day today.

A skeleton bus service at half strength was operated by PE Tramways to the outskirts of black residential areas, using temporary staff and other drivers.

There were no incidents and, apart from the limited service, buses ran normally, said general manager, Mr P Cronje.

On Thursday, drivers stopped work for three hours when the company refused to dismiss the most senior black employee, Mr Sizwe Enoch Sontsonga, a chief inspector, who has worked for the company for 27 years.

Mr Cronje said members of the General Workers' Union of South Africa were given 24 hours to give a reason for Mr Sontsonga's dismissal.

There was no response and Mr Sontsonga, who stayed away from work

for the 24-hour period, returned to duty.

Drivers went on strike from noon on Friday.

"The GWU has not contacted us in any way and have still given us no reason why Mr Sontsonga should be dismissed," said Mr Cronje.

Mr Cronje said Mr Sontsonga had worked up to his present position after starting as a conductor. He was appointed senior inspector in April.

Black drivers at other depots and coloured drivers are not affected by the strike.



sional Commissioner of the area where they envisage such action

- (1) and (ii) Fall away
- (2) (a) Yes
- (b) Yes

(i) and (ii) Legislation of the RSA which has not been repealed in a national state stays in force in that national state

Permanent members of police forces of the national states have no jurisdiction in the RSA to arrest, detain or remove persons who have committed an offence, from the RSA to a national state in terms of the said legislation in that national state Such arrest, detention and removal must be performed according to the requirements in paragraph (1) above

Members of the South African Police who are seconded to a national state, retain their jurisdiction in the RSA Thus, they have jurisdiction to arrest and detain persons who have committed an offence in the national state, both in the RSA and that national state and to remove such person to that national state However, the requirements in paragraph (1) above must be adhered to

Members of the South African Police, seconded to the KwaNdebele Police

- (3) (a) Yes
- (b) Yes
- (i) Two persons on 27 May 1987
- (ii) By members of the South African Police, seconded to the KwaNdebele Police
- (4) Yes Because members of the South African Police seconded to the KwaNdebele Police, did not take action

according to the prescribed requirements, the Commissioner of the South African Police discussed the matter personally and thoroughly with the Commissioner of the KwaNdebele Police It was pointed out to him that the prescribed requirements should be strictly adhered to in future

Up to the present, police forces of other national states acted strictly according to the prescribed requirements The matter and the serious implications of disregarding the prescribed requirements were, nevertheless, once more brought to the attention of Commissioners of police forces of the national states

Mr R M BURROWS Mr Speaker, arising out of the hon the Minister's reply, can he give us the assurance that the people who were—apparently illegally—taken into detention, were released from detention in KwaNdebele?

†The MINISTER Mr Speaker, whether the persons were detained illegally or not is not for me to say, it is for a court to decide on that I only told the hon member what arrangements are applicable in that regard, and what arrangements I have made to prevent a repetition thereof

Employees: extra employment

\*2 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

- (1) Whether employees of the South African Transport Services are permitted to (a) take on extra employment and (b) participate in any type of business of their own; if not, why not, if so,
- (2) whether such employees are permitted to become directors of companies registered in (a) the Republic and (b) a foreign country, if not, why not,
- (3) whether disciplinary action is taken by the Transport Services against staff members who are employed by or personally operate private companies

11/8/87 Howard

panies involved in the export/import business, if so, what action,

- (4) whether he will make a statement on the matter?

†The MINISTER OF TRANSPORT AFFAIRS

- (1) and (2) Yes, subject to certain conditions
- (3) Disciplinary action will only be instituted when circumstances justify such action It is a basic principle to impose punishment commensurate with the seriousness of offences, regard being had to mitigating/aggravating circumstances
- (4) No

Mr J A B Murray

\*3 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

- (1) Whether, with reference to his reply to Question No 37 on 17 February 1987, the South African Transport Services have received a certain memorandum, particulars of which have been furnished to the Transport Services for the purpose of the Minister's reply, concerning irregularities allegedly committed by the present incumbent of the post of South African Airways sales manager for the United Kingdom and Ireland, if so, (a) on what date, (b) from whom, (c) what is the (i) name of the incumbent of this post and (ii) nature of the alleged irregularities,
- (2) whether any amounts of money due to the Transport Services were written off as a result of these irregularities, if so, (a) what amounts, and (b) why, in each case,
- (3) whether any action has been or is to be taken against this person, if not, why not, if so, (a) what action and (b) when;
- (4) whether he will make a statement on the matter?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes
- (a) 24 January 1987
- (b) Mr A B Watkins
- (c) (i) Mr J A B Murray
- (ii) Alleged misconduct and abuse of departmental facilities and of the conditions of the official passports of the employee concerned and his wife

(2) Yes

- (a) R3 510,10
- (b) Amount was in respect of private telephone calls During an investigation there was reason to believe that the employee concerned was not aware of extant instructions pertaining to private telephone calls

(3) No The alleged irregularities were investigated and apart from the incident in part (2) (b) of the reply the allegations proved to be unfounded

- (4) No

Dairy Board: bad debts

\*4 Mr D J N MALCOMMESS asked the Minister of Agriculture.

- (1) Whether the Dairy Board lost any money through bad debts in respect of fresh-milk distributors in the 1985-86 financial year, if so, (a) what total amount was involved and (b) what are the names of the fresh-milk distributors who failed to pay these debts;
- (2) whether he will furnish the names of the directors of these fresh-milk distributing concerns at the time, if not, why not, if so, what are their names,
- (3) whether any action has been taken in respect of these bad debts, if so, (a) what action, (b) when and (c) who took the decision in this regard;

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**\*The MINISTER OF EDUCATION AND CULTURE**

- (1) (a) 550
- (b) 404 as at March 1987
- (2) No (a), (b) and (c) Fall away

**Closure of Durban schools**

\*4 Mr M J ELLIS asked the Minister of Education and Culture

- (1) Whether any consideration is being given to closing (a) Mansfield High School, (b) William Hartley Primary School and (c) a junior primary school in the Glenmore area in Durban, if so, (i) why and (ii) what is the name of the junior primary school in question,
- (2) whether any decision has been taken regarding the closure of these schools, if not, when is it anticipated that a decision will be taken, if so, (a) on what date and (b) what was the decision,
- (3) whether any representations have been received from any educational institutions regarding the grounds and facilities of Mansfield High School, if so, (a) from whom, (b) when and (c) what decision has been taken in this regard?

(b) (1) 9 December 1981

(ii) 24 April 1980

(c) No final decision has been taken at this stage

At present some of the classrooms are leased to Natal Technikon

For written reply  
*General Affairs*

**Group Areas Act**

221 Mr A GERBER asked the Minister of Justice *Handwritten 11/8/87*

- (a) How many persons charged during the period 1980 to 1986 with alleged contraventions of the provisions of the Group Areas Act, No 36 of 1966, have been convicted and (b) in respect of what date is this information furnished?

**The MINISTER OF JUSTICE**

(a) and (b) The information for the period 1980 to 1983 is not readily available in the Department. For the period 1984 to 1986 four (4) persons have been convicted.

For the honourable member's information I may add that alternative steps are also taken against unlawful occupants. For example, approximately 500 occupants evacuated their places of residence in Johannesburg during 1981-1984. The last-mentioned evacuation was, *inter alia*, brought about by negotiations and the issuing of summonses and written notices to the unlawful occupants.

**In forma pauperis divorce**

157 Mrs H SUZMAN asked the Minister of Justice

- (1) Whether the means test for *in forma pauperis* divorce proceedings has been re-evaluated since January 1965, if so, (a) on what dates and (b) what factors were taken into consideration in these re-evaluations, if not, why not?

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- (2) whether he will take steps to have this means test re-evaluated in the light of the rising costs of living and of divorce, if not, why not, if so, what steps?

**The MINISTER OF JUSTICE**

(1) Yes

(a) The means test concerned, like any other similar provision of law, is constantly reviewed in the normal course of events. During 1980 it was formally re-evaluated by the Commission of Inquiry into Proceedings in the Supreme Court of South Africa.

(b) The above-mentioned Commission recommended that the amount be adjusted due to monetary depreciation. The Rules Board for Courts of Law Act, 1985 (Act 107 of 1985), which placed the responsibility to make rules for the Supreme Court and the lower courts on the Rules Board for Courts of Law, has since then been put into operation.

- (2) Yes. The Rules Board for Courts of Law considered the Commission's recommendation at its recent meeting and the Board's decision has been submitted to me together with numerous other suggested amendments of the relevant rules. I am presently considering these suggestions.

**Top management: cash loans**

282 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

- (1) Whether the South African Transport Services granted any cash loans to any members of its top management in 1986, if so, (a) to whom and (b) what as the (i) amount, (ii) rate of interest and (iii) terms of repayment in each case,
- (2) whether these loans were granted subject to any conditions relating to the purpose for which they could be

- used, if not, why not, if so, what were these conditions,
- (3) whether this loan facility is available to all staff members of the Transport Services, if not, (a) why not and (b) to what categories of staff is this facility available?

**The MINISTER OF TRANSPORT AFFAIRS**

- (1) No
- (2) and (3) Fall away

**Staff: second-hand motor-cars**

283 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

- (1) Whether the South African Transport Services provide a facility to certain categories of staff whereby new or second-hand motor-cars can be purchased at special low prices, if so, (a) (i) to which categories of staff is this facility (aa) available and (bb) not available and (ii) why in each case, (b) how many staff members are making use of this facility at present, (c) what discount as compared to normal retail prices is provided, (d) to what extent are customs and excise duties paid on these vehicles by the staff members concerned, (e) in whose name are these vehicles registered, (f) (i) how many vehicles is a staff member permitted to purchase in terms of this facility and (ii) why, (g) what are the terms of the loan facilities provided in respect of such purchases, (h) what was the total annual cost to the Transport Services of this facility in the latest specified financial years for which information is available, (i) how many motorcars have been purchased in terms of this facility by each specified category of staff members purchase motor-cars in terms of this facility,
- (a) how are such motor-cars disposed of after the period of repayment has been completed, (b) (i) to whom do the profits from such transactions accrue and (ii) why do they so accrue,

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(3) whether participants are required to pay for (a) petrol, (b) maintenance costs and (c) comprehensive insurance in respect of motor-cars so purchased, if not, why not, if so, what are the relevant particulars,

(4) whether he intends (a) expanding or (b) taking any other steps in respect of this facility in the near future, if so, what steps does he intend taking?

The MINISTER OF TRANSPORT AFFAIRS

- (1) No  
(2), (3) and (4) Fall away

Express train services

293 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

Whether the South African Transport Services have commissioned a study regarding the introduction of express train services between the self-governing territories and the White industrial areas, if so, (a) when and (b) what were the findings?

The MINISTER OF TRANSPORT AFFAIRS

No (a) and (b) Fall away

Ballot papers

294 Mr C J DERBY-LEWIS asked the Minister of Home Affairs:

How many ballot papers are issued in a general election in respect of a constituency with (a) 30 000 and (b) 20 000 voters on the voters' roll?

The MINISTER OF HOME AFFAIRS

- (a) 30 000 plus approximately 100 ballot papers for each polling station situated in such an electoral division  
(b) 20 000 plus approximately 100 ballot papers for each polling station situated in such an electoral division

HoA

Aircraft

297 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) (a) How many aircraft of each type comprise the South African Airways fleet at present and (b) in respect of what date is this information furnished,

(2) whether any of these aircraft are currently being chartered or leased to foreign airlines or companies, if so, (a) to what airlines or companies, and (b) where are these aircraft being operated, in each case?

The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) Boeing 747-344 2  
Boeing 747-244B 5  
Boeing 747-244B Combi 2  
Boeing 747-44SP 5  
Boeing 737-244 4  
Boeing 737-244 ADV 13  
Airbus A300 8  
Junkers JU 52/3M 1

(2) Yes  
(a) and (b) It is not in the interest of the Republic of South Africa or SA Transport Services to divulge information about airlines/companies or countries to which aircraft are leased

(a) and (b) It is not in the interest of the Republic of South Africa or SA Transport Services to divulge information about airlines/companies or countries to which aircraft are leased

Outside charter/lease operations

298 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) Whether any South African Airways crews were involved in outside charter or lease operations of Airways aircraft during the latest specified financial year for which information is available, if so, (a) how much revenue did the Airways earn from such operations (i) in that year and (ii) per month and (b) what percentage of the Airways' total revenue in that year did the revenue from these operations represent,

(2) whether any studies have been conducted to gauge the effects of such charter or lease operations on the (a) ability of the South African Airways to offer sufficient seats on domestic services and supplementary flights at peak periods and (b) development and promotion of tourism and business travel to South Africa, if not, why not, if so, (i) when, and (ii) what were the findings, in each case?

The MINISTER OF TRANSPORT AFFAIRS

(1) Yes, during the 1986/87 financial year

(a) (i), (ii) and (b) It is not in the interest of the Republic of South Africa or Transport Services to divulge information of this nature

(2) (a) and (b) Yes

(i) Continuously

(ii) The downturn in demand necessitated the withdrawal of certain flights to match supply and demand. Excess capacity was leased to other operators. The lease periods were negotiated in staggered time periods to ensure that aircraft would become available when demand increased.

Demand patterns are constantly monitored and forecasts made to ensure that SA Airways will be in a position to satisfy any fluctuations in demand. In this regard chambers of commerce and other parties concerned are regularly consulted to establish future demand and trends. Aircraft normally used on international routes are used to provide supplementary flights on the domestic service in periods of excessive demand. Sufficient capacity exists to provide additional international flights

if required and where permission is granted to operate these flights

Citizens in foreign countries

303 Mr C J DERBY-LEWIS asked the Minister of Transport Affairs

(1) (a) How many South African citizens are employed by the South African Transport Services in foreign countries and (b) in what currencies are they paid for their services,

(2) whether such employees receive the same salaries and allowances as are paid to Transport Services employees in South Africa, if not (a) why not and (b) what are the differences,

(3) whether the full salaries of such employees are paid out in the foreign countries concerned, if not, (a) why not and (b) what portion of their salaries is not so paid out,

(4) what facilities provided by the Transport Services for such employees are paid for in (a) part and (b) full?

The MINISTER OF TRANSPORT AFFAIRS

(1), (2), (3) and (4) Forty-three South African citizens are employed by the SA Transport Services in foreign countries. Their salaries are equal to that of their counterparts in South Africa but in addition they receive an overboard allowance. As the standard of living differs from country to country the allowances are tailored to the standard of the country in which the employee is resident.

Payment is in the currency of the country of residence but part payment is in South Africa Rand. The latter is to provide for obligations in South Africa eg income tax, pension and medical and contributions, etc.

Regarding particulars of the service conditions required in part (2) (b), (3) (b) and (4) (a) and (b) of the Question, it is not the policy to divulge information of this nature as it is regarded as a domestic matter.

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# Claim: workers dismissed themselves 360 sacked in Eastern Cape in five days

**PORT ELIZABETH** — The dismissal of 80 PE Tramways employees yesterday raised the total of striking workers dismissed from Eastern Cape concerns to 360 in the past five days.

A total of 70 PE Tramways bus drivers and 10 work shop employees who had been on strike since Thursday "dismissed themselves" when they failed to return to their posts

Earlier this week, 188 workers were dismissed from the Mercedes-Benz plant in East London and on Friday, 100 East Cape Post Office employees lost their jobs after ignoring an ultimatum to return to work or be fired

The PE Tramways' managing director, Mr Carl Coetzer, blamed the union yesterday for the fact that the men had lost their jobs. bus drivers would be engaged, but due to a downturn in demand for the service, it was not necessary to replace all 80, Mr Coetzer said

"We deeply regret this action but found it impossible to negotiate with people who cannot even tell us why they are upset," Mr Coetzer said

Management issued an ultimatum on Monday whereby workers who failed to return to their posts by yesterday could "consider themselves dismissed"

Drivers from the Bay Depot downed tools on Thursday last week when the company refused to bow to a demand that a senior chief inspector be dismissed.

Bus services were back to normal by yesterday afternoon.

A number of new

At the Samcor engine plant in Struandale, 60 hourly paid employees on the engine assembly lines were sent home yesterday when a section of the plant shut down as a result of a two-day strike at the company's Pretoria plant

Samcor's public affairs manager, Mr Ruben Els, said the Struandale plant had been closed because it was pointless for engines to be produced when no motor vehicle bodies were being manufactured in the Transvaal

Workers on strike in the Transvaal yesterday agreed to return to their posts

today while negotiations continued, Mr Els said

Approximately 300 units had been lost since workers downed tools on Monday morning, he said

University of Port Elizabeth (UPE) employees who staged a sit-in on the campus on Monday continued their work stoppage yesterday, according to a spokesman for UPE, Mr Jan Barnardo

The 270 black workers are protesting against a 12,5 per cent increase given only to white staff members

Worst hit by the strike were the university residences where students and staff members had to be recruited to help in the kitchens, Mr Barnardo said

Mr Barnardo did not comment on the situation regarding employees from the university canteen

who joined the strike, but who are employed in a private capacity

No date had been set for negotiations, he said

Although open, East London's Mercedes-Benz plant did not resume production yesterday, despite the fact that a large number of employees turned out for work at the plant, a management statement said

Further demands for wage increases and changed conditions on the hours of work over and above those agreed upon at industrial council level had been made by the National Automobile and Allied Workers Union (Naawu), the statement said

The situation at Everite's East London and Port Elizabeth factories, where production halted

last week, was unchanged, the personnel director, Mr Evert Classen, said.

Negotiations would only resume when 800 employees on strike at the Kliprivier plant and 260 strikers in the Eastern Cape returned to work

Employees at the Kliprivier plant downed tools on July 31, when management failed to comply with a demand that a supervisor be dismissed following an alleged assault on a subordinate

Limited production is continuing at the plants involved

Negotiations between officials from the Post and Telecommunications Workers Association and Post Office management on the seven-week old strike by 1700 workers in the Eastern Cape are expected to be resumed this week



SAATimes Media: agreements

\*11 Mr D J DALLING asked the Minister of Transport Affairs

- (1) Whether the South African Airways have been approached by any other publishing companies to enter into agreements similar to the one referred to in his reply to Question No 2 on 26 May 1987, if so, (a) by which companies, (b) when and (c) what was the response of the Airways,
- (2) whether an arrangement of this nature is available to any other publishing companies, if not, why not, if so, (a) to which companies and (b) who took the decision in this regard,
- (3) whether he will make a statement on the matter?

The DEPUTY MINISTER OF TRANSPORT AFFAIRS

- (1) Yes
  - (a) Times Media
  - (b) 5 June 1987
  - (c) The company was advised that similar agreements are available to all publishing companies where there is commercial advantage for S A Airways
- (2) Yes
  - (a) Any publishing company, provided there is commercial advantage for S A Airways
  - (b) S A Airways' Chief Executive
- (3) No

\*12 Mr J H VAN DER MERWE—Deputy Standing over ]

Lu-cut diamonds

\*13 Mr F J LE ROUX asked the Minister of Economic Affairs and Technology †

What amount in foreign exchange was earned by the Republic from the export of (a) uncut and (b) cut diamonds during the

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latest specified period of five years for which information is available?

\*The MINISTER OF ECONOMIC AFFAIRS AND TECHNOLOGY

- (a) Export of uncut diamonds
  - 1982 276.3 million rand
  - 1983 429.2 million rand
  - 1984 440.3 million rand
  - 1985 512.9 million rand
  - 1986 578.1 million rand
- (b) Export of cut diamonds
  - 1982 126.9 million rand
  - 1983 161.4 million rand
  - 1984 252.8 million rand
  - 1985 389.8 million rand
  - 1986 533.2 million rand

Elda Bani death-in-detention

\*14, Mrs H SUZMAN asked the Minister of Law and Order

- (1) Whether a certain person, whose name has been furnished to the South African Police for the purpose of the Minister's reply died while being detained in terms of the emergency regulations if so, (a) on what date (i) was she detained and (ii) did she die, (b) where did she die (c) what was the cause of death and (d) what was her name,
- (2) whether she fell ill while being detained, if so, (a) when, (b) what was the nature of the illness and (c) what treatment was she given,
- (3) whether she (a) requested and (b) was given permission to see a private doctor, if so, on what date did she (i) make the request and (ii) see a private doctor, if not, why was she refused permission,
- (4) whether she was hospitalised, if not, why not, if so, (a) when, (b) where, (c) what were her symptoms and (d) what treatment was she given in hospital
- (5) whether any representations were made for her release, if so, (a) by whom, (b) when and (c) what was the response?

18/8/87 M. MANDI

\*The MINISTER OF LAW AND ORDER

Before I answer this question, I wish to say that my reply to the sections of this question which pertain to the South African Prisons Service is given after having consulted with my colleague, the Minister of Justice

- (1) Yes
  - (a) (i) 29 August 1986
  - (ii) 29 July 1987
  - (b) Port Elizabeth Female Prison Hospital
  - (c) According to the post-mortem report, the cause of death is described as terminal pulmonary embolism in a person with chronic renal disease, a history of diabetes, and evidence of a cerebro-vascular lesion in the pons
  - (d) Elda Bani
- (2) No but she continued to receive treatment for the ailments that she already had
- (3) (a) No not as far as can be ascertained
- (b) Falls away
- (c) (i) and (ii) Fall away
- (4) Yes
  - (a) and (b) Shortly after she had been detained, she was transferred to the prison hospital, where, with the exception of a few days, she remained. She was also admitted to public hospitals for treatment during the following periods
    - \*18 November 1986 to 27 November 1986
    - \*14 June 1987 to 24 June 1987
    - \*29 June 1987 to 7 July 1987
  - (c) and (d) It is a well known fact that, in terms of standing directives, all prisoners (including detainees) have to be examined by a medical doctor as soon as possible after admission to prison

The hon member will probably agree with me that there is a professional and confidential relationship between doctors, their patients and the families concerned. The State respects this need for privacy and traditionally does not comment on or discuss the ailments of individual detainees or other prisoners. Furthermore, the professional independence of the medical doctors who render medical services to prisoners in prison and elsewhere, is also respected and the instructions and prescriptions issued by doctors for the treatment of their patients are carried out strictly and under their continued supervision. It is sufficient say that the medical care of all persons in South African prisons is of a high standard and that the deceased had continuous access to and made use of this service.

Note The person received a visit in prison from her attorney on 21 July 1987

Re-employment of strikers

\*15 Mr P J PAULUS asked the Minister of Transport Affairs †

- (1) Whether the South African Transport Services are classified as an essential service, if not, why not, if so, in terms of what statutory provisions,
- (2) whether the Transport Services employees who were involved in strikes this year, received any remuneration during strikes, if so, (a) why, (b) for what period and (c) what components

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of their total remuneration package were paid out to them,

- (3) whether any of the leaders of the strikers were re-employed, if so, (a) how many and (b) why,
- (4) whether all the strikers were re-employed, if not, (a) why not and (b) how many were re-employed,
- (5) whether any (a) disciplinary action was taken and (b) prosecutions were instituted against the employees who took part in strikes, if not, why not?

**The DEPUTY MINISTER OF TRANSPORT AFFAIRS**

- (1) No, because as part of the State, Transport Services does not fall under the Labour Relations Act, 1956 (Act 28 of 1956)
- (2) No
- (3) (a) and (b) It is not possible to determine how many of the strikers who were re-employed were leaders of the strikers
- (4) No
- (5) (a) Some of the strikers did not apply for re-employment
- (b) 16 095
- (a) and (b) Departmental disciplinary steps have not been taken as the majority of employees on strike did so because of intimidation Prosecutions fall under the jurisdiction of the Minister of Law and Order

**Lime Acres Village: opened to Coloureds**

\*16 Mr P J PAULLUS asked the Minister of Constitutional Development and Planning †

- (1) Whether his Department has received an application from a mining group or company for part of a White residential area to be opened to Coloured occupation, if so, (a) when, (b) from which mining group or company and (c) in respect of which White residential area

- (2) whether this application was refused, if so, (a) why and (b) when, if not, why not,
- (3) whether the parties concerned again lodged an application in this regard with his Department at a later stage, if so, (a) when and (b) what (1) was the decision of his Department on this and (ii) were the reasons for this decision,
- (4) whether an application was recently lodged with his Department for Blacks to be admitted to the above-mentioned residential area, if so, (a) when, (b) by whom and (c) with what result,
- (5) whether the residents of the area concerned were consulted in the matter, if so, what are the relevant particulars, if not why not?

**The DEPUTY MINISTER OF DEVELOPMENT PLANNING**

- (1) Yes
- (a) During 1985
- (b) The De Beers Mining Group
- (c) Lime Acres Village at the Finsch Mine
- (2) Yes
- (a) Because uncontrolled mixed residential occupation would have resulted
- (b) 28 November 1985
- (3) Yes
- (a) During 1986
- (b) (i) Application was approved
- (ii) An agreement with the applicant regarding the conditions, procedure and method of the occupation of specified separate residential blocks by Coloureds was concluded beforehand
- (4) No, not with my department, but with the Cape Provincial Administration, which administers applications for permits in terms of the Group Areas Act

- (a), (b) and (c) fall away
- (5) No, because the mining group itself is negotiating with the residents

**Rayton, Delmas, telephone services**

\*17 Mr D G H NOLTE asked the Minister of Communications †

Whether any applications for telephone services for Rayton, in the Delmas constituency, are outstanding, if so, (a) how many were outstanding as at the latest specified date for which information is available and (b) when is it anticipated that the backlog will be eliminated?

**The MINISTER OF COMMUNICATIONS**

- Yes,
- (a) 79, on 17 August 1987, and
- (b) during the second half of 1988 on completion of an extension of the exchange and a cable work

**Lethlabhle Township: sites provided**

\*18 Mr A GERBER asked the Minister of Education and Development Aid †

- (1) (a) At what amount are sites in the Lethlabhle Township provided to Blacks and (b) what services and other benefits are included in this amount,
- (2) whether the development of additional sites in this residential area is envisaged, if so, (a) how many and (b) when?

**The DEPUTY MINISTER OF EDUCATION**

- (1) (a) The stands are offered for sale The price is R4,40 per unit of 25 square metres or portion thereof.
- (b) The stands or the township is provided with the following services water, sanitation, electricity and gravel roads A monthly service levy is paid

- (2) Yes
- (a) 800
- (b) The 1988/89 financial year A sufficient number of stands are available to provide for the expected demand during the current financial year

**Onverwacht, Bronkhorstspuit**

\*19 Mr D G H NOLTE asked the Minister of Constitutional Development and Planning †

- (1) Whether the addition of land to the farm Onverwacht, Bronkhorstspuit, is envisaged, if so, (a) (i) by members of which population group is the farm Onverwacht occupied at present and (ii) who or what organisation is the owner thereof, (b) (i) which farm or farms are to be added to it and (ii) what is the total area thereof, (c) for what purpose is this land to be used and (d) on what date (i) was the local farmers' association and (ii) were the farmers concerned consulted in this connection, if not,
- (2) whether the present occupants of the farm Onverwacht are to be moved if so, (a) to which population group do they belong and (b) what steps are envisaged in respect of this land,
- (3) whether he will make a statement on the matter?

**The DEPUTY MINISTER OF DEVELOPMENT PLANNING**

- (1) It is presumed that the farm Onverwacht, Bronkhorstspuit, which is referred to, is the farm *Onverwacht 424 JR*, situated in the Cullinan district, approximately 13 km north-east of Cullinan and 30 km north-west of Bronkhorstspuit
- The Department of Development Planning in co-operation with the Administration House of Representatives and other Government departments, is presently investigating the land in question No indication can be given whether additional land

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# Wives want lawyers to see Sarhwu detainees

The wives of six members of the South African Railways and Harbours Workers' Union (Sarhwu), detained under Section 29 of the Internal Security Act, yesterday asked the Rand Supreme Court to grant their lawyers access to their husbands. (270)

Sarhwu president Mr Justice Langa, regional secretary Mr Johannes Ngcobo and members Mr Richmond Buti, Mr Michael Tau, Mr Michael Ikaneng and Mr Aaron Gontse were all detained during the South African Transport Services strike earlier this year.

According to papers before the court, requests by the men's legal representatives to see them had been ignored by the authorities.

The wives have asked the court to order the Commissioner of Police to consider forthwith the request made to him and grant the permission sought.

**IN THE COURTS**  
**With Susan Russell**

**Wives apply for access**

THE WIVES of six members of the SA Railways and Harbours Workers' Union detained under section 29 of the Internal Security Act have applied to the Supreme Court for an order allowing attorneys access to their husbands.

The application, which is being brought against the Commissioner of Police, the Commissioner of Prisons, and the officers commanding Norwood police station, Brixton and Johannesburg prisons, was postponed *sine die*.

The six men are Sarhwu regional secretary Johannes Ngcobo, president Justice Langa, Richmond Buti, Michael Tau, Michael Ikaneng and Aaron Gontse.

In papers, the women said there had been no reply to requests for access to their husbands.

They said the Commissioner of Police was bound to a rigid policy to refuse visits to people detained under section 29 except those he considered justified by exceptional circumstances.

Accordingly, they said, he was not able to properly and impartially consider the merits of the application.

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270  
B. Dew 19/8/8

# Sarhwu warns of strike

BLACK transport workers are considering another strike, the South African Railways and Harbours Workers Union (Sarhwu) warned yesterday. <sup>270</sup> calling for renewed talks to avert the possibility of another strike.

The union said Sats had failed to implement terms of an agreement reached to settle the three-month railway workers' strike that ended in June.

The union announced at a Press conference in Johannesburg that it had telexed Transport Minister Eli Louw, Law and Order Minister Adriaan Vlok and Sats management,

Transport Ministry spokesman Leon Els said last night there would be no ministerial response to Sarhwu's telex at this stage.

Sarhwu's general secretary Ntai Sello and education secretary Mike Roussos told the conference Sarhwu wanted to put the conflict behind it and normalise working conditions, but Sats was not implementing the terms of the strike settlement agreement — Sapa.

B/Oug 27/8/87



THE situation of black transport workers was deteriorating rapidly and workers were considering another strike following the failure by SA Transport Services to implement an agreement reached at the end of the three-month long railway workers' strike which ended in mid-June, a spokesman for the South African Railway and Harbour Workers' Union said this week.

Sahrwu announced at a news conference in Johannesburg that the union had teleaxed the Ministers of Transport, the Minister of Law and Order and Sats management asking for

talks to avert the possibility of another strike. Sahrwu general secretary Ntai Sello and education secretary Mike Rousous told the conference the union wanted to put the conflict behind it and normalise working conditions.

However, they said, Sats was not implementing the terms of the strike settlement and this was causing frustration among workers. The telex to the Minister of Law and Order was an attempt to resolve the con-

tinued detention of Sats workers and their ongoing harassment at their workplaces. In the telex, Sahrwu detailed instances of the agreement not being implemented as being:

- Various forms of victimisation of strikers, including Sats not re-employing strikers.
- The seemingly unnecessary relocation of workers from original jobs and depots.
- Instances of verbal and

physical abuse.

- Failure to implement aspects of the agreement concerning freedom of association for Sats workers, pay increases and parity with whites in service conditions and benefits.

Sahrwu has also received reports of discussions among workers about the possibility of calling another strike to draw attention to their grievances.

"We are very concerned about this and believe that, unless something is done to

their telex, by the Minister of Law and Order.

But Sahrwu lawyers were still preparing to apply for the release of the remaining detainees.

In the telex the union called on the Minister to:

- Remove all our people from detention, charging those you feel you have a case against, thereby giving them the opportunity to defend themselves in an open court, and letting the others go.

- Stop the security police from using security legislation to investigate the various criminal offences they claim have been committed.

— Sapa.

# Sats Strike Warnings

270

21/11/87

270

SA Transport Services to implement an agreement reached at the end of the three-month long railway workers' strike which ended in mid-June, a spokesman for the South African Railway and Harbour Workers' Union said this week.

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MONDAY, 31 AUGUST 1987

Indicates translated version

For written reply  
General Affairs

Legal Aid Board

210 Mr D J DALLING asked the Minister of Justice

- (a) What were the unpaid (i) financial and (ii) contingent financial obligations of the Legal Aid Board as at 31 May 1987 and
- (b) what cash funds did this board have at its disposal as at that date?

The MINISTER OF JUSTICE

(a) (i) and (ii) A rough estimate done by the staff of the Legal Aid Board indicates that the Board may receive accounts for about R13.5 million in respect of live cases (some of them up to thirteen years old) over the next thirteen years. During the present financial year up to and until 31 July 1987 R2 047 724 has already been paid in legal costs. This amount includes the payment of accounts rendered in approximately 3 677 cases which have been finalised and the payment of provisional accounts rendered in approximately 1 967 live cases. A rough estimate also indicates that during the remaining part of the present financial year approximately 7 526 cases will be finalised and that approximately 2 800 provisional accounts will be rendered for which, it is expected, a further R6 million will have to be paid.

(b) R9 987 126 from which R8 668 910 was set aside for legal costs.

I may add that due to the nature of the Legal Aid Board's activities it occurs that cases especially civil cases, are only disposed of years after legal representatives are instructed and that moneys become payable only then. It is usually also not possible to predict in which financial year a case will be disposed of and the moneys become payable. It is therefore difficult to budget accurately. However, in the case of a shortfall in any given year the Government has in the past always been prepared to arrange for additional funds.

I also refer the Honourable Member to the discussion of the Department's vote during which I also dealt with the matter (Hansard Col 2 796)

Strikes: damage

328 Mr P J PAULUS asked the Minister of Transport Affairs

Whether any railway coaches were damaged during the strikes by employees of the South African Transport Services this year, if so, (a) what are the nature and extent of the damage, (b) (i) how many coaches were damaged beyond repair and (ii) what is the total cost of these coaches and (c) what is the total amount of the damage suffered by the Transport Services in this connection?

The MINISTER OF TRANSPORT AFFAIRS

- Yes
- (a) 136 railway coaches were damaged by fire
- (b) (i) Thirty
- (ii) R7 6 million
- (c) The cost can only be determined once the damage has been repaired

Own Affairs

Technikons. non-White persons

75 Mr R M BURROWS asked the Minister of Education and Culture

- (1) Whether he has had talks with the rectors of the eight technikons falling under his control in connection with the admission of non-White persons to the technikons concerned, if not, why not, if so what resulted from these talks.
- (2) whether it is possible for a technikon council to admit students of all population groups to the technikon concerned, if not why not,
- (3) whether a quota system is still being applied at all technikons, if so (a) to

*Handwritten signature and date:*  
21/8/87



# New bill gives parity to Sats workers

By David Bräun  
Political Correspondent

PARLIAMENT — Legislation to provide parity in service conditions for all 198 000 employees of SA Transport Services with immediate effect was introduced yesterday.

The South African Transport Services Amendment Bill, introduced in Parliament by Minister of Transport Affairs Mr Eli Louw, grants wider powers to the general manager of Sats to dismiss workers who are involved in illegal strikes

It also enables the giant transport undertaking to establish or acquire interests in companies in South Africa and elsewhere

Sats is the largest single employer in South Africa.

According to a spokesman for Mr Louw, the proposed legislation enables Sats to implement the last phase of the programme to grant equal service conditions to employees of all races

## SPEED UP

SATS was supposed to be in phase three of this programme this year but the Minister had decided to speed this up so as to implement the final fifth phase.

This meant Sats employees now enjoyed the same service benefits except for travel and medical fringe benefits.

The extension of these benefits to all employees was now being negotiated with trade unions and was dependent on finances

Mr Louw's spokesman said the draft legislation provided for Sats to invest in other companies in anticipation of Government privatisation measures.

The implication was that outside companies would also be allowed to invest in Sats

The spokesman said the provision of wider powers for the general manager to dismiss employees was the result of this year's Sats strike

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2/8/81



CAC Times 12/9/87

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# SATS anti-strike move

By BARRY STREEK  
Political Staff

THE General Manager of the South African Transport Services (SATS), which was hit by a major strike in April this year, is to get increased powers to act against illegal strikes

In terms of the South African Transport Services Amendment Bill, which was released in Parliament yesterday, the General Manager will have the power to fire strikers three days after he has told them to return to work.

If the general manager considers that a SATS employee or a group of employees are participating in a strike, he shall, in substitution for normal disciplinary procedures "extend to the employee or group of employees concerned an opportunity of providing, within three days, a written explanation for not complying with his or their normal duties"

He can give notice to the workers to do so by means of verbal communication, letter, publication or notices at their place of work.

After the expiry of the three-day period, the general manager shall take these representations into consideration and "shall thereafter have the right to terminate the services of such employee or employees"

The new law gives the SATS general manager far wider powers to dismiss workers who participate in illegal strikes

A memorandum, attached to the bill, says the amendment provides for "practical and effective steps which may be taken by the general manager in the case of an illegal strike"

VOICE OF AMERICA  
0300 News, 0310 Daybreak Africa 0330 News Summary  
0335 Daybreak Africa, 0400 News, 0410 Saturday Morning  
0430 News Summary/Saturday Morning, 0500 News,  
0510 Closeup, 0530 News Summary/Saturday Morning  
0600 News

WHAT ARE YOU BULKING UP, AFTER A VIGOROUS WORKOUT - IT'S NORMAL TO

# Public service, SATS wage parity

By ANTHONY JOHNSON  
Political Correspondent

ALL racially-based inequalities in pay and benefits in the public service will be eliminated by March 1 next year.

And legislation providing for parity of service conditions for employees of all races in SATS was tabled in Parliament yesterday.

The programme to eliminate disparities between the different races in the public service would cost about R135 million a year, the Minister in the Office of the State President, Mr Alwyn Schlebusch, said yesterday.

Mr Schlebusch told the House of Assembly that by the end of this financial year people in all departments of the public service would be paid according to the same salary scales and everyone would receive the same benefits in regard to transport costs, subsistence allowances and stand-by allowances.

The move had been taken with the full co-operation of the cabinet and the "dignified manner" in which the Public Service League, the Public Service Union and the Institute of Public

Servants had submitted their representations had "definitely advanced the process", he said.

The Labour Party spokesman, Mr Abe Williams, welcomed the step, saying it would make a "major contribution" to the economic upgrading of "our community" and advance the need for the elimination of social inequalities.

## 'Inflationary'

The Conservative Party spokesman, Professor Fanie Jacobs, labelled the move as "inflationary" and expressed fears that it could lead to discrimination against white public servants.

The South African Transport Services Amendment Bill introduced yesterday specifies that the general manager of SATS may make regulations, retrospectively, in connection with the appointment of temporary or permanent employees, "as may be necessary to achieve parity of service conditions for all races".

SATS sources indicated yesterday that provision meant that the roughly 200 000 workers could soon enjoy the same benefits, travel and medical fringe benefits excepted.



Mr A Schlebusch



Mr Abe Williams



†An HON MEMBER Who has to bear the brunt now?

†Mr SPEAKER Order! It is the Chair's responsibility to maintain order in the House. It is not necessary for the hon member to draw the Chair's attention to such a silly thing in that manner. I put

†Mr J H VAN DER MERWE Mr Speaker, arising from the hon the Deputy Minister's reply, I still wanted to

†Mr SPEAKER Order! The hon member did not put a question and the matter is closed, I put

†Mr J H VAN DER MERWE Mr Speaker, on a point of order. I was in the process of starting to say this when the hon Chief Whip interrupted me

†Mr SPEAKER Order! The hon member was not in the process of putting a question, the hon member was in the process of telling the Chair what to do. I have given a ruling on this. The reply to question No 26 has been finalised

†Mr F J LE ROUX Mr Speaker, on a point of order. The hon member for Overvaal stood up to put a supplementary question to the hon the Deputy Minister. You then asked him to take his seat and then you put the next question. I ask you to give him the opportunity to put his question

†Mr SPEAKER Order! I should like to point out to the Chief Whip that there was no problem about allowing the hon member for Overvaal to speak. He was putting questions to the hon the Deputy Minister, which was in order. The hon the Deputy Minister had completed his reply to the hon member. Then the hon member moved to a completely different subject and raised a point of order because a specific hon member on the Government side allegedly addressed him in some or other way. On that I ruled and the matter was closed. Therefore I put the next question. The hon member was no longer in the process of asking further questions to the hon the Deputy Minister of Defence

†Mr F J LE ROUX Mr Speaker, on a further point of order. The hon member for Overvaal was in the process of asking a further supplementary question when he was distracted by the hon Chief Whip of Parlia-

HOA

HAWARD

ment. I therefore request you merely to give the hon member the opportunity to put his question

†Mr SPEAKER Order! I accept the hon Chief Whip's submission in this connection. If it is a matter of concern to him, I now give the hon member for Overvaal the opportunity to put further supplementary questions

†Mr J H VAN DER MERWE Thank you, Mr Speaker. Further arising from the hon the Deputy Minister's reply, can he inform the House beyond all doubt whether it is true that Mr Derby-Lewis was the commander of a regiment for five years and held the rank of commandant? [Interjections]

†The DEPUTY MINISTER Mr Speaker, I think that from the way in which I replied to the question, it is very clear that the hon member Mr Derby-Lewis for a time was the commanding officer, with the temporary rank of commandant. After that, however, he was informed that he would hold the substantive rank of major [Interjections]

#### Universities: conditions imposed

\*27 Mr R M BURROWS asked the Minister of National Education

- (1) Whether he has appointed a task group to assess and comment on submissions made by universities on certain draft conditions proposed to be imposed on universities, if so, (a) when was the task group appointed, (b) what persons were appointed to this group and (c) when is it anticipated that the task group will submit its report, if not
- (2) whether such a task group has been appointed, if so, (a) by whom and (b) when
- (3) whether he will make a statement on the matter?

The MINISTER OF NATIONAL EDUCATION

- (1) Yes, in co-operation with the departments of State responsible for education

(a) The task group was appointed on 87-09-09

(b) Officers of the Department of National Education and the departments of State responsible for education

(c) The task group has already completed its first report

(2) Falls away

(3) Yes. It is expected that final decisions with respect to the relevant conditions will be taken by 9 October 1987 at the latest

Mr D Allan/Atlas Sea Farms

\*28 Mr R R HULLEY asked the Minister of Transport Affairs

- (1) Whether, with reference to the reply of the Minister of Environment Affairs to Question No 28, standing over on 16 June 1987, he or the South African Transport Services granted any permits, licences, concessions, quotas or other benefits to (a) a certain person from Port Elizabeth, whose name has been furnished to the Transport Services for the purpose of the Minister's reply, and/or (b) any firm represented by this person, if so (i) what was the nature thereof, (ii) when were they granted in each case, (iii) what was the duration thereof, (iv) what is the present status of the said permits, licences, concessions, quotas or benefits and (v) what is the name of the person concerned.
- (2) whether these permits, licences, concessions, quotas or benefits were subject to tender procedures. If not, why not, if so, from whom were tenders received?

†The MINISTER OF TRANSPORT AFFAIRS

- (1) (a) No
- (b) Yes
- (i) The lease of an area of the sea within the boundaries of

Port Elizabeth Harbour for the cultivation of mussels

(ii) 14 July 1986

(iii) Ten years

(iv) The agreement is valid since the date of commencement, ie 1 October 1986 until 30 September 1996

(v) The agreement was concluded between Atlas Sea Farms (Pty) Ltd and Transport Services. The name furnished for the purpose of the reply is Mr D Allen appears on the company's letter head as Managing Director

(2) Yes, from Atlas Sea Farms (Pty) Ltd

#### Culemborg catering section

\*29 Mr C B SCHOEMAN asked the Minister of Transport Affairs

- (1) Whether the administrative staff of the catering section for train services at Culemborg Cape Town, is to be reduced if so, (a) by how many posts and (b) why.
- (2) whether the staff members concerned are to be transferred, if so what action is contemplated in respect of staff members who because of circumstances cannot accept transfers?

The MINISTER OF TRANSPORT AFFAIRS

- (1) Yes
- (a) Nine posts
- (b) As a result of rationalisation
- (2) Yes. Staff members who due to circumstances cannot accept transfers will be retained in a redundant capacity with retention of salary and benefits until such time as they can be suitably placed

\*30 Mr C B SCHOEMAN—Transport Affairs [Withdrawn]

HOA

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FRIDAY, 18 SEPTEMBER 1987

+Indicates translated version

For written reply

General Affairs

Detainees

62 Mr S S VAN DER MERWE asked the Minister of Law and Order

- (1) What is the total number of detainees presently being held in (a) South Africa and (b) the Western Cape in terms of the (i) Internal Security Act, No 74 of 1982, and (ii) emergency regulations,
- (2) whether he will furnish the names of the detainees presently being held in the Western Cape in terms of the (a) Internal Security Act and (b) emergency regulations, if not why not, if so, what are their names in each case,
- (3) in respect of what date is this information furnished?

*Handwritten signature: Howard*

The MINISTER OF LAW AND ORDER

- (1) (a) (i) 232 persons
- (ii) Complete lists of names of persons are tabled regularly in terms of section 3 (4) of the Public Safety Act, 1953
- (b) (i) 11 persons in the Police Division of the Western Province
- (ii) Complete lists of names of persons are tabled regularly in terms of section 3 (4) of the Public Safety Act, 1953
- (2) No
- (a) and (b) I do not consider it in the public interest or the interest of the

country to furnish the names of the persons

(3) Until 8 August 1987

Michael Roussos

105 Mr S S VAN DER MERWE asked the Minister of Law and Order

- (1) Whether a certain person, whose name has been furnished to the South African Police for the purpose of the Minister's reply, was detained by the Police outside Cosatu House in Johannesburg on or about 7 May 1987, if so, (a) why, (b) in terms of what statutory provision, (c) where is he being held and (d) what is his name,
- (2) whether his family has been informed of his detention, if not, why not, if so, on what date?

The MINISTER OF LAW AND ORDER

- (1) Yes
- (a) Because the detainee was allegedly, inter alia, involved in the so called "co-ordinating committee" of the South African Railways and Harbours Workers Union and gave instructions that persons who did not want to participate in the SATS strike, be abducted from their place of employment and taken to Cosatu House where they were assaulted on his instructions and forced to become members of SARHWU.
- the distribution of pamphlets which instigated the transport strike that started in March 1987,
- the active recruiting of members of the "co-ordinating committee" of

SARHWU who were responsible for abducting employees of the SATS,

the incitement of crowds of strikers at Cosatu House during April and May 1987 and illegal "people's courts" which were held in Cosatu House to try and sentence persons who did not participate in the strike

In addition to this, a fine-ticket in respect of a specific vehicle was found in the detainee's possession. The owner of this vehicle was also arrested and admitted that his vehicle had been used to transport four SATS employees from Cosatu House to Kasernie where they were murdered

- (b) Regulation 3 (3) of the Emergency Regulations promulgated by virtue of the Public Safety Act, 1953 (Act 3 of 1953)
- (c) Jon Vorster Square
- (d) MICHAEL ROUSSOS
- (2) Yes, on 8 May 1987

"Zebra"

195 Mr R R HULLEY asked the Minister of Economic Affairs and Technology

- (1) Whether the Council for Scientific and Industrial Research has developed and patented an electric battery code-named "Zebra", if so, what special features of the battery were patented,
- (2) whether this battery is being developed for commercial use, if not, (a) why not and (b) who took the decision in this regard, if so, (i) who is taking charge of this development, (ii) what progress has been made in the development of the battery and

(iii) when is it anticipated that the battery will be available on the commercial market;

(3) whether he will make a statement on the matter?

The MINISTER OF ECONOMIC AFFAIRS AND TECHNOLOGY.

- (1) Yes An extensive portfolio of patents exists, covering the salient features of the electro-chemical battery system. Patent rights on more than 40 inventions have been secured in ten industrialised countries to protect basic inventions, as well as less important but key functional features. The battery is classed under the group of high energy density, high temperature, ceramic batteries
- (2) Yes
- (a) and (b) Fall away
- (1) The Council for Scientific and Industrial Research (CSIR) through the South African Inventions Development Corporation (SAIDCOR), which is a statutory body to commercialise CSIR inventions and to support technology development in industry. A commercial partner, namely Dynamic Power Systems (Pty) Ltd was also involved in the further development of the Zebra battery system in view of the high cost of developing such a system and the apparent potential it offered for extending the application of storage batteries in various areas, for example electric traction vehicles of all kinds and load-leveling systems in power stations. The above-mentioned company is a joint venture by SAIDCOR and the Anglo American Group between whom the shareholding in the company is equally divided

*Handwritten signature: J. M. M. M.*

ARGUS  
12/9/61

Latest

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## 41 pilots have quit SAA in 15 months

The Argus Correspondent

JOHANNESBURG. — At least 41 pilots have left South African Airways since May last year, many of them resigning or taking voluntary early retirement so they could join foreign airlines, says the SAA Pilots' Association (Saapa).

In a statement today Saapa said the pilots left because of dissatisfaction with their service conditions.

"As we consult regularly with the International Federation of Airline Pilots' Associations (Ifalpa) on matters relating to conditions of service, we have realised that our working conditions and pay scales are way out of line with those of the rest of the professional flying community."

The association was fighting to gain official recognition from SA Transport Services to enable it to present more effectively the cause of its 439 member pilots.

### "NOT EFFECTIVE"

Saapa's president, Captain Blake Flemington, said: "The association believes it has not been effective enough in an industrial context. We now intend to correct the situation."

Representations on behalf of members had been inadequately dealt with in the past "to put it mildly" Saapa had therefore opted to formalise the association's stand on industrial relations.

In line with this decision Captain Flemington and First Officer Colin Jordan this week attended an intensive course on collective bargaining procedures conducted by the Institute for Industrial Relations.



of passenger coaches on passenger trains are not changed during journeys

Mr D J DALLING Mr Chairman asking from the reply of the hon the Deputy Minister, I should like to ask him what "normal circumstances" and "abnormal circumstances" are?

The DEPUTY MINISTER Mr Chairman, an "abnormal circumstance" would be, for example, when a technical defect occurs in a coach, and that coach has to be uncoupled. Obviously there would then have to be a change in the sequence of the coaches [Interjections]

Debt: committal to prison

\*7 Mr D J DALLING asked the Minister of Justice

Whether he intends introducing any legislation arising out of the report of the South African Law Commission regarding the committal of persons to prison for debt if so (a) what is the main import of the legislation and (b) when is it anticipated that this legislation will be placed before Parliament?

†The MINISTER OF JUSTICE

I dealt with the matter at length during the discussion of the Justice Vote in the House of Representatives on 30 July 1987 (Hansard col 16-45). For the hon member's information I reiterate that I indicated on that occasion that it is a matter in which Members of Parliament have an interest and that the report of the South African Law Commission must therefore be referred to the Standing Committee on Justice with the instruction to report on the findings and recommendations of the Law Commission. The Standing Committee may, should it find it necessary, propose legislation.

I have already given notice that I shall move tomorrow that the report of the Law Commission be referred to the Standing Committee on Justice.

Crime-prevention-civic-patrol

\*8 Mr K M ANDREW asked the Minister of Law and Order

Hansard

Authorities This subject was not raised again

(2) No, (a) and (b) (i) and (ii) Fall away

Howick: abduction/murder

\*9 Mr P C CRONJÉ asked the Minister of Law and Order

(1) Whether any (a) arrests have been made and (b) charges have been laid in connection with the alleged abduction and murder/near Howick on or about 6 December 1986 of three persons, whose names have been furnished to the South African Police for the purpose of the Minister's reply, if so, (i) who were arrested and charged, and (ii) when, in each case,

(2) whether any further steps have been taken in respect of those so arrested and charged, if not, (a) why not and (b) when is it anticipated that such steps will be taken, if so, what was the outcome?

†The MINISTER OF JUSTICE (for the Minister of Law and Order)

(1) (a) and (b) No  
(i) and (ii) Fall away

(2) Falls away

Strikes: employees prosecuted

\*10 Mr J J S PRINSLOO asked the Minister of Justice †

(1) Whether any of the employees of the South African Transport Services who took part in strikes this year, have been prosecuted under criminal law, if so, (a) how many, (b) when, (c) on what charges and (d) with what result, if not, why not,

(2) whether he will make a statement on the matter?

†The MINISTER OF JUSTICE

(1) Since the required information covers a wide spectrum, it is not clear which information the hon member requires. In order to be of assistance to the hon member, we obtained information in regard to offences related to strikes. Following on this I supply information which is at hand. Should any further information become available I shall inform the hon member in writing.

(i) On 27 August 1987 1 person was found guilty in the Regional Court, Germiston of contravening section 1 of the Intimidation Act, 1982, and sentenced to 4 years imprisonment of which 2 years imprisonment were suspended.

(ii) on 9 September 1987 1 person was found guilty in the Regional Court, Johannesburg of contravening section 1 of the Intimidation Act, 1982, and sentenced to 5 years imprisonment of which 2 years imprisonment were suspended.

(iii) the cases against 11 persons who are charged with contravening section 1 of the Intimidation Act, 1982, have not yet been finalized, and

(iv) a Police investigation against 45 persons which, *inter alia* includes 4 charges of murder and 1 charge of attempted murder is still pending.

In the light of this comprehensive information and that which I shall possibly furnish still, but which I do not promise to, a statement is in my opinion not necessary.

Strikes: temporary employees

\*11 Mr J J S PRINSLOO asked the Minister of Transport Affairs †

(1) Whether during the strikes by employees of the South African Transport Services this year any White persons were temporarily employed to do the work of strikers, if not, why not, if so, how many,

(2) whether the services of any of these White persons were terminated as a result of the re-employment of Black

Hansard



*Hansard*

employees after the strikes, if so, (a) why and (b) how many,  
(3) whether he will make a statement on the matter?

†The DEPUTY MINISTER OF TRANSPORT AFFAIRS

- (1) Yes, 3 835 persons, including schools
- (2) Yes
- (a) In terms of the agreement reached, the employees who took part in the strike were re-employed as a result of which it became necessary to terminate the services of the White employees who were engaged on a day to day basis
- (b) 3 688 persons from the beginning to the end of the strike
- (3) No

†Mr J J S PRINSLOO Mr Chairman, arising out of the reply of the hon the Deputy Minister, could he please indicate how many of the persons who were initially employed on these conditions, were not scholars and how many of them were fired eventually when the striking workers returned?

†The DEPUTY MINISTER Mr Chairman unfortunately, I do not have a breakdown of figures at my disposal now, but I shall furnish the hon member with that reply

**Hillbrow: exemptions from Group Areas Act**

\*12 Dr M S BARNARD asked the Minister of Constitutional Development and Planning

- (1) Whether, since 1 January 1986 his Department has received any applications for exemptions from the provisions of the Group Areas Act No 36 of 1966, in respect of residential premises in the Hillbrow constituency, if so, (a) how many such applications had been (i) granted and (ii) refused as at the latest specified date for which information is available and (b) what were the reasons for (i) granting and (ii) refusing each application.

*(Handwritten initials)*

*Hansard*

amount was saved in this manner and (b) on what date did the strike (i) commence and (ii) end,

- (2) whether his Department employed any temporary workers to assist in doing the work of striking employees, if not, what steps were taken to maintain services while the strike was in progress; if so, (a) at what total cost and (b) what steps will be taken in respect of the temporary workers employed for this purpose,
- (3) whether this strike was legal, if not, what steps will be taken against the strikers?

The MINISTER OF COMMUNICATIONS

- (1) Yes,
- (a) R6 million,
- (b) (i) 23 June 1987 in respect of a specific construction gang near East London and gradually spread to other areas in the country, and (ii) 7 September 1987,
- (2) yes,
- (a) approximately R1 million,
- (b) depending on the quality of their services they are being retained in replacement of workers who have been dismissed as a result of the strike.
- (3) Unlike the Labour Relations Act (Act No 28 of 1956), which is not applicable to Post Office officials, the Post Office Service Act (Act No 66 of 1974) does not make provision for either legal or illegal strikes. However, by striking the employees concerned contravened stipulations of their service contracts. Strikers were from time to time and during the course of negotiations served with suitable ultimatums and those who failed to resume duty on or before specified dates were dismissed. At the time the strike ended, approximately 4 000 workers had been dismissed in this way. Only 1 431 have to date been re-employed

**Cordless telephones for disabled persons**

\*15 Mr M J ELLIS asked the Minister of Communications

- (1) Whether his Department has given any consideration to allowing severely disabled persons to use cordless telephones, if so, (a) when and (b) what was the decision taken, if not,
- (2) whether he will give consideration to this matter, if not, why not, if so, when,
- (3) whether he will make a statement on the matter?

†The MINISTER OF COMMUNICATIONS

(1), (2) and (3) The use of cordless telephones has up till now not been allowed as tests carried out on various types of these instruments have shown that they have technical disadvantages which render them unacceptable for use on the telephone network. It was namely found that poor transmission performance, the occurrence of blind spots within a dwelling, noise interference and limited range restrict the use of these present generation cordless telephones, which all operate in the frequency bands below 100 megahertz.

Unlike the limitations of the present models, the indications are that the models of the future, which will operate in the 900 megahertz band, will bring about a great improvement in so far as quality and work performance are concerned. These models are not yet freely available, but the Post Office is watching developments closely and if it should be found that the new generation cordless telephones meet with requirements, consideration will be given to allowing their use on the telephone network.

The MINISTER OF JUSTICE (for the Minister of Law and Order)

- (a) 478 station commanders
- (b) 377 warrant officers
- 90 sergeants
- 11 lance-sergeants
- (c) 17

**Strikes: saving in salaries/wages**

\*14 Mr C J DERBY-LEWIS asked the Minister of Communications

- (1) Whether the recent strike by Post Office employees resulted in any saving in salaries and wages for his Department, if so, (a) what approximate

*Hansard*

*24/9/87*

*(Handwritten initials)*

*(Handwritten initials)*

*(Handwritten initials)*

\*16 Mr J VAN ECK—Defence [Reply standing over]

*(Handwritten initials)*



of passenger coaches on passenger trains are not changed during journeys

Mr D J DALLING Mr Chairman arising from the reply of the hon the Deputy Minister, I should like to ask him what "normal circumstances" and "abnormal circumstances" are?

The DEPUTY MINISTER Mr Chairman, an "abnormal circumstance" would be, for example, when a technical defect occurs in a coach, and that coach has to be uncoupled. Obviously there would then have to be a change in the sequence of the coaches [Interjections]

Debit: committal to prison

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Whether he intends introducing any legislation arising out of the report of the South African Law Commission regarding the committal of persons to prison for debt, if so (a) what is the main import of the legislation and (b) when is it anticipated that this legislation will be placed before Parliament?

†The MINISTER OF JUSTICE

I dealt with the matter at length during the discussion of the Justice Vote in the House of Representatives on 30 July 1987 (Hansard col 1645). For the hon member's information I reiterate that I indicated on that occasion that it is a matter in which Members of Parliament have an interest and that the report of the South African Law Commission must therefore be referred to the Standing Committee on Justice with the instruction to report on the findings and recommendations of the Law Commission. The Standing Committee may, should it find it necessary, propose legislation.

I have already given notice that I shall move tomorrow that the report of the Law Commission be referred to the Standing Committee on Justice.

Crime-prevention-civic-patrol

\*8 Mr K M ANDREW asked the Minister of Law and Order

Hansard

(1) Whether he or the South African Police have received any representations from the Cape Town City Council in respect of the possible formation of a crime-prevention civic patrol, if so, (a) what representations, (b) when and (c) what (i) was his response and (ii) were his reasons for giving this response,

(2) whether he received any requests for financial assistance to form such a patrol, if so, (a) what amount was requested and (b) what (i) was his response and (ii) were his reasons for giving this response?

The MINISTER OF LAW AND ORDER (Reply laid upon the Table with leave of House)

(1) Yes, representations were received by the Divisional Commissioner of the Western Province Division

(a) The representations dealt with the establishment of civic patrols to enforce municipal by-laws

(b) 20 February 1987

(c) (i) and (ii) The Divisional Commissioner held discussions with the Executive Committee of the City Council and also attended their meetings

For reasons of efficiency it is, however, the viewpoint of the South African Police that it is a priority to rationalise law enforcement bodies in the South African context, instead of having fragmented smaller law enforcement components that possess separate executive powers throughout the RSA

After a meeting of the United Municipal Executive on 4 February 1987, during which the South African Police explained the benefits of a national police force with a uniform system, the United Municipal Executive decided at its annual meeting on 12 March 1987, not to negotiate the institution of Municipal Police for White, Asian and Coloured Local

Authorities This subject was not raised again

(2) No, (a) and (b) (i) and (ii) Fall away

Howick: abduction/murder

\*9 Mr P C CRONJÉ asked the Minister of Law and Order

(1) Whether any (a) arrests have been made and (b) charges have been laid in connection with the alleged abduction and murder/near Howick on or about 6 December 1986 of three persons, whose names have been furnished to the South African Police for the purpose of the Minister's reply, if so, (i) who were arrested and charged, and (ii) when, in each case,

(2) whether any further steps have been taken in respect of those so arrested and charged, if not, (a) why not and (b) when is it anticipated that such steps will be taken, if so, what was the outcome?

†The MINISTER OF JUSTICE (for the Minister of Law and Order)

(1) (a) and (b) No

(i) and (ii) Fall away

(2) Falls away

Strikes: employees prosecuted

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(1) Whether any of the employees of the South African Transport Services who took part in strikes this year, have been prosecuted under criminal law, if so, (a) how many, (b) when, (c) on what charges and (d) with what result, if not why not,

(2) whether he will make a statement on the matter?

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Hansard

mation in regard to offences related to strikes. Following on this I supply information which is at hand. Should any further information become available I shall inform the hon member in writing.

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(ii) on 9 September 1987 1 person was found guilty in the Regional Court, Johannesburg of contravening section 1 of the Intimidation Act, 1982, and sentenced to 5 years imprisonment of which 2 years imprisonment were suspended.

(iii) the cases against 11 persons who are charged with contravening section 1 of the Intimidation Act 1982, have not yet been finalized, and

(iv) a Police investigation against 45 persons which *inter alia* includes 4 charges of murder and 1 charge of attempted murder is still pending.

In the light of this comprehensive information and that which I shall possibly furnish still, but which I do not promise to a statement is in my opinion not necessary.

Strikes: temporary employees

\*11 Mr J J S PRINSLOO asked the Minister of Transport Affairs †

(1) Whether during the strikes by employees of the South African Transport Services this year any White persons were temporarily employed to do the work of strikers, if not, why not, if so, how many,

(2) whether the services of any of these White persons were terminated as a result of the re-employment of Black

## Strikers' 3-day deadline

CAP/ THIS  
24/9/87

HOUSE OF DELEGATES. — The SATS Amendment Bill would give a worker who joined a strike against his will a period of three days in which to tell SATS management that he had been intimidated, the Minister of Transport Affairs, Mr Eli Louw, said while replying to second-reading debate on the bill. Earlier Mr Mahmoud Rajab (PRP Springfield) criticised the bill for not providing any right of recourse for SATS strikers who were dismissed. Mr Louw said: "I maintain clause 5 (the section of the bill dealing with strikes) is giving an exceptional recourse to workers, recourse that you won't find in any other Act." It gave the worker "three days to come and tell us he hasn't been taking part in the strike — that he was intimidated in fact". — Political Staff and Sapa

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# Sats move to save strikes

CAPE TOWN — The South African Transport Services (Sats) Amendment Bill would give a worker who joined a strike against his will a period of three days in which to tell Sats management that he had been intimidated, the Minister of Transport Affairs, Mr Eli Louw, said yesterday.

He was replying to the second reading debate on the Bill, which was earlier criticised by Mr Mahmoud Rajab (PRP Springfield) for not providing any right of recourse for Sats strikers who were dismissed and for not making any provision for the recognition of unions.

Mr Louw said the Bill would authorise the General Manager to decide, after employees have been given a fair opportunity to explain their participation in a strike, whether or not to

terminate their services.

The recent massive rail strike had shown that Sats needed a legal method to "deal with it in a reasonable way and to bring a strike to a speedy end", he said.

"I maintain clause 5 (the section of the Bill dealing with strikes) is giving an exceptional recourse to workers, recourse that you won't find in any other Act."

He said this clause gave the worker "three days to come and tell us he hasn't (really) been taking part in the strike — that he was, in fact, intimidated."

He said the measure was even fairer than the agreement signed by all workers at the conclusion of this year's strike, which gave Sats the right to sack any employee who went on strike, without granting a hearing — Sapa

(570) (24/9/87)

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Mr Paul Kutu, centre, flanked by fellow Railways workers at the SATS hostel in Table Bay

# Police 'hassling' union members

South 24-30/9/85

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SOUTH REPORTER

SEVERAL workers who have left the in-house staff association of the South African Transport Services (SATS) to join a Cosatu-affiliated union, claim they are being harassed despite a SATS agreement that workers have a right to join a union of their choice

Many workers have joined the progressive South African Railway and Harbours Workers Union (SARHWU) "because the staff association is powerless to protect us"

So far more than 2 000 SATS workers have joined SARHWU in the Cape Town area. In recent months more than 700 workers have resigned from the Black Trade Union

Since a nationwide strike which involved more than 16 000 workers earlier this year, Cape Town workers accused SATS of using "dirty tricks" and working with the security police to deter workers from joining the new union

A recently dismissed worker, Mr Paul Kutu, said in a signed statement the police used to turn up whenever workers held meetings

He said he was questioned by security police at the SATS premises several times. They allegedly told him to stop holding meetings

Kutu claimed he was eventually fired for infringements he was alleged to have committed months ago

SATS said Kutu was charged for transgressions of various natures and had admitted his guilt unconditionally at disciplinary inquiries held on April 14 and June 3

SATS also said the allegations that they were working hand-in-glove with the security police were devoid of all truth

Approached for comment SAP Public Relations said it did not comment on "spurious allegations"

A spokesperson for SARHWU said the union was "gaining ground" among SATS workers who were joining on an "almost daily basis".

## Rail union leaders reject pamphlet

EAST LONDON — Officials of the National Union of Railway Workers (NURW) have dissociated the union from pamphlets allegedly issued by it and distributed in the Border area

The NURW's national organiser, Mr Moffat Manentsa, and the branch secretary, Mr Mtutuzeli Siwayi, said the union had nothing to do with the pamphlets.

The documents stated the NURW national executive council had resolved to seek affiliation to the Congress of South Africa Trade Unions (Cosatu) on June 20, 1987.

The pamphlet said Cosatu had rejected the NURW application on the grounds that there should be only one union in the transport sector and that the NURW with a membership of 8 000 had no intention of merging with the South Africa Railway and Harbour Workers Union (SARHWU).

The pamphlet also accused Cosatu of not having respect for the workers' democratic right to belong to any union of their choice.

It said railway workers should consider affiliation to the National African Council of Trade Unions (Nactu)

"The people responsible for the pamphlets

are taking advantage of the fact that the NURW application for affiliation to Cosatu was rejected yet the union has no intention of affiliating to Nactu whatsoever," the NURW officials said



ne into the Opel Rekord.

## Battle for Sats workers' loyalty

THE battle for the loyalty of black Sats employees heightened with the announcement yesterday by the SA Railways and Harbours Workers' Union (Sarhwu) that it planned to launch a branch in Natal next month

Sarhwu was responding to an announcement earlier this week by the Natal region of the Black Trade Union of Sats (Blatu) that the staff association was to hold a congress in Durban on October 17

ALAN FINE

as a first step towards reconstituting itself as a proper union

The Blatu plan is to adopt a new constitution which will democratise the union by transferring power from the leadership to shop steward structures and the rank-and-file

Should the congress approve the constitutional proposals, attempts will be made to have them adopted by Blatu nationally

Blatu Natal chairman Mzameni Mthiyane said the intention was to become the dominant union in the sector Blatu has a strong following in Natal

But Sarhwu general secretary Ntai Sello said he had no fears that Blatu would make any inroads into its Transvaal membership, which was consolidated during the 10-week strike earlier this year. As well, his union was making significant progress in Natal

# Sats unions expected to make demand for whites

JOHANNESBURG — The annual meeting of the federal council of the South African Transport Services' (Sats) ten trade unions here today is expected to recommend a pay increase demand of at least 16 per cent from next April

This could raise Sats' labour costs by about R550 million, and the total pay out, including overtime and bonuses to more than R4 billion

Sats is already heading for another deficit year

Another tariff adjustment is considered certain in the transport

budget in March, the council's chairman, Mr Dudley Henn, said

He said a far higher demand could be justified against a background of increases during the past few years which failed to compensate for inflation

Mr Henn said, however, the council took into account the current economic circumstances and the efforts being made to slow down the price spiral

The council is also expected to demand a decision from the government on the labour council, recommended

by the Wiehann committee to determine Sats workers service conditions, including pay

Both issues, Mr Henn said, would be raised at a meeting with the Minister of Transport, Mr Eli Louw, in Pretoria on November 12

At a meeting with Mr Louw last month the 24 000 strong a Sats Artisan Staff Association submitted a 16,5 per cent pay hike demand.

Sats trade union leaders are said to still be angry at being done out of their increased service bonuses. This year's 12,5 per cent pay hikes were delayed — DDC

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(270) b/day 5/10/87.

A footnote on page 12 of the SA Transport Services (Sats) financial accounts for 1985/86 says simply: "Unrealised exchange losses on loans amounts to R2,7bn." This cryptic one-liner is the clue to what is emerging as the country's biggest financial scandal since Info.

Indeed, to put matters in some perspective it may be recalled that the Erasmus commission put Eschel Rhoodie's secret fund at a mere R64m. The Sats foreign exchange losses, actual and potential (but virtually certain) are approaching R4bn for 1985/6 alone.

The exchange loss for the previous year was about R118m, and the losses for the following year remain unknown.

Sats was not alone in taking a bath when the value of the rand plummeted. Banks, foreign exchange dealers and major corporations were caught, like Sats, without forward cover against exchange losses. Sats general manager Bart Grové was later to explain that full cover for foreign loans — actually a form of insurance against the devastating effects which can occur when currencies move against each other — was too expensive.

Instead of taking forward cover, Sats took a view on the risk and acted accordingly.

In the private sector, chief executives, dealers and financial executives landed in severe trouble for taking much the same course. An innocent MP called it "gambling", Grové rejected the word.

Private sector losses were quickly reported to shareholders while corporate clean-ups went ahead. A bank which lost less than the sum already written off by Sats went through a top-level shake-up that saw the resignation of its MD, another director, and a top dealer based abroad, entirely new management took over.

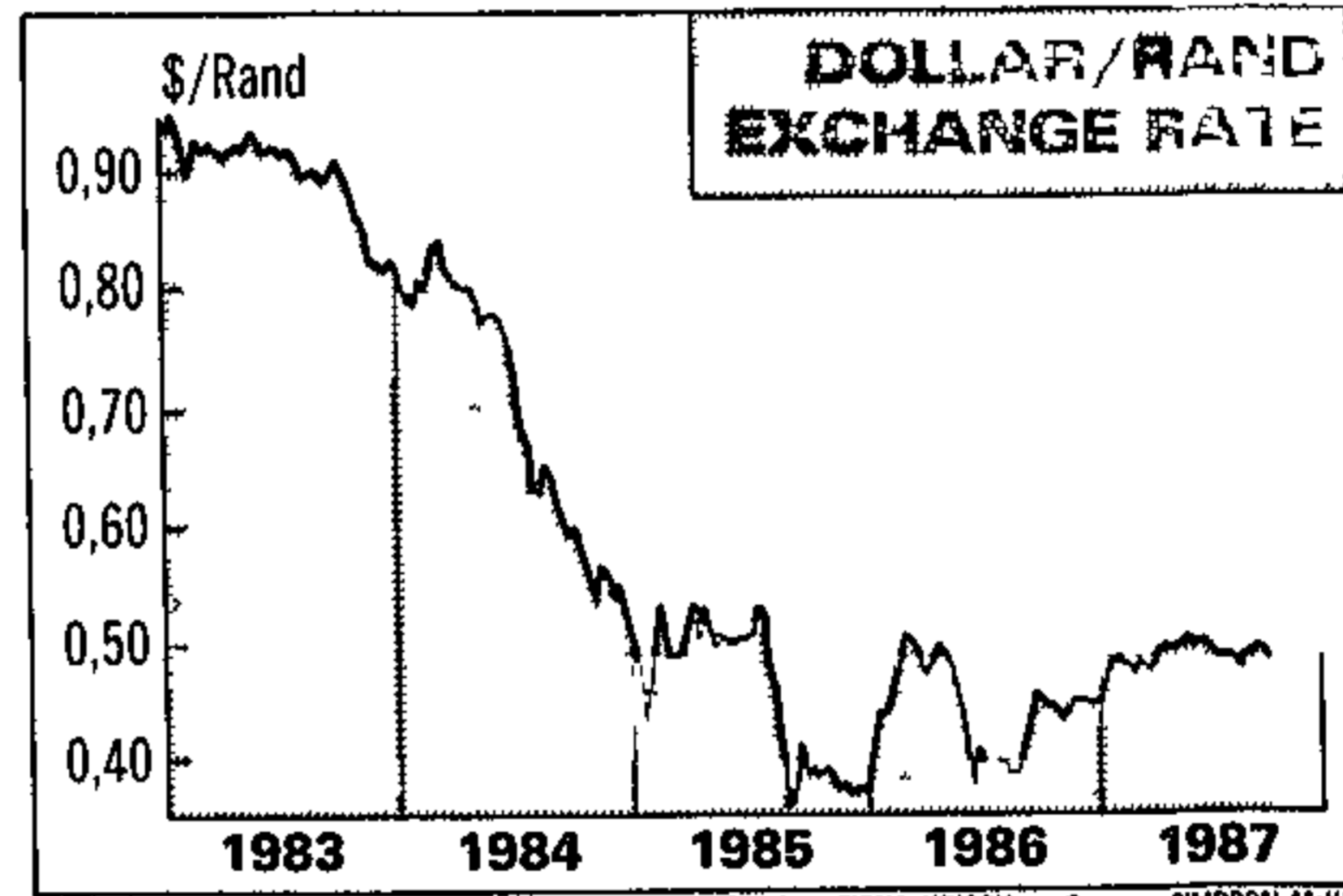
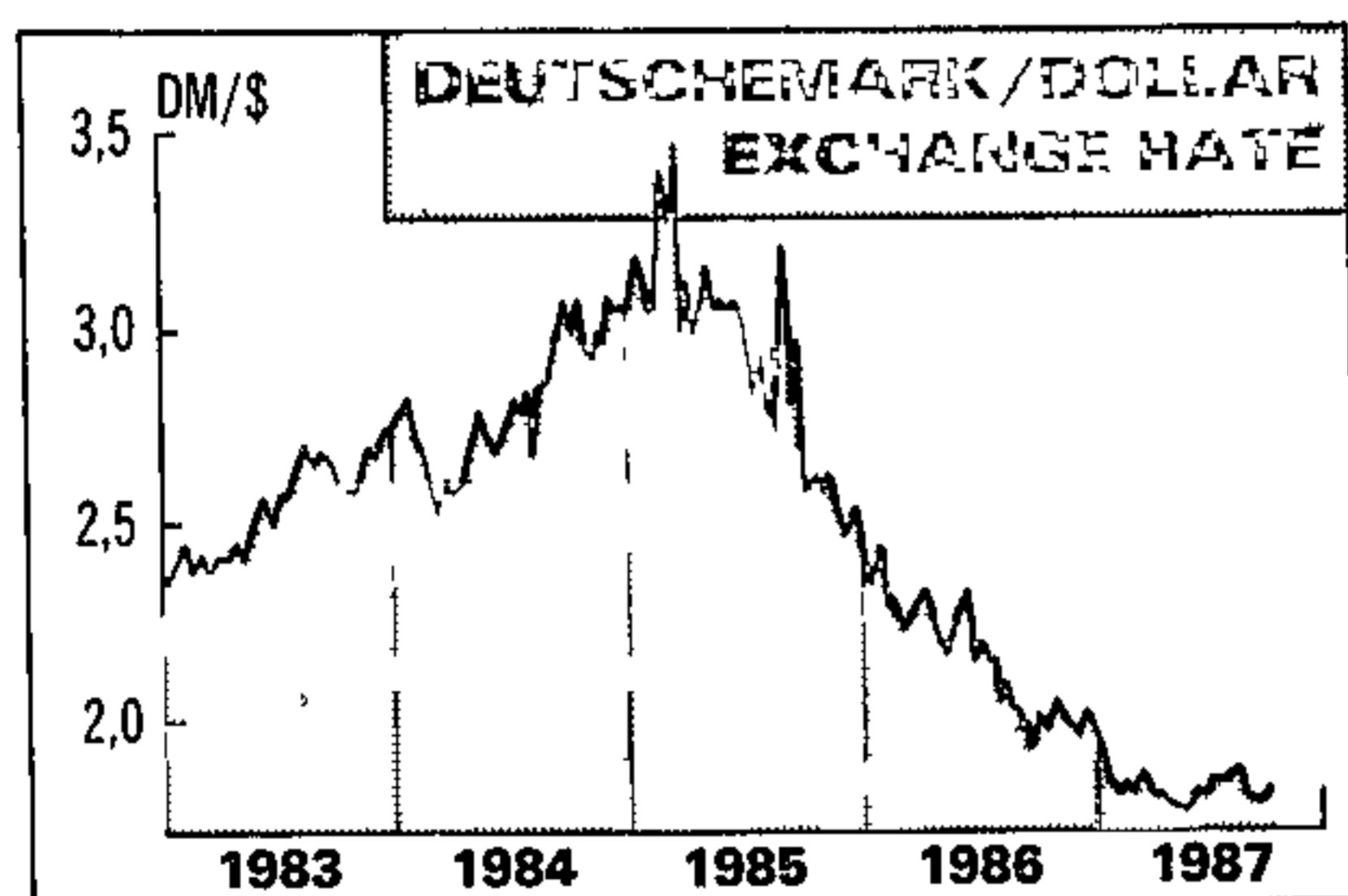
In the case of Sats it was different. The full extent of the losses is only now becoming public knowledge, almost three years after things began to go awry.

The first hint of what was to come, so far as any outsider can determine, was a report in the now-defunct Sunday Express that Sats had suffered "theoretical losses" on foreign loans of R200m. The losses were not reflected in Sats's financial statement because, said the chief director, finance, Johan van Schoor, "the losses have not been realised".

"One year you could have big

# Sats losses now dwarf Rhoodie's shenanigans

KEN OWEN



theoretical losses, and the following you could have big theoretical profits" Sats officials were still, it appears, hoping that the rand would recover to rescue them.

Later in the year, the Standing Committee on Sats Accounts also began to get a whiff of trouble. Nationalist MP Piet Welgemoed spotted in the notes to the 1984/85 accounts an explanation that foreign loans were reflected in rands at the exchange rates that prevailed at the time the loans were taken out.

Meanwhile, the value of the rand had plummeted, and the cost of repaying those loans had soared. Welgemoed ran up a storm signal.

Grové conceded that foreign indebtedness, reflected at the original foreign exchange rates, was R2,372bn. Not disclosed in the accounts, he admitted, was the fact that the outstanding loans, if calculated more realistically at the ex-

change rate prevailing at year-end (March 29, 1985), actually totalled about R3,3bn.

"In other words," said Grové, "it is almost R1bn more than the amount we show."

But he added, in the same vein as Van Schoor, "Now, one must actually remember that it is a theoretical amount, because the loans were not due on March 29, 1985. They were due over a period stretching into the 1990s and none of us knows how the exchange rate will change in the future."

A warning was immediately sounded by the auditor-general, Joop de Loor. "As we know, the chances that it (the exchange rate) will strengthen are less than the chances that it will weaken. A great deal of this (theoretical) loss will therefore actually be suffered."

De Loor at least knew which way the wind was blowing.

The situation deteriorated with alarming speed. In February, 1985, the Sunday Express had spotted a

"theoretical loss" of R200m. Less than six weeks later, the accounts showed an actual loss of R118m, and the "theoretical loss" had swelled to R1bn.

A year later, at the end of March 1986, Sats had recorded a further accumulated deficit of R1,2bn which was brought to account, and by now the "theoretical loss" had swelled to R2,7bn.

The full extent of the disaster began finally to emerge last month with the publication of the report of the auditor-general on the latest Sats accounts, those for 1985/86. This report showed that, despite the losses of the previous year, Sats had continued to try to outguess the foreign exchange market.

"SA Transport Services has again followed a policy of active foreign currency risk management in contrast to a policy of outright

cover on all currency transactions," the auditor-general said.

His report also explained a peculiarity of Sats's accounting system: "Surpluses and shortages emanating from forward cover contracts are not being accounted for against financing costs during the currency of the loan but are brought to account by means of adjustments in the individual loan accounts."

"When a loan is finally redeemed, accumulated surpluses and shortages together with exchange rate losses or profits are accounted for against financing costs."

Actually, the accounting was better than it had been. The previous year, Grové had promised the Standing Committee that Sats would in future observe Statement AC112 of the generally accepted accounting practices (GAAP) which requires all foreign loans without forward cover to be restated at year-end exchange rates. The promise apparently resulted in the footnote which disclosed the "unrealised loss" of R2,7bn.

This year, according to the auditor general, Sats is again considering "alternative methods to account for exchange losses".

Even so, the Standing Committee is worried. Its latest report to the Assembly says: "Your committee, having heard and considered evidence, must express its serious concern regarding the considerable rand deficits which the SA Transport Services have already accumulated as a result of currency fluctuations, as against its foreign loan commitments."

The committee has therefore approved a request by the auditor-general for an independent specialist investigation of the "policy of active currency risk management as practised by the SA Transport Services over the last couple of years".

What seems abundantly clear is that, barring an exchange rate miracle which nobody expects, Sats has in less than three years lost enough money to keep South Africa's defence forces going for the better part of a year.

So far, nobody has been held accountable, and Sats can rely on further long delays while the specialist committee and the various institutions of government supervision grind their way through a problem that private enterprises handled in a year.

Oh for the days when a mere R64m scandal could terminate the career of a State President.



enter them under rebate. application as not finalised to serve as a warning to importers.

# Bus services to be privatised?

*B/day 5/10/87* *B/day 6/10/87*  
**GERALD REILLY**

PRETORIA — Deregulation of bus services could succeed only if municipal undertakings were privatised, according to a three-man mission which studied UK bus services.

Their report was discussed at a Bus Service and Deregulation and Privatisation symposium at the CSIR on Friday.

The mission consisted of Transport Department official Paul Bosman and consultants Paul Browning and Rodger Smith.

Government saw privatisation and deregulation as two sides of the same coin — one would not work

properly without the other.  
"We believe there would be considerable community benefits if in a more liberal regulation environment, all municipal undertakings were sold to the private sector."

The mission found an important element in the UK deregulation and privatisation process — which appeared to have been successful — was to break down the size of large publicly owned companies.

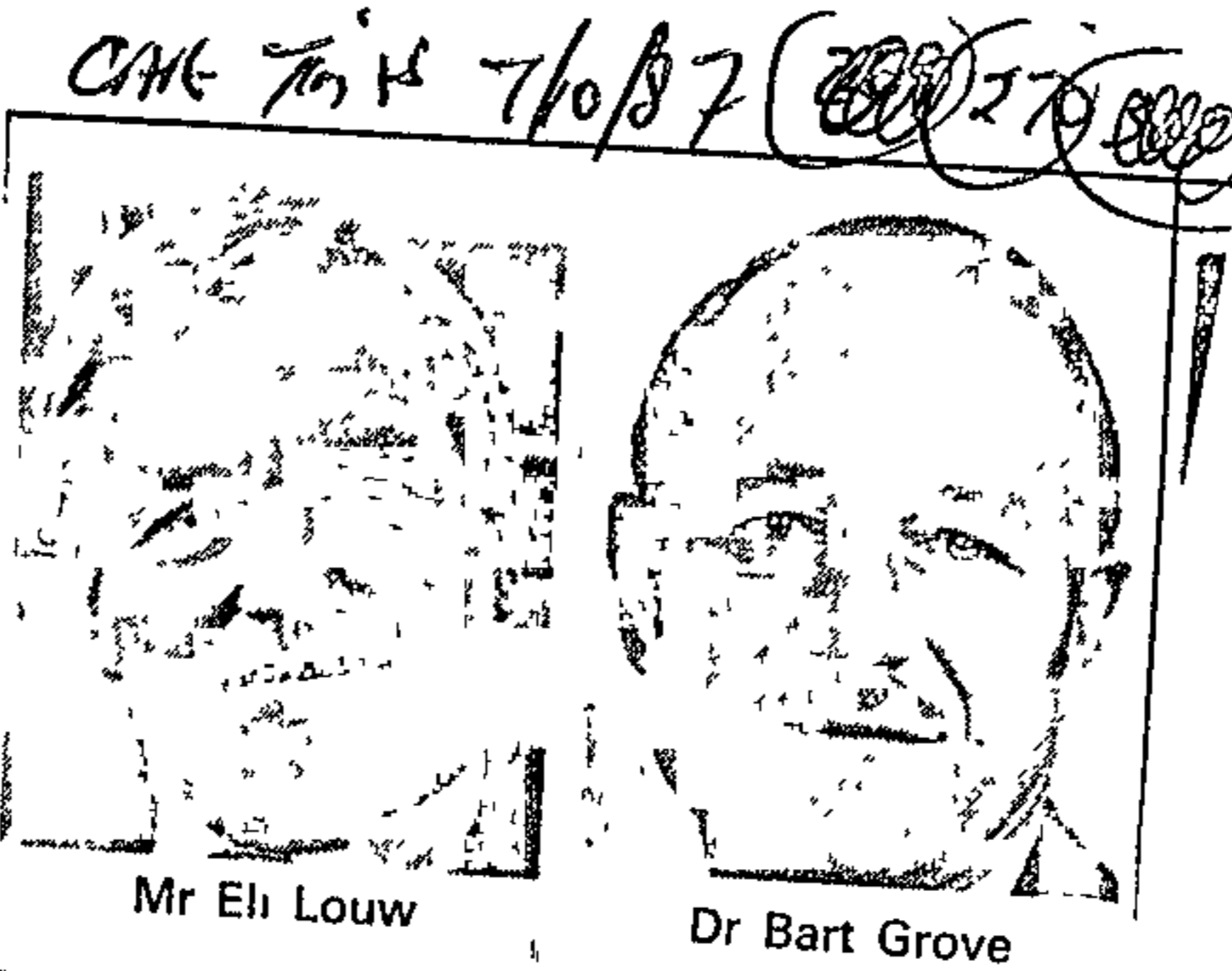
It was not the intention that public monopolies should be replaced by private ones

It was pointed out in an era of deregulation it was likely profitability of bus companies in SA would be placed under pressure.

The operationally efficient market-orientated companies would, over a period, adjust to the new circumstances

The UK experience strongly suggested if a less regulated environment were to be introduced into SA public transport, competition would emerge in a variety of forms.

Two distinctive characteristics of competition were services became more frequent and faster.



## Probe of SATS R4-bn losses

### Political Staff

A SPECIAL committee will investigate R4-billion foreign exchange losses being incurred by SA Transport Services (SATS)

The Minister of Transport, Mr Eli Louw, said the committee would report direct to him and Auditor-General Mr Joop de Loor. The findings would be made available to the parliamentary standing committee on SATS.

The unusual request for the establishment of this investigating body was made by this standing committee after the auditor-general report had revealed that SATS faces existing and combined forex losses of almost R4-billion through its failure to take out forward cover.

The PFP's spokesman on transport affairs, Mr John Malcomess, asked in Parliament last night that part of the investigations task would be to determine why SATS management failed to take advice on two occasions on covering the organization's potential forex losses.

● Speaking on the SATS pension fund, Mr Malcomess said the retiring general manager of South African Transport Services, Dr E L (Bart) Grove, would receive an estimated gratuity of between R390 000 and R432 000.

Mr Malcomess said this was in addition to a pension of between R106 000 and R116 000 and various other perks.

Speaking in the debate on the report of the standing select committee on the accounts of SATS, Mr Malcomess said the general manager of SATS got a deal "that no sensible man would retire and say he would not take it".

The minister, he said, would not state what salary was paid to the general manager of SATS. If, however, he earned R131 000 as his equivalent in the Post Office and bought back service his gratuity would be 49 years x his salary x 6,72% or a total of R432 000.

His pensions at such a salary, he said, would amount to R116 709 a year.



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Indeed, to put matters in some perspective it may be recalled that the Erasmus commission put Eschel Rhoadie's secret fund at a mere R64 million. The Sats foreign exchange losses, actual and potential (but virtually certain) are approaching R4 000 million for 1985-6 alone.

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Sats was not alone in taking a bath when the value of the rand plummeted. Banks, foreign exchange dealers, and major corporations were caught, like Sats, without forward cover against exchange losses. Sats general manager Bart Grove was later to explain that full cover for foreign loans, actually a form of insurance against the devastating effects which can occur when currencies move against each other, was too expensive.

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view on the risk and acted accordingly. In the private sector, chief executives, dealers and financial executives landed in severe trouble for taking much the same course. An innocent MP called it "gambling", Grove rejected the word.

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John Malcomess

MGWS, 7/10/87

# Dangerous' policy of Sats pension fund under fire

Parliamentary Staff (889) (270)

A South African Transport Services general manager could retire with a tax-free sum of about R430 000 and an annual pension of R116 709 apart from perks like gold card free Sats transport for life and three free overseas trips a year, said Mr John Malcomess, Progressive Federal Party spokesman.

No one would disclose the exact salary of the Sats general manager but assuming it to be similar to the Postmaster-General's annual salary of R131 000, Mr Malcomess had calculated the figures to illustrate his attack on the "extremely dangerous" Sats pension policy.

Speaking in the House of Assembly yesterday during the debate on the report into Sats accounts by the select standing committee, Mr Malcomess said the Sats pension fund was no exception to the criticisms of the State pension fund in Dr Andreas Wassenaar's book (*En Route To Fairyland*).

"The Sats pension fund follows the

same pattern as the State pension fund and they are seriously in deficit in respect of payment to pensioners and in relation to the standing of the funds"

A "total lack of understanding" of the commitments and principles was costing Sats "a lot of money" which was paid for by Sats users and ultimately by the consumer

Minister of Transport Services Mr Eli Louw had indicated he was to appoint an actuary to review the fund

"Who is he to be? Will he be looking at both black and white funds and will his report be made available in full to Parliament and the select committee on Sats accounts?" asked Mr Malcomess.

He said his calculations on the Sats general manager's pension were not intended to denigrate the man personally

Mr Louw said he had already indicated that he had asked for an actuarial report into the fund and when he received it he would decide whether to table it in Parliament

US SANCTIONS

# A gauntlet for Congress

President Ronald Reagan sent a report to the US Congress last week on the impact that last year's economic sanctions legislation has had on pushing the South African government to a more accommodative race policy. Both the timing and the tone of the report are worth considering.

In 1986, when congress overrode Reagan's objections and imposed a preliminary round of anti-apartheid sanctions, the president was required to report to congress in a year's time on whether the penalties had had any success in forcing the Pretoria government to dismantle its race policies.

Last Friday that report was sent to the lawmakers and, not surprisingly, the White House has judged that sanctions have not had the desired effect.

Yet the administration is still reeling from its Irangate wounds and is faced with another bloody defeat at the hand of the rampaging congressional liberals over the president's nomination of conservative judge Robert Bork to a vacancy on the US Supreme Court. Although the law required a report in early October, Reagan could certainly have stalled a few weeks and indeed there was some thought of doing just that.

More importantly, the report could have been a shade less confrontational in telling the lawmakers that instead of helping end apartheid, the sanctions had materially hurt the very black South African labourers that were supposed to be helped.

In short, Reagan appears to be spoiling for a fight over SA with his congressional opposition. And this is with the full knowledge that such a showdown will inevitably be linked to the Bork nomination struggle.

The upshot is that whatever the strategic motives, Reagan's willingness to bend congressional intent to his own purposes is about to land him and the American business community in a new row over SA just as the anti-apartheid forces were fighting among themselves.

Reagan argued that SA's ability to find substitute markets for its products defeated most of the impact of the sanctions. And where the sanctions did work — in coal and sugar exports to the US — the most obvious impact was the number of jobs lost by black workers.

"Sanctions have incrementally exacerbated an already existing problem," the report concluded.

Nonetheless, the embargo against South African goods and on new investment there have led to a withdrawal by American corporations which has had an impact. From a 1982 high point of US\$2.4 billion, US direct investment had slumped to \$1.3 billion by 1986 according to the White House report. It

is now probably less than \$1 billion and the withdrawal also has cost roughly \$200m worth of manpower and community development projects aimed at the black workers, according to the report.

But beyond blaming the congressional Left for doing more harm than good, Reagan has decided to rub the opposition's nose in his report. Last

year's anti-apartheid law said that if the president made a finding that sanctions were not working, he then had to invoke a predetermined list of new embargo options, which range from a ban on imports of all strategic minerals to a cessation of US military aid to any country that supplies arms to the Pretoria government.

"This administration is not going to say that sanctions haven't worked, so let's impose some more of them," a White House official told newsmen.

This defiance produced the expected results over the weekend. Representative Howard Wolpe, chairman of the House Foreign Affairs sub-committee, immediately announced that new legislation forcing the president's hand would be introduced this week and that hearings would be scheduled on October 20 in the house and two days later in the Senate.

"The White House has been dragging its feet rather than leading against injustice," Wolpe charged.

The struggle over even stronger sanctions will spill over into the Bork hearings in the Senate because Judge Bork is an especial anathema to racial minority groups for his strict interpretation of what the US constitution says about civil rights.

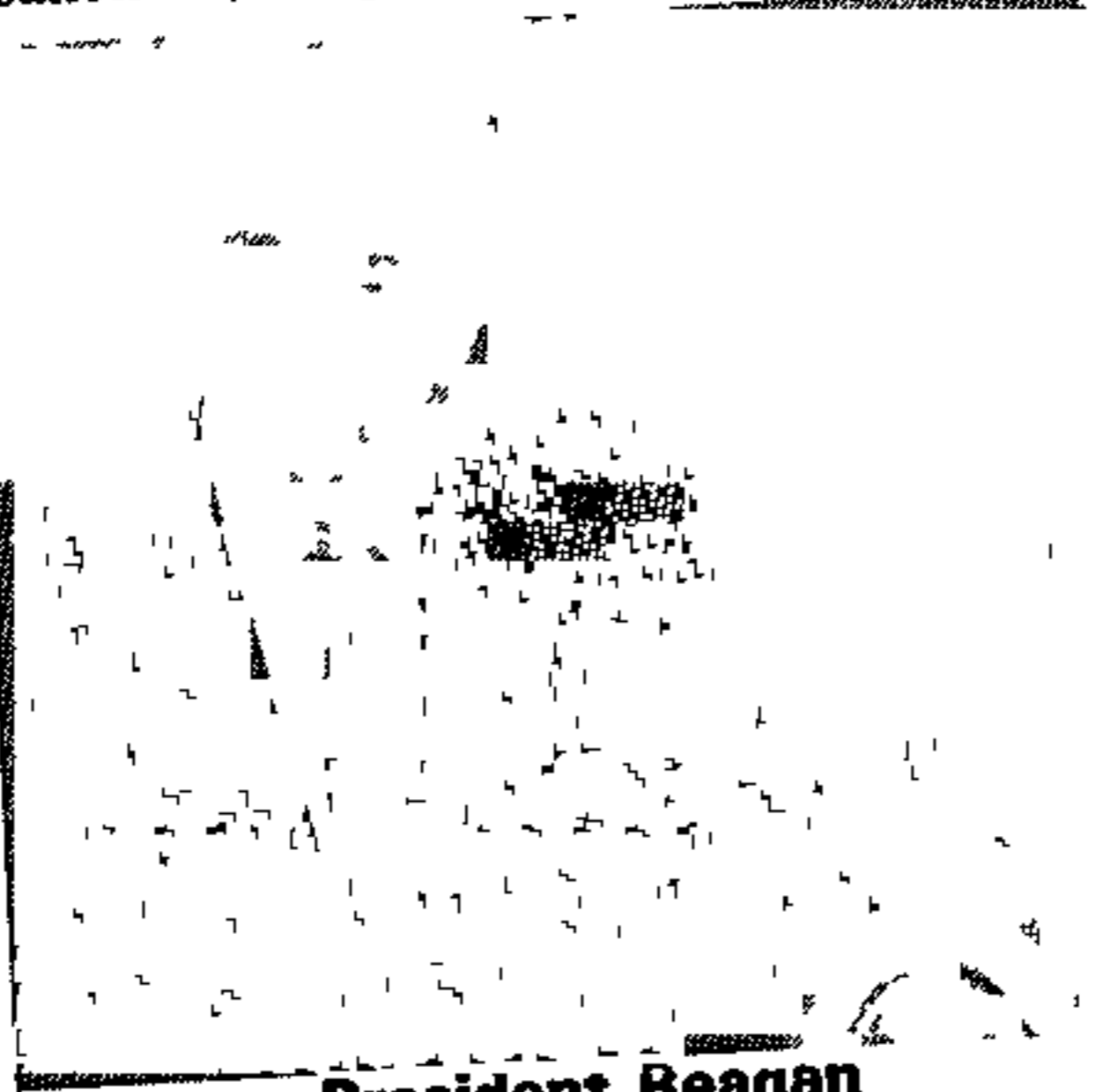
The risk is not all one-sided, however. The sanctions law provision about no military aid for South African arms suppliers was aimed directly at Israel. This provision so angered the powerful Israeli political lobby in Wash-

ington that the congressional black caucus sponsors of the provision have been threatened by sanctions of their own if Israel is targeted for any more censure under the guise of anti-apartheid pressure.

Indeed, since last October's triumph over Reagan opposition, the anti-SA forces in congress have been split as Jewish congressmen and senators and colleagues with large pro-Israeli constituencies have begun to distance themselves from the increasingly anti-Zionist tone of several black congressional leaders.

The result is that the powerful Jewish rights group, the Anti-Defamation League, has denounced the ANC's ties to Marxism as well as its affectionate relationship with the Palestine Liberation Organisation.

Whether Reagan is counting on this growing antipathy between two formerly allied opposition groups to bail him out of controversy on both the SA and the Bork issues remains to be seen. In the meantime, the American businessman and the South African black worker are caught in the middle of this high-echelon struggle.



President Reagan

## Unions to probe Sats foreign risk-taking

JOHANNESBURG — The South African Transport Services Trade Unions Federation has resolved to investigate Sats risk-taking on foreign exchange which has led to an unrealised loss of nearly R2 000m.

At its bi-annual conference held at Sturrock Park in Johannesburg yesterday, the federation decided to appoint an advisory committee to investigate the foreign debt, the alleged increase of 37% for top Sats management while workers had only received a 12,5% increase and alleged mismanagement at Sats.

The federation, which comprises nine member unions in Sats and has a paid up membership of about 160 000, is to discuss these issues with Transport Minister Mr. Eli Louw in November.

The secretariat of the federation also appealed to members to take stock of its relevancy as a truly representative labour body. — Sapa



# Unions angry at bosses' pay hikes

ALAN FINE  
THE Federation of Sats Trade Unions yesterday expressed anger at top management salary increases of up to 37%, after its members had received only 12,5% in July.

Federation general secretary Johan Benade was speaking in Johannesburg after the half-yearly meeting of the organisation, which claims to represent 160 000 Sats employees.

At talks where the unions were told their 15% request could not be fully met they were assured management would be receiving no increases, he said.

A Sats spokesman confirmed "adjustments" of up to 37% in management salaries in July. However, this was done because management had not received increases in 1984 or last January when

● To Page 2 →

# Sats unions angry at management pay hikes

other employees had, he said.

Benade and president Dudley Henn also said the federation planned to "raise hell" with Transport Minister Eli Louw over Sats' R4bn foreign exchange losses

He said these astronomical losses affect all Sats employees but were entirely due to mismanagement

Referring to the Sats strike earlier this year, the federation announced it was launching a campaign against "the onslaught from outside organisations".

It planned to communicate to the workforce that it, and not the SA Railways and Harbours Workers' Union

(Sarhwu) or Cosatu, were the true representatives of the workers.

Benade said that since the strike Sats had been applying its disciplinary procedure in a racially discriminatory way Whites were treated more harshly than blacks "because management was afraid of Sarhwu," he said

It was announced that a black person — Shadrack Seleka of the black staff association Blatu — had been elected to the federation's executive for the first time since 1941

● From Page 1 ←

# Sats worker fined R1 000

CP Correspondent

MORRIS Tshililo Khwidzili, 36, a South African Railways and Harbour Workers' Union shop steward, has been fined R1 000 or one year imprisonment by a Stellenbosch magistrate for making a subversive statement.

Half the sentence was suspended for five years.

Khwidzili was found guilty in terms of the media regulations promulgated in the *Government Gazette* on January 29.

Magistrate GS Claassen said Khwidzili tried to influence people in an emotional, aggressive and subversive way while addressing University of Stellenbosch students on April 24 near the Kosie Gericke Library on campus.

"The accused moved in the political field and should therefore have been informed of these media regulations governing his public statements," said Claassen.

Claassen said Khwidzili also acted with aggression and subversively when urging students to write to Minister Eli Louw asking "why he had killed innocent black people".

Khwidzili's defence counsel, JH de Lange, said his client was "being victimised either because of his black skin or because he was a trade unionist, or both".

"The reason I submit this is that many others present that day at the campus meeting committed various crimes which were described by a police witness in this court, yet the witness admitted that no one else was charged except my client.

"My client had made a speech - something which none of the other people present had done. He became the first non-journalist in the country to be found guilty under the media regulations," said De Lange.

# Fed wants to get a grip on Sats

By  
LEN MASEKO

THE Federation of Trade Unions, an umbrella body representing South African Transport Services in-house unions, is to launch a campaign aimed at keeping out "outside unions" in the railways.

The move comes in the wake of an "onslaught" by "politically-based groups" such as the South African Railways and Harbours Union (Sarhwu), Fed general secretary Mr J R Benade told a Press conference yesterday.

More than 16 000 Sarhwu members were involved in a strike at Sats early this year. Sarhwu has no recognition agreement with the railways.

## Demand

Mr Benade said his 160 000-member federation would demand that Sats management deal only with registered and recognised unions within the sector.

Fed president Mr Dudley Henne said the railways strike had intimidated Sats management "which is now afraid of the union."

"They (management) are now more concerned about Sarhwu than dealing with the Black Trade Union, a recognised in-house union in the railways," he said.

"We want to re-establish the multi-racial federation as the only representative body for Sats workers," Mr Henne said. The time for Fed to be labelled a "sweetheart union" was past.



# SAA row sidestepped

The Star Bureau (270) 14/10/87  
WASHINGTON — The United States Supreme Court has declined to intervene in a dispute between South African Airways and the US government over last year's revocation of SAA landing rights in the US.

SAA appealed after lower courts ruled in favour of the US government.

Yesterday, the Supreme Court, sitting with only eight judges because of the continuing dispute over the nomination of Judge Robert Bork, decided it should not get involved in the case of South African Airways vs Elizabeth Dole, Secretary of Transport.

The dispute followed last year's congressional sanctions against South Africa — the Comprehensive Anti-

Apartheid Act of 1986 — which included a ban on direct air traffic between South Africa, and the US involving SA Government-owned aircraft.

President Reagan was obliged to implement the Act and he ordered the revocation of SAA's landing permit on October 6 1986

SAA argued that, in terms of its international aviation agreement with the US, it was entitled to one year's notice of revocation. The airline has asked for arbitration on this issue.

A US lawyer told the Supreme Court in argument against a review of the case that the SA Government was notified of the revocation on October 10 last year and that, even if the lower courts were wrong, the agreement expired last Saturday.

# Traffic officers expected to be given same powers as SAP

270  
18/10/87

JOHANNESBURG — Ten-thousand traffic officers countrywide are expected to be given the same powers as members of the South African Police in the next few weeks.

The change will effectively swell the ranks of the police force — who currently number 55,000 — by just under 20 per cent. It will empower traffic officers to search and make arrests in circumstances where they may presently only issue fines.

The new powers are also a further step towards the establishment of a municipal police force in Johannesburg.

The national president of the Institute of Traffic Officers of Southern Africa, Mr R J Klopper, said violence in Johannesburg parks last weekend has added urgency to the conferring of the extra powers. He "had reason to believe" the Minister of Justice would approve the move.

"It has been in the pipeline for some time. I am sure the minister will now consider this very seriously in the light of what happened."

Mr Klopper said traffic officials first asked for extra powers in 1968. These were consistently refused until

widescale unrest began two years ago.

The granting of extra powers had been approved by the South African Police Commissioner, General Hendrik de Witt, and the Minister of Law and Order, Mr Adrian Vlok.

"Only the Minister of Justice now has to approve. We are expecting these powers to be conferred within the next few weeks."

Mr Klopper said the last extension of traffic officers' powers was granted 15 years ago.

"Without getting into politics, when the unrest started in 1984 it was realised that the

police, the South African Defence Force and traffic officers had to work together."

The deputy chairman of the Johannesburg management committee, Mr Danie van Zyl, said yesterday that at present traffic police had limited powers of arrest and no power to search people or vehicles. This had to be rectified.

Mr Van Zyl said he hoped to meet Mr Vlok soon to discuss the extra powers.

● Meanwhile the town clerk's advisory committee is discussing fencing the parks.  
See Page 9

REPUBLIEK  
VAN  
SUID-AFRIKA



REPUBLIC  
OF  
SOUTH AFRICA

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Regulation Gazette

No. 4140

As 'n Nuusblad by die  
Poskantoor geregistreer  
Registered at the Post Office  
as a Newspaper

Vol. 268

PRETORIA, 16 OKTOBER  
OCTOBER 1987

No. 10994

## GOEWERMENSKENNISGEWING

### SUID-AFRIKAANSE VERVOERDIENSTE

No. R. 2355

16 Oktober 1987

#### PERSONEELREGULASIES

#### WYSIGINGSLYS

Ingevolge die bevoegdheid aan my verleen by artikels 32 en 32A van die Wet op Diensvoorwaardes (Suid-Afrikaanse Vervoerdienste), 1983 (Wet 16 van 1983), verleen ek, Eli van der Merwe Louw, Minister van Vervoerwese van die Republiek van Suid-Afrika, goedkeuring daaraan dat die Personeelregulasies, gepubliseer in Goewermentskennisgewing R 677 van 11 April 1986, soos gewysig, verder soos volg gewysig word.

#### REGULASIE 4

In paragraaf (2), skrap die woord "Blanke" in die eerste reel.

Skrap paragrawe (3) en (4).

Voeg die volgende regulasie 4A in.

- 4A. (1) 'n Kleurling-, Indiër- of Swart werknemer in 'n los hoedanigheid op die datum van inwerking-treding van hierdie regulasie word, ondanks enige strydige bepaling vervat in sy dienskontrak, geag om vanaf sodanige datum in tydelike diens soos beoog deur artikel 7 (1) van die Wet te wees en om aan al die vereistes vir aanstelling tot sodanige status te voldoen het, met dien verstande dat hierdie bepaling nòg op sodanige werknemer wat op 'n korttermyngrondslag in diens is in verband met seisoenverkeer of 'n buitengewone situasie of om 'n werknemer af te los wat weens verlof, siekte of 'n ander rede van diens afwesig is, nòg op 'n ongereelde loswerknemer van toepassing is. Sodanige loswerknemer of ongereelde loswerknemer bly in diens in 'n los of 'n ongereelde los hoedanigheid totdat sy kontrak beëindig word of totdat hy op die gebruikelike wyse in tydelike diens aangestel word.

## GOVERNMENT NOTICE

### SOUTH AFRICAN TRANSPORT SERVICES

No. R. 2355

16 October 1987

#### PERSONNEL REGULATIONS

#### SCHEDULE OF AMENDMENTS

Under the powers vested in me by sections 32 and 32A of the Conditions of Employment (South African Transport Services) Act, 1983 (Act 16 of 1983), I, Eli van der Merwe Louw, Minister of Transport Affairs of the Republic of South Africa, do hereby approve of the Personnel Regulations published in Government Notice R 677 of 11 April 1986, as amended, being further amended as follows

#### REGULATION 4

In paragraph (2) delete the word "White" in the first line

Delete paragraphs (3) and (4)

Insert the following regulation 4A:

- 4A. (1) A Coloured, Indian or Black employee in a casual capacity on the operative date of this regulation shall, notwithstanding anything to the contrary contained in his contract of employment, be deemed to be in temporary employment as contemplated by section 7 (1) of the Act from such date and to have complied with all the requirements for appointment to such status, provided that this provision shall apply neither to such an employee employed on a short-term basis in connection with seasonal traffic or an exceptional situation or to relieve an employee absent from duty due to leave, sickness or other reason, nor to an intermittent casual employee. Such casual or intermittent casual employee shall continue in employment in a casual or intermittent casual capacity until his contract is terminated or until he is appointed to temporary employment in the usual manner.



- (2) 'n Kleurling-, Indier- of Swart werknemer in 'n gereelde hoedanigheid op die datum van inwerkingtreding van hierdie regulasie wat nog nie twee jaar diens voltooi het nie, word, ondanks enige strydige bepaling vervat in sy dienskontrak, geag om vanaf sodanige datum in tydelike diens soos beoog deur artikel 7 (1) van die Wet te wees en om aan al die vereistes vir aanstelling tot sodanige status te voldoen het
- (3) 'n Kleurling-, Indier- of Swart werknemer in 'n gereelde hoedanigheid op die datum van inwerkingtreding van hierdie regulasie wat twee jaar diens voltooi het, word, ondanks enige strydige bepaling vervat in sy dienskontrak, geag om vanaf sodanige datum in vaste diens soos beoog deur artikel 7 (1) van die Wet te wees en om aan al die vereistes vir aanstelling tot sodanige status te voldoen het
- (4) 'n Kontrakwerknemer op die datum van inwerkingtreding van hierdie regulasie gaan voort in sodanige hoedanigheid en sy diensvoorwaardes word steeds deur sy dienskontrak bepaal, met dien verstande dat vir sover as die Instruksies insake die Diensvoorwaardes van Kleurling-, Indier- en Swart Werknemers op sodanige werknemer van toepassing is, word dit deur die ooreenstemmende voorwaardes van die Wet en hierdie regulasies vervang.
- (5) Die diensvoorwaardes van 'n werknemer genoem in paragrafe (1) tot (4) moet nie ongunstiger wees as dié wat voor die datum van inwerkingtreding van hierdie regulasie op hom van toepassing was nie
- (6) 'n Dissiplinêre aanklag ingevolge die Departementale Dissiplinêre Kode van toepassing op Kleurling-, Indier- en Swart Werknemers wat voor die datum van inwerkingtreding van hierdie regulasie op 'n werknemer beteken is, word, onderworpe aan die bepalings van paragraaf (7), ooreenkomstig voormelde kode behandel.
- (7) 'n Appèl wat voortvloei uit 'n dissiplinêre aanklag gemeld in paragraaf (6) wat—
- (a) voor die datum van inwerkingtreding van hierdie regulasie ingedien is, maar wat nie voor daardie datum afgehandel is nie, word behandel ingevolge die voormelde kode, en
- (b) op of na die datum van inwerkingtreding van hierdie regulasie ingedien word, word behandel ingevolge die bepalings van die Wet en hierdie regulasies, met inbegrip van die voorwaardes daarvan met betrekking tot appèlkanale
- (8) 'n Appèl wat ingedien word ingevolge die Instruksies insake die Diensvoorwaardes van Kleurling-, Indier- en Swart Werknemers voor die inwerkingtreding van hierdie regulasie, maar nie voor daardie datum afgehandel is nie, word behandel ingevolge die bepalings van voormelde instruksies Indien sodanige appèl nie slaag nie, word die werknemer se verdere appèlregte en appèlkanale bepaal deur die toepaslike bepalings van die Wet en hierdie regulasies.
- (2) A Coloured, Indian or Black employee in a regular capacity on the operative date of this regulation who has not completed two years' service, shall, notwithstanding anything to the contrary contained in his contract of employment, be deemed to be in temporary employment as contemplated by section 7 (1) of the Act from such date and to have complied with all the requirements for appointment to such status
- (3) A Coloured, Indian or Black employee in a regular capacity on the operative date of this regulation who has completed two years' service, shall, notwithstanding anything to the contrary contained in his contract of employment, be deemed to be in permanent employment as contemplated by section 7 (1) of the Act from such date and to have complied with all the requirements for appointment to such status.
- (4) A contract employee on the operative date of this regulation shall continue in such capacity and his conditions of employment shall continue to be governed by his contract of employment, provided that insofar as the Instructions in connection with the Service Conditions of Coloured, Indian and Black Employees are applicable to such an employee, the equivalent provisions of the Act and these regulations shall be substituted therefor.
- (5) The service conditions of an employee referred to in paragraphs (1) to (4) shall not be less favourable than those that were applicable to him prior to the operative date of this regulation
- (6) A disciplinary charge in terms of the provisions of the Departmental Disciplinary Code applicable to Coloured, Indian and Black Employees, served upon an employee prior to the operative date of this regulation shall, subject to the provisions of paragraph (7) be dealt with in terms of the aforementioned Code.
- (7) An appeal resulting from a disciplinary charge referred to in paragraph (6) which is lodged—
- (a) prior to the operative date of this regulation, but not disposed of prior to that date, shall be dealt with in terms of the aforementioned Code; and
- (b) on or after the operative date of this regulation, shall be dealt with in terms of the provisions of the Act and these regulations, including the provisions thereof relating to avenues of appeal
- (8) An appeal in terms of the Instructions in connection with Service Conditions of Coloured, Indian and Black Employees which is lodged prior to the operative date of this regulation but not disposed of prior to such date shall be dealt with in terms of the aforementioned Instructions Should such appeal fail, the employee's further rights and avenues of appeal shall be governed by the applicable provisions of the Act and these regulations.



# GOVERNMENT GAZETTE

OF THE REPUBLIC OF SOUTH AFRICA

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Vol 268

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CAPE TOWN, 16 OCTOBER 1987

K'AAPSTAD, 16 OKTOBER 1987

No. 10983

STATE PRESIDENT'S OFFICE

KANTOOR VAN DIE STAATSPRESIDENT

No 2304

16 October 1987

It is hereby notified that the State President has assented to the following Act which is hereby published for general information —

No 91 of 1987 South African Transport Services Amendment Act, 1987

No 2304

16 Oktober 1987

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word —

No 91 van 1987 Suid-Afrikaanse Vervoerdienstewysingswet, 1987





## Act No. 91, 1987

SOUTH AFRICAN TRANSPORT SERVICES AMENDMENT ACT,  
1987

Amendment of section 9 of Act 65 of 1981, as amended by section 10 of Act 13 of 1983, section 6 of Act 5 of 1984, section 15 of Act 44 of 1985 and section 1 of Act 46 of 1986

4. Section 9 of the South African Transport Services Act, 1981, is hereby amended by the insertion after subsection (26) of the following subsection

“(27) to establish or acquire interests in companies for the performance or promotion of the general powers of the South African Transport Services in the Republic or elsewhere, and to participate in such companies and to finance them. Provided that the South African Transport Services shall submit to the Auditor-General any financial accounts, records, books, documents and other information that may be required by him in connection with the establishment of, management of or acquisition of interests in such companies, for incorporation in the Auditor-General’s report to Parliament. Provided further that the Auditor-General shall limit such information in his report to the extent that he, after consultation with the Minister and the Minister of Finance, may determine ”

Amendment of section 26 of Act 16 of 1983

5. Section 26 of the Conditions of Employment (South African Transport Services) Act, 1983, is hereby amended by the insertion after subsection (4) of the following subsection

“(5) If the General Manager, in the event of a strike, considers that an employee or a group of employees is participating or has participated in such strike, he shall, in substitution for normal disciplinary procedure or action, extend to the employee or group of employees concerned an opportunity of providing, within three days, a written explanation for not complying with his or their normal duties. Such notice may be made by means of verbal communication, letter, publication or the affixing of notices at his or their place of work and the affixing of notices at the place of work shall be deemed to be due notice. Upon the expiry of such period, the General Manager shall take into account any representations so made, and shall thereafter have the right to terminate the services of such employee or employees ”

Insertion of section 32A in Act 16 of 1983

6. The following section is hereby inserted after section 32 of the Conditions of Employment (South African Transport Services) Act, 1983

“Parity of service conditions

32A. The Minister may, notwithstanding any provision in this Act or any other law to the contrary, make regulations in connection with the appointment to temporary or permanent employment with effect from a date to be stipulated by him, which date may be retrospective, of such casual and regular employees in employment on that date in terms of section 6 (2) (a) as may be necessary to achieve parity of service conditions for all races, the dispensing with the requirements stipulated in this Act and the regulations promulgated in terms thereof for such appointment, the substitution in such cases of the legal relationship flowing from such appointment for the contracts of service of the employees concerned without the necessity of concluding new contracts of service, the disposal of disciplinary charges and appeals, and other appeals, that might be affected by such change of status and the effecting of an equivalent change in the conditions of service of other contract employees, other than casual or regular employees, in employment on such date in terms of section 6 (2) (a) ”

Act No. 91, 1987

SOUTH AFRICAN TRANSPORT SERVICES AMENDMENT ACT,  
1987

Application of  
Act to South  
West Africa

7. This Act and any amendment thereof shall apply also in the territory of South West Africa

Short title.

8. This Act shall be called the South African Transport Services Amendment Act, 1987, and shall come into operation on the date on which it appears in the *Gazette*, except that the provisions of sections 1 and 2 shall be deemed to have come into operation on 16 June 1987

5

# Hotel says goodbye to SAA crews

270  
SMA  
17/10/87

PERTH — There has been a melancholy party every Tuesday for the past few weeks at one of Perth's smaller hotels, the Transit Inn, which has been a home from home for South African Airways cabin crews since 1981.

At these unhappy occasions, hotel staff have been saying goodbye to the crews as they leave for the last time before SAA's Australian service ends this month.

Flight SA 280 leaving Jan Smuts on October 26 for Mauritius, Perth and Sydney will be the last inward one, while outgoing flight SA 281 to Johannesburg the following day will see the end of a South African link with Australia which has lasted one month short of 30 years.

Sad as the farewells have been for the cabin crews, it will be the Australian economy which will be left with a financial hangover, estimated at R85 million a year.

## FULL HOUSE

That is the figure a spokesman for SAA has put on the loss to Australia resulting from the embargo placed on the airline a year ago by the Bob Hawke Labour government. SAA was given 12 months' notice in October last year that its service was to end.

Mr Trevor Henry, SAA's manager in Perth, said the Transit Inn had two full cabin crews in the hotel every week since 1981. That

## MICHAEL DODSON

is 32 people and on Monday nights, with another crew coming in, 48 rooms were occupied.

One crew has returned to South Africa the following day, one has flown the shuttle to Sydney and back to Perth and there has been a new back-up crew. On this basis, the Transit Inn has provided 12 480 bed nights a year — worth R1.5 million to the hotel.

Cabin crew are given about the same amount in meal allowances, and on top of this they spend their own money freely on things like laundry, personal shopping and recreation, such as cycle riding along the river or sea trips to Rottnest Island off the coast.

These proceeds to the West Australian economy are, however, only a small portion of the benefits to the country as a whole. Mr Henry estimates that SAA has been contributing about R40 million directly to the Australian economy every year.

Apart from hotels and food services, SAA has been paying landing fees at Perth and Sydney airports, aircraft handling charges and engineering maintenance costs. And, of course, there has been the enormous bill paid to the suppliers of aviation fuel.

"This R40 million contribution is what we pay direct, but Australia will also be losing out on the indirect benefit of our bringing in tens of thousands of passengers over the years," Mr Henry said.

"We estimate that they spend about another R45 million every year. In this regard, we must make allowances for the benefit to South Africa from what Australians spend there in the reverse direction."

Mr Henry said he expected about 1 500 jobs to be affected in Australia by the disappearance of SAA. But jobs in the airline's offices were safe and there would be no review of the staff situation, at least before January or February.

Time would be needed to see if the new routing to South Africa, excluding Australia but taking in Hong Kong and Taipei, would justify keeping on all staff.

SAA staff in Australia are naturally sad to see the service ending, but are by no means defeated. Optimism about the future was expressed by Mr Allan Dexter, the airline's public relations manager.

"It is our feeling that Australians will still want to travel to South Africa and won't be deterred by having to pay slightly more in exchange for a Hong Kong stopover."

## HOT PRODUCT

"We feel we have a hot product to sell and the indications are that Australians will flock to South Africa in even greater numbers than before, in spite of the Hawke government's sanctions."

Mr Dexter added that there seemed no chance of the Australian government changing its mind in the near future.

But some Perth businessmen believe that within two years permission will be given to restore the service. Even if it is, it would take more than a year after that to get it fully operational again.



2770

**OLITAN**

# Call for secret ballot on unions in Sats

## Labour Reporter

A UNION has called for a secret ballot to determine support for unions among South African Transport Services workers

This was among resolutions passed at the first regional congress of the South African Railways and Harbour Workers' Union in the Western Cape held in Cape Town at the weekend

The union, involved in the prolonged strike by railway workers this year, claims the association for black staff, the

Black Trade Union, is no longer representative of workers and wants a ballot to decide the issue

Other resolutions passed at the two-day congress covered deficiencies in the medical aid scheme, problems with travel concessions for workers and their families, differential payments in the hostel system, demands that Sats employees should come within the ambit of the Labour Relations Act and that parity within Sats should be discussed with workers, and a call for changes to the employment agreement

A resolution that the union seek registration under the Labour Relations Act will be sent to the union's national congress, to be held next month

● At a congress in Johannesburg a new national industrial union in the paper and printing trades was formed

The Paper, Wood and Allied Workers' Union and the National Union of Printing and Allied Workers', affiliates of the Congress of South African Trade Unions, merged

The new union, the Paper, Printing and Allied Workers' Union, was formed in line with

Cosatu's policy of one union to an industry

● The Commercial, Catering and Allied Workers' Union has formed two new company councils to co-ordinate work within companies organised by the union

About 100 shop stewards from Checkers met in Cape Town to form a council and about the same time a Pick'n Pay council was launched in the Eastern Cape

Similar councils already exist for Ellermes, Metro Cash & Carry, Makro and Woolworths





van 27 Junie 1975, R. 2281 van 28 November 1975, R. 2351 van 12 Desember 1975, R. 692 van 23 April 1976, R. 2210 van 26 November 1976, R. 2507 van 17 Desember 1976, R. 825 van 13 Mei 1977, R. 1799 van 9 September 1977, R. 2667 van 30 Desember 1977, R. 589 van 23 Maart 1978, R. 1499 van 21 Julie 1978, R. 1640 van 11 Augustus 1978, R. 16 van 5 Januarie 1979, R. 312 van 23 Februarie 1979, R. 1283 van 15 Junie 1979, R. 2407 van 26 Oktober 1979, R. 2507 van 5 Desember 1980, R. 1410 van 3 Julie 1981, R. 2483 van 13 November 1981, R. 2662 van 4 Desember 1981, R. 673 van 2 April 1982, R. 1630 van 30 Julie 1982, R. 2384 van 5 November 1982, R. 2624 van 3 Desember 1982, R. 15 van 5 Januarie 1983, R. 527 van 11 Maart 1983, R. 1036 van 13 Mei 1983, R. 1447 van 1 Julie 1983, R. 2201 van 30 September 1983, R. 2382 van 28 Oktober 1983, R. 2845 van 30 Desember 1983, R. 238 van 17 Februarie 1984, R. 430 van 2 Maart 1984, R. 888 van 4 Mei 1984, R. 1368 van 6 Julie 1984, R. 1775 van 17 Augustus 1984, R. 1949 van 31 Augustus 1984, R. 2438 van 2 November 1984, R. 2760 van 14 Desember 1984, R. 2871 van 31 Desember 1984, R. 2064 van 13 September 1985, R. 2671 van 29 November 1985, R. 2784 van 13 Desember 1985, R. 404 van 7 Maart 1986, R. 1721 van 15 Augustus 1986, R. 1776 van 29 Augustus 1986, R. 2167 van 14 Oktober 1986, R. 2656 van 12 Desember 1986, R. 179 van 30 Januarie 1987, R. 380 van 27 Februarie 1987, R. 982 van 30 April 1987 en R. 1467 van 10 Julie 1987.

1. Deur die invoeging van die volgende subregulasie (8) in regulasie 36 van die Regulasies:

“(8) Niemand mag enige Natalse kreef (*Palinurus delagoa*) met behulp van enige kreeffuik of soortgelyke instrument vanaf enige vissersboot vang, probeer vang of versteur nie behalwe met die skriftelike toestemming van die direkteur.”

2. Deur paragraaf (iv) van subregulasie (4) van regulasie 39 van die Regulasies deur die volgende paragraaf te vervang:

“(iv) Sone D—die gebied tussen 'n lyn in die noorde, geografiese ligging 270°, getrek vanaf die houtbaken gemerk YF genoem ten opsigte van Sone C en 'n lyn, geografiese ligging 180°, getrek vanaf die vuurtoring te Kaap Hangklip.”

## SUID-AFRIKAANSE VERVOERDIENSTE

No. R. 2351

23 Oktober 1987

### PERSONEELREGULASIES

#### WYSIGINGSLYS

Ingevolge die bevoegdheid aan my verleen by artikel 32 van die Wet op Diensvoorwaardes (Suid-Afrikaanse Vervoerdienste), 1983 (Wet 16 van 1983), verleen ek Eli van der Merwe Louw, Minister van Vervoerwese van die Republiek van Suid-Afrika, goedkeuring daaraan dat die Personeelregulasies, gepubliseer in Goewermentskennisgewing R. 677 van 11 April 1986, soos gewysig, verder soos volg gewysig word vanaf 16 Junie 1987.

#### REGULASIE 106

Vervang paragrawe (1) en (3) deur die volgende:

28 November 1975, R. 2351 of 12 Desember 1975, R. 692 of 23 April 1976, R. 2210 of 26 November 1976, R. 2507 of 17 Desember 1976, R. 825 of 13 May 1977, R. 1799 of 9 September 1977, R. 2667 of 30 Desember 1977, R. 589 of 23 March 1978, R. 1499 of 21 July 1978, R. 1640 of 11 August 1978, R. 16 of 5 January 1979, R. 312 of 23 February 1979, R. 1283 of 15 June 1979, R. 2407 of 26 October 1979, R. 2507 of 5 December 1980, R. 1410 of 3 July 1981, R. 2483 of 13 November 1981, R. 2662 of 4 December 1981, R. 673 of 2 April 1982, R. 1630 of 30 July 1982, R. 2384 of 5 November 1982, R. 2624 of 3 December 1982, R. 15 of 5 January 1983, R. 527 of 11 March 1983, R. 1036 of 13 May 1983, R. 1447 of 1 July 1983, R. 2201 of 30 September 1983, R. 2382 of 28 October 1983, R. 2845 of 30 December 1983, R. 238 of 17 February 1984, R. 430 of 2 March 1984, R. 888 of 4 May 1984, R. 1368 of 6 July 1984, R. 1775 of 17 August 1984, R. 1949 of 31 August 1984, R. 2438 of 2 November 1984, R. 2760 of 14 December 1984, R. 2871 of 31 December 1984, R. 2064 of 13 September 1985, R. 2671 of 29 November 1985, R. 2784 of 13 December 1985, R. 404 of 7 March 1986, R. 1721 of 15 August 1986, R. 1776 of 29 August 1986, R. 2167 of 14 October 1986, R. 2656 of 12 December 1986, R. 179 of 30 January 1987, R. 380 of 27 February 1987, R. 982 of 30 April 1987 and R. 1467 of 10 July 1987.

1. By the insertion of the following subregulation (8) in regulation 36 of the Regulations.

“(8) No person shall catch, attempt to catch or disturb any Natal rock lobster (*Palinurus delagoa*) from any fishing boat by means of any rock lobster trap or similar instrument except with the written permission of the director.”

2. By the substitution for paragraph (iv) of subregulation (4) of the regulation 39 of the following paragraph:

“(iv) Zone D—the area between a line in the north, 270° true, drawn from the wooden beacon marked YF mentioned in respect of Zone C, and a line in the south, 180° true, drawn from the lighthouse at Cape Hangklip.”

## SOUTH AFRICAN TRANSPORT SERVICES

No. R. 2351

23 October 1987

### PERSONNEL REGULATIONS

#### SCHEDULE OF AMENDMENT

Under the powers vested in me by section 32 of the Conditions of Employment (South African Transport Services) Act, 1983 (Act 16 of 1983), I, Eli van der Merwe Louw, Minister of Transport Affairs of the Republic of South Africa, do hereby approve of the Personnel Regulations published in Government Notice R. 677 of 11 April 1986, as amended, being further amended as follows with effect from 16 June 1987:

#### REGULATION 106

Substitute paragraphs (1) and (3) for the following:

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- (1) Indien die werknemer elke dag met redelike gerief vir 'n behoorlike rustyd na sy hoofkwartier of tuiste kan gaan—  
 as die tydperk van afwesigheid nie oor middernag strek nie die werklike noodsaaklike uitgawes onderworpe aan 'n maksimum bedrag van R3,10 ten opsigte van elke 10 uur of 'n gedeelte van 10 uur daarna as sodanige gedeelte 'n erkende etenstyd insluit Kwitansies word nie vereis nie, maar die plek en in watter omstandighede die uitgawe aangegaan is moet op die kostebewys aangedui word

(3) KOSTESKALE

Salaris	Uurlikse skaal vir afwesighede van langer as 10 uur en wat oor middernag strek	Akkommodasiekoste
Minder as die minimum in salarisgroep 1J5	37c	R9,90 per nag, of werklike uitgawe as dit meer beloop het in 'n hotel of ander geregistreerde woonplek, insluitende 'n personeelwoning, en deur die nodige bewys van betaling gestaaf is onderworpe aan 'n maksimum van R32 per nag
Die minimum in salarisgroep 1J5 of hoer maar minder as die maksimum in salarisgroep 1BB	62c	R9,90 per nag, of werklike uitgawe as dit meer beloop het in 'n hotel of ander geregistreerde woonplek, insluitende 'n personeelwoning, en deur die nodige bewys van betaling gestaaf is onderworpe aan 'n maksimum van R36 per nag.
Die maksimum in salarisgroep 1BB of hoer maar minder as die maksimum in salarisgroep 6	68c	R9,90 per nag, of werklike uitgawe as dit meer beloop het in 'n hotel of ander geregistreerde woonplek, insluitende 'n personeelwoning, en deur die nodige bewys van betaling gestaaf is onderworpe aan 'n maksimum van R41 per nag
Die maksimum in salarisgroep 6 of hoer	68c	R9,90 per nag, of werklike uitgawe as dit meer beloop het in 'n hotel of ander geregistreerde woonplek, insluitende 'n personeelwoning, en deur die nodige bewys van betaling gestaaf is onderworpe aan 'n maksimum van R45 per nag

- (1) If the employee is able with reasonable convenience to proceed to his headquarters or home each day for a proper period of rest—  
 if the period of absence does not extend beyond midnight the actual essential expenses subject to a maximum amount of R3,10 in respect of each 10 hours or a portion of 10 hours thereafter if such portion includes a recognised meal break Receipts are not required but the place and the circumstances under which the expenditure was incurred should be indicated on the expense voucher.

(3) EXPENSES TARIFFS

Salary	Hourly rate for absences of more than 10 hours which extends beyond midnight	Accommodation Expenses
Less than the minimum in salary group 1J5	37c	R9,90 per night, or actual expenditure if it amounts to more in a hotel or other registered abode, including a personnel residence, supported by the requisite proof of payment subject to a maximum of R32 per night.
The minimum in salary group 1J5 or more, but less than the maximum in salary group 1BB	62c	R9,90 per night, or actual expenditure if it amounts to more in a hotel or other registered abode, including a personnel residence, supported by the requisite proof of payment subject to a maximum of R36 per night.
The maximum in salary group 1BB or more, but less than the maximum in salary group 6	68c	R9,90 per night, or actual expenditure if it amounts to more in a hotel or other registered abode, including a personnel residence, supported by the requisite proof of payment subject to a maximum of R41 per night
The maximum in salary group 6 or more	68c	R9,90 per night, or actual expenditure if it amounts to more in a hotel or other registered abode, including a personnel residence, supported by the requisite proof of payment subject to a maximum of R45 per night.

REGULASIE 120

In paragraaf (6) (a) (i) vervang "R720" deur "R1 000", "R860" deur "R1 200", "R1 000" deur "R1 400", "R1 150" deur "R1 600" en "R290" deur "R400".  
 In paragraaf (6) (a) (ii) vervang "R720" deur "R1 000", en "R290" deur "R400".

REGULATION 120

In paragraph (6) (a) (i) substitute "R1 000" for "R720", "R1 200" for "R860", "R1 400" for "R1 000", "R1 600" for "R1 150" and "R400" for "R290".  
 In paragraph (6) (a) (ii) substitute "R1 000" for "R720" and "R400" for "R290".

Help om ons land, Suid-Afrika, skoon te hou!

Please keep our country, South Africa, clean!

# Railway union to hold congress

THREE thousand people are expected to attend the National Union of Railway Workers' first annual congress at East London's Orient Theatre this weekend.

The main theme of the congress, according to NURW's branch secretary, Mtutuzeli Siwayi, would be a review of the union's progress since its launch in November last year. The union's constitution will also be reviewed.

The question of affiliating to Cosatu will form part of the congress agenda.

Siwayi said Saturday's session would be restricted to NURW delegates and delegates from other unions who had been invited to the congress.

There had been no confirmation so far from local Cosatu affiliates whether they will attend the congress.

On Sunday, a rally of all railway workers, irrespective of membership or affiliation, will be held.

NURW, which is not affiliated to any union federation, was launched at Ipelegeleng Community Centre in Soweto on November 29 last year.

It split from the South African Railway and Harbour Workers' Union, a Cosatu affiliate, and the federation has turned down a request by NURW for affiliation because of its policy of one industry, one union. - Elnews.



1/11/87  
Elnews

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# Fireman tells how workers beat policeman

By Bruce Anderson

Thirteen SATS workers appeared in a Johannesburg Magistrate's Court yesterday on charges of public violence arising out of an incident that took place at the same time as the recent SATS strike.

The accused are: Mr Johnson Klaas (32), Mr Sakhno Mbele (24), Mr Mathews Moseke (20), Mr Fraus Malatji (32), Mr Wilson Baloyi (46), Mr Peter Lebogo (30), Mr Silas Mbele (28), Mr Jonas Mokoana (32), Mr Abel Taung (27), Mr David Khangale (36), Mr Andries Tshuskutswane (21), Mr Israel Mlendu (43) and Mr Mbuliselwa Makhobatlwa (49)

All have pleaded not guilty to a main charge of public violence and four alternative charges of attempted murder

Mr Willem van Schalkwyk, a fireman at the Randfontein Fire Station,

told the court he had seen a crowd of between 50 and 70 men moving down Davies Street in Johannesburg on April 22 this year, carrying kerries, bottles and sticks with sharpened metal points

Two police vehicles followed the crowd. A police car moved around the crowd and parked in front of it. A police major got out of the car and told the crowd to stop before fetching a teargas canister from the car and spraying members of the crowd, said Mr van Schalkwyk

The crowd trapped the policeman against a steel door bordering on the street and assaulted him. Mr van Schalkwyk said he saw a policeman get hit on the head with a bottle

Shots were then fired and the crowd dispersed

During cross-examination, Mr M Lutingh, appearing for the 13 workers, told Mr van Schalkwyk it was unlikely he could have seen metal points on sticks carried by the workers from his vantage point on the first floor of a building. He said Mr van Schalkwyk's version of events would conflict with that of another state witness who would tell the court that the major had emerged from the car with a teargas canister already in his hand

The hearing continues.

Mr C C Butler was on the Bench. The public prosecutor was Mr H J Heystek

270 ~~270~~ STAL 4/11/87



# Policemen tell of attack by strikers

By Paul Olivier

Two riot squad policemen yesterday told how they were attacked and one of them stabbed when a group of more than 50 railway workers converged on them near Rockey Street, Johannesburg during the recent Sats strike

Thirteen Sats workers are appearing in the Johannesburg Magistrate's Court on charges of public violence arising from incidents on April 22 this year.

The accused are Mr Johan Klaas (32), Mr Sakhino Mbele (24), Mr Mathews Moseke (20), Mr Frans Malatji (32), Mr Wilson Baloyi (46), Mr Peter Lebogo (30), Mr Silas Mbele (28), Mr Jonas Mokoena (32), Mr Abel Taung (27), Mr David Khangale (36), Mr Andries Tshuskutswane (21), Mr Israel Mlendu (43) and Mr Mbuliselwa Makhobatla (49).

All have pleaded not guilty to a main charge of public violence and four alternative charges of attempted murder.

Constable Johan Vlok told the court he and Constable Gert van Jaarsveldt were following the group of men who had left Cosatu House at 12 pm. They were heading for Doornfontein Station.

"They were armed with knobkerries and bottles. We followed them in the riot truck. On the corner of Rockey Street and Davies Street a major joined us in a car. He spoke to the crowd over the P A system but they disregarded him

"He got out of the car to stop the crowd. They attacked him. I went to where the major was."

He was hit over the head with a knobkerrie and was "twice stabbed lightly" with a knife. He said he fired two shots with his service revolver and managed to escape from the crowd. He said he ran to the truck to fetch his R-1 rifle

"When I turned around to the crowd everything was over. One of the shots I fired went into the wall. I don't know what happened to the other one"

The hearing continues

# NURW denies break

CP Correspondent

OFFICIALS of the National Union of Railway Workers in East London strongly denied allegations that the union was breaking away from the South African Railways and Harbour Workers' Union.

Reacting to earlier reports that the NURW was a breakaway of the Sarhwa, Nurw's branch secretary in East London, Mtutuzeli Siwayi, said "NURW was started off the ground and was never formed as a breakaway union of Sarhwa."

Siwayi said as the railway workers had no union, a call was made to establish such a structure.

Siwayi said unions like Sarhwa had existed as general unions in which railway workers were represented.

"A call was made to establish the Railway Workers' Union and, as a result, regional steering committees of members from the general unions were set up towards the establishment of such a union," said Siwayi - Elnews.

# Ivory Coast gives SAA landing rights

13/11/87  
Sowetan  
ABIDJAN — After months of sensitive negotiations, Ivory Coast has granted South African Airways full traffic rights through Abidjan Airport, underling President Houphouet - Boigny's controversial anti-sanctions philosophy.

Passengers here are now able to pick up the airline's weekly flight between Paris and Johannesburg, which steals away from Abidjan's Port Bouet Airport on Thursdays.

The government granted SAA refuelling rights at Port Bouet several years ago on what the president then described as "humanitarian grounds"

Both the Ivorian foreign ministry and the SAA representative here have declined to comment on the latest decision, which came into effect a few days ago

Last month, the Abidjan government granted the private French carrier UTA traffic rights on its flights to and from South Africa



270 SMC 23/11/87

# Jo'burg takes a step nearer to long-awaited rapid rail system

By Shirley Woodgate,  
Municipal Reporter

Johannesburg's long-planned rapid rail system has been taken a step further with the release of a report on mass transit in the city. Local authorities and ratepayer bodies have been asked to comment.

Mr Ed Petzer, director of planning for national roads, said he pre-feasibility study had been presented to the Department of Transport, which wanted feedback on the report from all interested parties.

The proposed rapid rail system, which is a revival of the R1,6 billion plan completed in January 1986, will be linked to the present rail network and will be partly on ground level, partly below ground and partly elevated.

Two preferred choices show railway lines radiating from the city centre to Randburg and Rosebank in the north, Alexandra in the north-east, Westdene in the west and Rosettenville and Booyens Reserve in the south.

The first choice is a 51 km network incorporating 48 stations, 20 of these in tunnels, and a large portion running underground in the CBD. The second choice has considerable lengths of elevated and surface track in the central area.

Both options will be considered in detail when a full feasibility study is undertaken.

The preferred plan shows the rapid rail entirely tunnelled in the CBD, along the northern and western line up to Wits University, on the eastern line to Louis Botha beyond Bellevue, and along the central line up to St

Andrews from where it is elevated through Killarney and Saxonwold to Rosebank.

The proposed northern route heads for Randburg underground from the city, surfacing after Wits to a major Richmond station where it is briefly tunnelled, then surfacing again to Craighall.

This route appears to follow the Braamfontein Spruit through Parkview, Parkwood and Parkhurst, Mr Conrad Berge, secretary of the Johannesburg Metropolitan Action Group, said.

An offshoot to Westdene leaves the Randburg line at Richmond, going underground at RAU.

In the north-east the Alexandra line extends underground from Braamfontein to Louis Botha Avenue through Hillbrow,

Berea, Yeoville and Bellevue. The route continues above ground to Alexandra.

In the south the line to Rosettenville surfaces at Village Main, running overhead between Springfield and Wemmer Pan.

Future plans for rapid rail include the extension of the pre-feasibility study to a full feasibility study, including an environmental impact analysis, a social cost benefit analysis and a total finance package.

If Government decides to finance the scheme, the first phase — the north-south line from Louis Botha to Rosettenville — could be in operation by 1994.

The revived report of the Mass Transit Committee for Johannesburg was completed in January 1986.

...be offered nude photos  
...Press

CHG Tents  
26/11/87  
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# Right-wing 'white Cosatu' formed

Own Correspondent

A NEW battle is underway in support of the interests of white workers and against the racial discrimination they suffer at the hands of liberal employers, according to the general secretary of the White Conservative Workers' Union (WCWU), Mr Attie Venter.

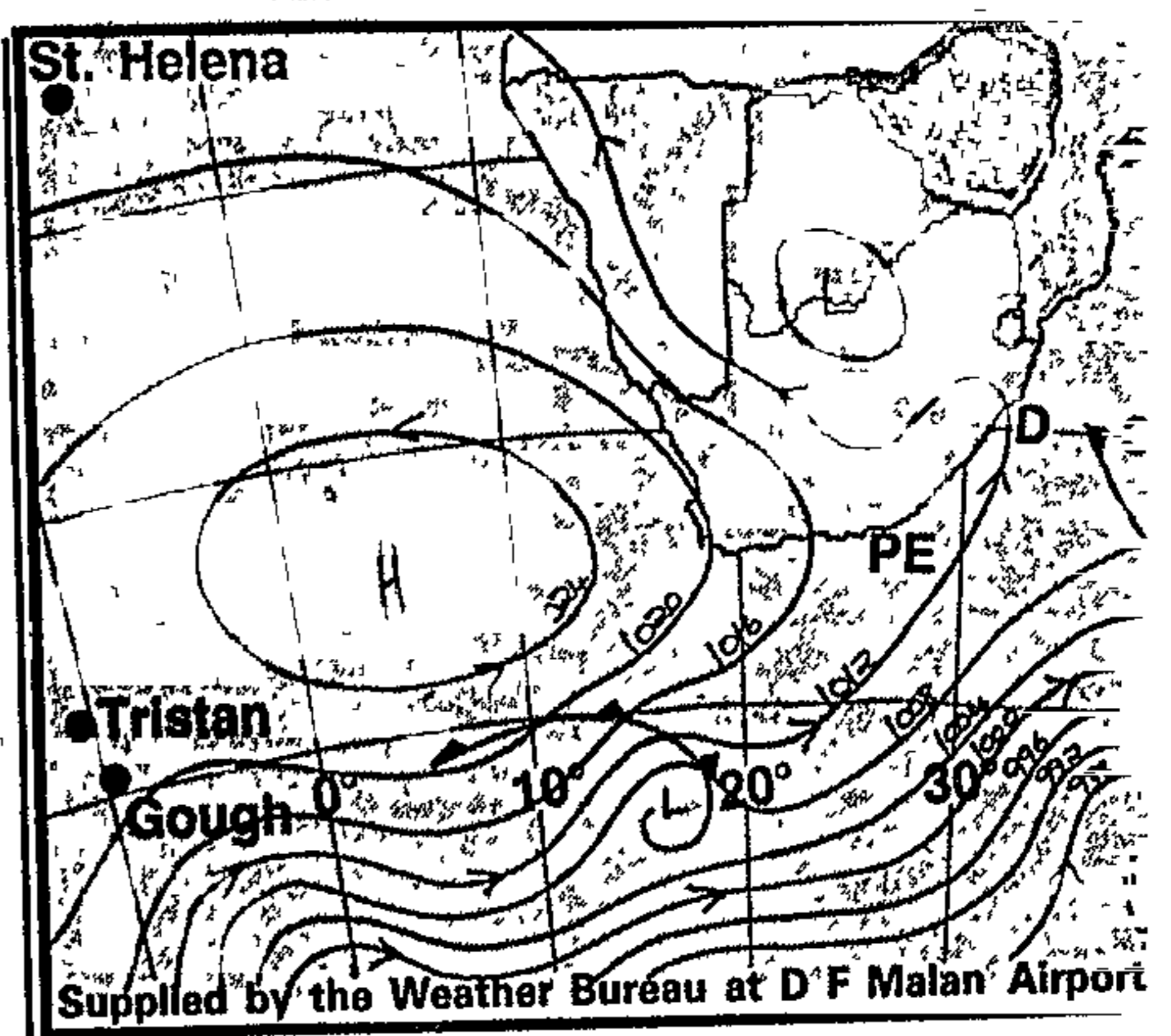
Mr Venter has been working to establish the Pretoria-based union since June.

Citing the organization as "the white Cosatu", he said membership figures are confidential at this stage, but that support was "quite considerable and increasing at a tremendous rate. The WCWU is gaining support from disenchanted members of multiracial and leftist white unions as well as from non-unionized workers."

He said the union is initially concentrating on SATS employees, who are joining in their thousands. He attributed this to dissatisfaction at the SATS unions' acceptance of the principle of racial pay parity.

There were similar trends among members of the Public Servant's Association, he added.

From page 1



## Cloudy and cool

CAPE PENINSULA and vicinity and Western Cape coastal belt: Partly cloudy and cool. Wind moderate south-westerly becoming southerly. The minimum and maximum temperature will be between 12° and 20°C.

Low:	0029	1316
Sun sets	1938	rises 0529
Moon rises	1028	sets 0009
<b>TIDES (TABLE BAY) TODAY</b>		
High:	0808	2038
Low:	0136	1439
Sun sets	1939	rises 0529
Moon rises	1140	sets 0048



# SAA pilots warn of mass exodus

170  
DU

11/2/87

Daily Dispatch  
Correspondent

CAPE TOWN — The South African Airways pilot crisis has deepened as the airline dug in its heels on a public threat by 455 of its pilots to form their own "off-shore" agency

The decision was taken at an SAA Pilots' Association meeting last week, the organisation's spokesman, Mr Jan Badenhorst, said

At the root of the dispute is SAA's refusal to recognise the association or to change its attitude towards pay and service condition grievances

Already 42 pilots have resigned

The situation is set to worsen with more than 101 of the pilots scheduled to reach the early retirement age of 45 in the next four months

An SAA spokesman, Mr Francois Louw, said the airline would not discuss such issues with staff members

"The channels for negotiations through the unions are always open."

The pilots' association contends that it has no bargaining power as long as it is not recognised by SAA.

It also said pilots' pay packets were way out of line with those received by other commercial airline pilots throughout the world.

The result was the

mass exodus of highly skilled and experienced pilots

The president of the association, Captain Blake Flemington, said general dissatisfaction among pilots "has now led us to doing a feasibility study on starting our own off-shore pilot pool syndicate

"Although most pilots would rather remain in South Africa, the feeling is that SAA's high-handed attitude leaves pilots with no option

"Unless SAA comes up with a viable scheme to improve our salary and service conditions it will force us to fly into exile"

The association had already started investigating setting up its own pension scheme, he said.

Salary and service grievances were advanced as reasons for the mass exodus of pilots, 20 of whom had joined overseas airlines. Eight had left for medical reasons, another 12 to pursue other occupations, while only two retired at the mandatory retirement age of 58

Among those who opted for early retirement were three chief pilots, a senior Boeing training instructor and a chief training captain on simulators

Whereas a senior SAA captain earns a gross salary of R6 600 a month — nearly 60 per cent of

which is swallowed up by taxes and pension contributions — a top Lufthansa pilot gets R30 000 a month, Swiss-air pilots R30 400 and their KLM counterparts receive R24 600

"There is a worldwide shortage of qualified pilots — some 40 000 in the United States alone. Because of our high flying standards, South African-trained pilots who are in possession of a foreign passport are among the most sought-after internationally," said Captain Flemington.

"If more countries would, like Singapore, accept our passports, there would be a massive walk-out of SAA pilots tomorrow," he said

Meanwhile our Johannesburg correspondent reports that SAA — rocked by the Helderberg disaster and growing pilot discontent — is planning a major revamping of its image in the New Year

An SAA spokesman conceded there was concern among management about the wave of publicity that has followed the Helderberg crash

Apart from the Helderberg disaster and discontent among its pilots, SAA is also facing disgruntled engineers and ground staff who are unhappy about non-recognition of their staff association



# SAA pilots' meeting reset

17/12/87  
270  
Blaauw

THE meeting between SAA pilots and CE Gert van der Veer to discuss grievances made public by the SAA Pilots' Association (Saapa) has been rescheduled for tomorrow.

SAA spokesman Francois Louw said it had not been cancelled because of a visit to Mauritius by Van der Veer, as originally reported.

Saapa members are up in arms about pay and service conditions and are at present investigating establishing their own offshore employment agency.

Meanwhile, the search for the crashed airliner Helderberg's black boxes is continuing but the faint signals picked up in the search area have not yet been positively identified.

Directorate of Civil Aviation avi-

DIANNA GAMES

ation safety director Rennie van Zyl said yesterday that the search was likely to be "very long and tedious". No significant progress was likely in the next few days.

The SA salvage tug the Wolraad Woltemade, which went around the search area five times, picked up a weak signal there twice.

Van Zyl said earlier this week that the signal was estimated to have come from a depth of 4 400m - 800m deeper than the original estimate.

He said if a positive identification of the signals could be made, the position would be marked accurately after an investigation using TV monitors.

# SAA to defy angry pilots?

By CHRIS ERASMUS

*One Times 14/12/87*

THE South African Airways pilot crisis deepened yesterday as the airline dug in its heels on a public threat by 455 of its pilots to "fly into exile" with their own "off-shore" agency.

The decision was taken at a SAA Pilots' Association (SAAPA) meeting last week which, according to its spokesman Mr Jan Badenhorst, was "very emotional in the wake of the Helderberg disaster — it was the angriest I have ever seen the pilots"

At the root of the dispute is SAA's refusal to recognize SAAPA or to move from its hardline attitude towards pay and service condition grievances

Already 42 pilots have resigned in the last 18 months, triggering "a desperate shortage of suitably qualified flight deck crews", said SAAPA

The situation is set to worsen with about 100 of the embattled airlines' pilots scheduled to reach early retirement age of 45 in the next four months. Many have already applied for jobs on other airlines

The outraged pilots' anger and frustration boiled over at last week's meeting with the demands for immediate recognition of their association as well as redress of long-standing complaints about poor pay and too much work.

But all indications are that the airline will not back down, setting the scene for a bitter confrontation.

SAA spokesman Mr Francois Louw said yesterday the airline "isn't prepared to enter into public discussions with any staff members on such issues"

"However, the accepted channels for negotiations through the recognized unions, such as Salstaff, are always open," he said

# SAA pilots' pay 'a joke' overseas

CARL Trites 15/12/77

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By ROGER WILLIAMS  
Chief Reporter

ONE of SA Airways' former top pilots, Captain Neil Grobler, who retired from the airline last year at the age of 49, said from his Pretoria home yesterday he had not been prepared to continue carrying the heavy responsibilities of a Boeing 747 captain for a monthly take-away salary of little more than R2 500.

SAA's top pilots receive a gross monthly salary of R6 500 but 60% of this is deducted for pension, medical aid and other items. Because of their relatively short working life, averaging 25 to 27 years, pilots have to pay 50% more in pension contributions than other state employees.

Captain Grobler, who with captains "Pi" Pienaar and Bert Rademan was in the flying crew of the first scheduled SAA flight into New York, in February 1969, said although SAA pilots were

regarded as among the best in the world, with exceptionally high training and testing standards, they were among the lowest-paid. "Our pilots are also required to fly longer distances non-stop than most other airline pilots — 14 hours from Jan Smuts to Frankfurt for instance.

## 'Crew earn more'

"Flying people overseas won't believe us when we tell them what we earn, they say we must be joking. They say some of their cabin-crew earn more than our pilots."

(An SA Airways Pilots' Association spokesman pointed out yesterday that top American airline pilots could earn nearly R500 000 a year, and that even in New Zealand a Boeing captain earned R177 898 a year as against the R78 000 of a SAA pilot.)

Captain Grobler said "When one considers that a Jumbo pilot carries responsibility for more than R150 million worth of equipment and often for the lives of more than 300 people, it is ridic-

ulous to offer such low salaries — particularly when a pilot can lose his licence at any time, for not being able to pass the stiff medical tests he has to face twice a year."

The SAAPA spokesman said a number of SA Airways pilots took on extra work in their free time to boost their income — "something we feel should not be at all necessary. This is also undesirable, considering the long hours and the strain involved in airline flying."

● Since the 1930s, when the first SAA services were started, the airline's pilots and engineers have enjoyed an international reputation for excellence.

Names such as "Pi" Pienaar, "Boet" Botes, the two Rademan brothers, the three Tainton brothers, Theo Purchase, Wally Raubenheimer, Len Inggs, Meyer Botha, Doug Meaker, Buddy Welman, Cyril Rogers and pioneering pilots including "Frikkie" Fry and Bill Williams are known around the world.

Overseas airlines readily accept pilots known to have flown for SAA.



# Pilots pay a joke — captain

JOHANNESBURG — One of SAA Airways' former top pilots, Captain Neil Grobler, 49, who retired from the airline last year, said yesterday he had not been prepared to carry the heavy responsibilities of a Boeing 747 captain for a monthly take-away salary of little more than R2 500.

SAA's pilots receive a monthly salary of R6 500, but 60 per cent of this is deducted for pension, medical aid and other items.

Because of their relatively short working life, averaging 25 to 27 years, pilots have to pay 50 per cent more in pension contributions than other state employees.

Captain Grobler said although SAA pilots were regarded as among the best in the world, with exceptionally high training and testing standards, they were among the lowest-paid.

"Our pilots are also required to fly longer distances non-stop than most other airline pilots.

"Flying people overseas won't believe us when we tell them what we earn; they say we must be joking as some of their cabin-crew earn more than our pilots."

An SAA Pilots' Association spokesman pointed out yesterday that top American airline pilots could earn nearly R500 000 a year,

and that even in New Zealand a Boeing captain earned R177 000 a year as against SAA's R78 000.

Captain Grobler said "When one considers that a jumbo pilot carries responsibility for more than R150 million worth of equipment and often for the lives of more than 300 people, it is ridiculous to offer such low salaries — particularly when a pilot can lose his licence for not being able to pass the stiff medical tests he has to face twice a year."

SAA pilots have planned to set up their own off-shore employment agency which would hire out its 455 members to SAA and other airlines.

● Meanwhile, disgruntled SAA cabin crew members are considering joining the pilots' revolt.

A cabin controller said. "SAA cabin crews are being worked to death and their working conditions are atrocious."

"Crews on overseas flights are expected to work 90 hours a month and those on the internal circuit 110 hours a month — but this is not happening."

"It is not unusual for cabin crews on the internal circuit to be working more than 150 hours a month" — DDC-Sapa.

Editorial opinion P8

# Showdown over pay

FROM PAGE 1

"The airline believes there is already satisfactory trade union representation for all employees of South African Transport Services"

This week a former top SAA pilot, Captain Neil Grobler, launched a bitter attack on the airline, saying that pilots' salaries were "laughable"

Captain Grobler told Weekend Argus from his home in Pretoria that he had gone on early retirement from SAA last year after 26 years' service, "out of anger and frustration" at the R2 200 take-home pay he was earning

"I've had to put three children through university on this salary and my wife had to work to help make ends meet," Captain Grobler said

He said that his colleagues abroad "laugh" when told what SAA pilots are earning "Their hostesses earn more than we do," he said

Captain Grobler said that when he left SAA last year the take-home pay of first officers was a paltry R1 300

"That's what we get for working long hours at the expense of our home lives I can't tell you how many Christmases and important anniversaries I have missed during my career because I was away flying," he said

The president of Saapa, Captain Blake Flemington, said this week that a senior captain on SAA took home a salary of R2 700 and first officers took home R1 300, unchanged from a year ago

In the United States, pilots earned about R550 000 a year, the highest in the world along with the Swiss and German airlines.

The poor salaries paid to SAA pilots is seen by them as doubly insulting, since they are regarded widely as among the best in the world. The airline's safely record is proof of this, they say

SAA's refusal to recognise Saapa is helping to fuel anger among pilots

The pilots' discontent brings to a close an unhappy year for SAA and the Department of Transport

Criticism has been levelled at the airline and the department for hasty security measures at airports and the "shocking" facilities available to travellers.

SEE PAGE 4

JOHANNESBURG. — Angry South African Airways pilots are set for their first real show of strength against the airline's management over the thorny question of their salaries — the lowest in the world

They are gearing up for a "make-or-break" meeting with the Minister of Transport, Mr Eli Louw, expected to take place within the next two weeks.

If SAA fails to meet the pilots' demands a crisis seems imminent, with the pilots already threatening to start their own "offshore" company and hire themselves out to SAA

It was clear this week that discontent among SAA pilots is at an all-time high, with still more highly-qualified men threatening to walk out on the airline.

SAA has lost at least 42 pilots since May last year and if drastic action is not taken soon the already acute shortage

SEE SAA  
SPECIAL  
REPORT  
— Page 4

could drop even further, resulting in a major staff headache for the airline.

The pilots believe that their patience and loyalty to SAA has been rewarded by a slap in the face, and that the airline has exploited the fact that airlines abroad will not accept SA passport-holders

Weekend Argus understands, however, that at least two SAA pilots resigned recently to go to Singapore, and airline sources believe that this could herald a more open-minded approach to SAA pilots by other international airlines, prompting even greater numbers to leave.

## Passports

Up to now the passport issue has been the single most important factor preventing many more SAA pilots from leaving

Pilots accuse SAA management of being largely indifferent to their plight, even to the point of refusing to recognise their association, the South African Airways Pilots' Association (Saapa) which represents the interests of 95 percent of all SAA pilots.

SAA spokesman Mr Francois Louw said this week that the Minister had not received word from the pilots about a meeting

Asked why the airline did not recognise Saapa, Mr Louw said:

TO PAGE 3

by DAVID CAPEL  
Weekend Argus  
Correspondent

# 'LAUGHABLE PAY' SHOWDOWN OVER 'Make-or-break' meeting with Transport Minister Louw soon

to file Argus 19/12/87

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1050



# Low life at the top



ton, president of the SAA Pilots' Association, about the grievances.

In the wake of the Helderberg crash, SAA faces another crisis as many pilots threaten to leave the airline over poor pay and service conditions. The FM spoke to top pilot Blake Flemington,

**FM: When did your grievances arise?**

Flemington: The pilots have been fighting since 1946 which must make us the least successful pilots' lobbying group that ever existed. But don't be mistaken. We are very pro our national airline, but we believe we are working under archaic conditions. We are the only non-recognised association of pilots in the entire Western world. Instead, we have to pass all our grievances through Salstaff (the salaried staff association of Sats). We, the pilots, do not recognise Salstaff at all. We just use them as a post-box. Why are the pilots so bad at pursuing their cause?

It is not the pilots. It is the never-ending bureaucracy that is ruining our country. We are linked to the civil service which means that an artificial ceiling is imposed on us. They treat us as civil servants. I am quite convinced that the top management of Sats does not know what a pilot does for a living. They don't know the ramifications of our job. The liabilities alone are enormous. The aircraft itself (a 747) is valued at R220m. A man handling that sort of equipment and making that sort of decision in a company doesn't earn R6 000 a month.

**Perhaps SAA is strapped for cash?**

If they are then it's bad management because they are making money and every other airline in the world can afford to pay its pilots good salaries. The airline is fat. We have more people per aircraft than any other national airline. We are carrying dead wood, although there are shortages in some sections.

**How does the Helderberg disaster bear upon your grievances?**

The two are not related. We commissioned Hay Management Services to do a comparative salary survey for us in September 1986. Having planned to release it on the weekend when the Helderberg disaster took place, we were then forced to hold it back a few weeks. In many ways it was bad timing because we didn't want the sort of scare publicity we are getting.

**Do you think you are badly undervalued?**

We are not just undervalued. In the words of our consultants, we are being exploited. In 1972 as a junior 727 captain I earned as much as the Judge President of the Transvaal. Now as one of the senior men in this airline, I get half his pay. It is a case of plain neglect over the last 20 years and at the root of it is the fact that we are treated as normal members of Sats.

**What does the consultants' survey reveal?**

The European Organisation of Economic Co-operation and Development has developed a measure for salary and other money comparisons called Purchasing Power Parity (PPP). The measure includes various cost-of-living indicators as well as service and fringe benefits. According to this measure, where American and German pilots earn 100, Dutch pilots earn 96, Swiss pilots 90, British pilots 52 and South African pilots only 38. We have invited management to authenticate our figures, but they have never bothered to do so.

**Why have they been so arrogant?**

Because they used to think we couldn't do anything about it. Now we are. (A) former transport minister said "If you don't like it, buggery off." Now we are buggery off. At this stage the pilots are leaving faster than they can be recruited. We have lost 45 pilots since May last year. They are flying for Singapore and now for Japan too. At a salary of US\$140 000 tax-free, you can survive no matter how high the cost of living.

**How do SAA pilots compare internationally?**

We are the best in the world. We are the most sought-after pilots on the world market.

This is because we are very well trained and have very high standards.

**Aren't the different approaches to training and personnel anomalous?**

That is typical of our country. We have such fine potential and yet we abuse our people totally. That is part of the bureaucratic system.

**Are there reasons to be concerned about safety?**

No. The consumer needn't worry. We are very professional — our own worst critics.

**What about the offshore scheme that has been discussed?**

Offshore was latched onto by the press. What we really need is an organisation of pilots outside of SAA or any other airline. We could then supply pilots whenever they are needed.

We started doing a feasibility study about six months ago and there is a lot of support, including from other airlines. It will be a feasible plan when the logistics are sorted out. Obviously, though, it would suit us best to set up in a tax-free haven overseas.

**Why didn't the pilots walk out long ago?**

Because we are dedicated professionals. Also, flying aircraft is like prostitution. You get in there when you're young and think it's a nice job. Before you know where you are, you're too old to leave and nobody wants you. You come to flying with such enthusiasm, but when you see how you're being exploited, you become bitter and twisted. So pilots just fly for the profession and this airline is lucky to have us.

**Are you hopeful for the future?**

All we are trying to do is to move the airline into the 20th Century. Obviously what we would like most is to be given a fair deal by SAA, but if we're not given it, we must make it. We've never had a more sympathetic minister (Eli Louw) than we have right now, or a more favourable set of circumstances. Management is also becoming more enlightened. They are starting to break away from the railways' mindset. Things will be clearer when we have met with the minister.

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# Railways strikers in court today

BY SEFAKO NYAKA

on murder charge

SEVENTEEN members of the South African Railways and Harbour Workers' Union are scheduled to appear in the Johannesburg Magistrate's Court today on 15 counts including abduction and murder.

Their court appearance is a sequel to the three-month-old strike that paralysed the South African Transport Services and led to the death of eight union members.

Scores of workers involved in major strikes this year have been detained or arrested on charges ranging from intimidation to murder.

The workers are mainly from four Cosatu-affiliated unions which were involved in protracted and costly strikes: Sarhu, the Commercial, Catering and Allied Workers' Union, the National Union of Mineworkers and the Post and Telecommunications Workers' Association.

Last month William Ntombela, a Ccawusa shop steward who led the

270

Nels Dairy strike early this year to protest against the State of Emergency and detentions that followed, was sentenced to death for the murder of a Parkhurst Dairy delivery van driver in

Ntombela, a migrant worker from Natal, also received 12 years for the murder of a security guard at Bliss Dairy and two eight-year sentences for the attempted murder of a worker at Nelsrust Dairy and a worker at Checkers in Halfway House.

The sentencing to death of Ntombela is the first such case since 1964, when three leading members of the SA Congress of Trade Unions were hanged after their conviction on charges of sabotage and the murder of a police informer.

Another 27 Ccawusa members who participated in the OK Bazaars strike in January this year were convicted

on public violence charges. The workers, all at the Conti Montana warehouse in Alrode near Germiston, were granted bail of R1 000 each pending an appeal.

Altogether 14 Sarhu members were convicted on offences relating to the Sats strike.

Nine of the workers were convicted on charges of public violence arising from the confrontation between police and workers at the Johannesburg's Doornfontein Station in April when five workers were shot dead.

Fifteen workers were initially brought to trial but charges against four were later withdrawn. The nine workers were granted bail of R5 000 each pending an appeal against eight-year sentences.

Four workers have been convicted for intimidation while the remaining worker was found guilty on substantive statement charges. They have also appealed against their conviction

and sentences.

Another 13 Sarhu members are presently facing charges of assault, conspiracy, incitement and intimidation at the Germiston magistrate's court. They have been refused bail.

Four others are facing charges of malicious damage to property, and two workers are facing charges of attempted murder and intimidation respectively.

Another 19 members, including Sarhu president Justice Langa and treasurer Thami Mbanxa, are still being held under Section 29 of the Internal Security Act.

There are currently more than 34 postal workers facing various charges, including murder, sabotage, sedition, intimidation and public violence arising from the two national strikes that hit the sector this year.

Scores of mineworkers who participated in the biggest mine strike are presently in detention.

AFRICAN SUMMER BUNDU AND BEAQU

1987 15/12/87 (270)

# SAA pilots crisis: Meeting cancelled

The Argus Correspondent

JOHANNESBURG — A meeting scheduled for Thursday between South African Airways pilots and the chief executive of the airline, Mr Gert van der Veer, over pay and service conditions has been cancelled

The cancellation ends hopes of an early settlement of the dispute which threatens to cripple the airline

SAA spokesman Mr Francios Louw said last night a meeting between the SAA pilots and flight engineers was now scheduled to take place on Thursday.

Mr Louw could not say what was on the agenda

The original meeting was set up before the pilots' decision to investigate the establishment of their own "off-shore" employment agency, which would hire out its 455 members to SAA or any other airline.

He said the meeting had been cancelled and that Mr van der Veer would be leaving for Mauritius today

## "Generous perks"

A spokesman for the SAA Pilots Association, representing about 95 percent of the airline's pilots, said yesterday the meeting was set up at Mr van der Veer's suggestion

But SAA has denied this Mr Louw said the meeting was requested by the pilots association

An association spokesman said yesterday that SAA pilots received "fairly generous perks"

These were included in the association's comparative assesment of pilots' pay packages, which showed SAA pilots were paid about a quarter of what pilots on other major international airlines received

Meanwhile disgruntled SAA cabin crew members are "on the verge" of joining the pilots' stand.

Cabin crew members said yesterday they were considering taking action.

A cabin controller, who asked not to be named, said "We are being worked to death and our working conditions are atrocious

## 150 hours a month

"On overseas flights, crew are officially expected to work only 90 hours a month and on the internal circuit 110 hours a month — but this is not happening.

"It is not unusual for cabin crew on the internal circuit to work more than 150 hours a month"

Mr Louw said SAA would help staff with grievences if they approached the airline through "correct channels"

Since May last year 42 SAA pilots have resigned



**IN FINE FORM:** Sweden's top female soccer star, Gunilla Axen, needed extra speed and strength on the field — and so she had 1,3kg of breast tissue removed.

Miss Axen, 21, seen here before surgery, said breast-reduction surgery in October left her with 140 stitches, but also made her faster and stronger.

"My breasts were simply too big," said the striker in the national women's team. "When I ran it felt as if my breasts were headed elsewhere.

"It's great — I feel like a new player."

## Two men appear in court over Krugerrands theft

Court Reporter

TWO men have appeared briefly in the Cape Town Magistrate's Court after the theft of Krugerrands worth R330 000 from the Board of Executors

Mr Anthony Isaacs, 28, of Bramble Way, Bonteheuwel, and Mr Marcel Moss, 51, of Selbourne Road, Claremont, were

not charged and were not asked to plead yesterday.

Defence attorneys Mr William Booth and Mr A R Wilkinson agreed to postpone a bail application and the two men were remanded for further investigation

Mr G Rossouw was on the Bench and Miss I Nieman appeared for the State

## An adder-tive in the peas?

The Argus Foreign Service

LONDON. — A Bristol housewife had a nasty shock when she dished up dinner for her family — there was a snake's head in the peas

Mrs Morley, a 39-year-old health care assistant, said she went "berserk" when she spotted the 20 mm black head glaring up at her.

The head, complete with beady eyes, had come from a special offer pack of frozen peas



~~240~~ 240 S.M.L. 8/12/87

## Transport workers benefit

At least 15 000 Transvaal transport workers will receive an 18 percent wage increase after an arbitrated settlement in the goods transport industrial council, the Transport and General Workers Union (TGWU) said.

A spokesman for the TGWU, which sat on the industrial council for the first time this year, said the increase, "the biggest in years", was a victory for the union, taking into account the

employers' opening offer and the low base from which workers negotiated.

The dispute went to arbitration after a breakdown in industrial council talks involving the Motor Transport Owners' Association, the TGWU and the SA Council of Transport Workers.

Employers offered increases of between six percent and 11 percent, against the union's average demand of 50 percent.

Sasolburg to



# BRUTAL PRESSURE

JOHANNESBURG — Emergencies aboard SAA aircraft are not common. But when they do occur, pilots are subjected to pressure they say is unrivalled in any other job.

This is among the reasons for pilots demanding pay hikes to match the salaries drawn by their overseas counterparts.

He sketched a recent set of events for Weekend Argus.

THE Boeing 737 was established above runway zero-one at Cape Town's DF Malan airport, ready to land.



CATION

## COLLEGE

MAALERS... BE OPENING IN RY 1988

## IN INTERIOR

IPLOMA

which would mean we had a limited approach for a landing.

"At any moment we would see the approaching runway lights before touchdown.

"At 500ft above the ground, I was expecting the captain's call of '500ft approaching — stabilise.

"But by 450ft, when he hadn't given the call, I looked up to see that he had slumped forward in his seat and seemed to be unconscious.

"I immediately initiated the go-round procedure on the dual autopilot system and then informed the tower that we were executing the missed tower approach.

"Once I had the aircraft stabilised I immediately called for the steward to check on the captain's condition. He reported that the captain was breathing abnormally and was quite cold.

"I then decided to declare an emergency with the tower and immediately checked our fuel status to see if we had enough to attempt another landing at Cape Town or divert to either George or Port Elizabeth.

"Another immediate dilemma was to decide whether I was going to attempt the approach alone.

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770

# Wipe the Sky's Sooty SAA pilots

Weekend Argus Correspondent

JOHANNESBURG — The increased salaries which SAA pilots are demanding may seem exorbitant. Their present pay is already seen as high, compared to what Mr Average earns.

But because a pilot's job is packed with intense pressure, stress and responsibility, it is being claimed that much higher remuneration is justifiable.

This is the opinion of Saapa (the SAA Pilots' Association), which has warned of a mass resignation by members unless the airline ups pay packets dramatically.

Saapa has highlighted certain factors about flying as a career. An important one is its short duration. On average, pilots spend only 27 years in their jobs before they reach compulsory retirement age.

On the other hand, the average worker has a 40-year career-span, and in most cases the last 10 years brings in more in financial reward than did the combined preceding 30 years.

A typical SAA pilot joins the airline at the age of 27 and is eligible for retirement at 45. However, he can continue working up to the age of 58 — but he will not make more money in his last decade than in the combined working years before.

Some years ago, up to 80 percent of SAA's pilots were graduates of the South African Air Force, where they had received their initial training. But, according to Saapa figures, this has slipped to around 50 percent.

This means that, on average, the other half have spent about R40 000 and 200 hours' flying time obtaining their commercial pilots' licences before joining SAA.

"This is why," said a Saapa member, "overseas pilots are paid so well. And it is also why we want our salaries to be increased dramatically."

Pilots also cite in their pay demands the stress of plane take-offs and landings, the responsibility for the safety of the aircraft and passengers and other factors. A fully laden Boeing 747 — that is one with a full quota of passengers, freight and fuel — is worth about R4000 million.

Long absences from home and family also are mentioned by the pilots. They say that because of this the divorce rate among them is higher than the national average.

Saapa warned this week that more than 100 pilots could leave the airline's employ when they qualified for early retirement next year. They could then seek employment with other airlines.

Comparisons of SAA pilots' salaries with those of flyers working for major European and American airlines show that SAA's captains and first officers earn much less than their counterparts.

An SAA Boeing 747 captain earns R69 000 a year. Equally-qualified pilots in the United States can earn about R360 000. A first officer at SAA with some eight years' experience on a Boeing 737 earns R44 000 a year, while his counterpart at Piedmont, a US airline which is a

small carrier with limited overseas connections, earns R180 000.

SAA pilots point out that to make the situation even more ludicrous, senior stewaresses on some major European and American airlines can earn up to R160 000 a year — almost R100 000 more than a SAA jumbo captain.

Angry pilots are seeking a vast improvement in their salaries and proper compensation for the pressures of flying. They are to meet Minister of Transport Mr Eh Louw to discuss this.

### Moonlighting

One pilot said the pay problem had become so bad that about 80 percent of SAA flyers were now "moonlighting" during their spare time to supplement incomes.

He said several of them were flying illegally for charter companies, while others had turned to anything from giving flying instruction to carpentry, tiling, selling houses and insurance.

Said another pilot: "You name it, we do it!" Some pilots claim that SAA salaries are so bad that crews on overseas trips hoard meal allowances.

They said "You find SAA's international crews spending their time in hotel rooms — and buying bread, cheese and take-aways just to save their allowances in order to pay bills back home."

SAA spokesman Mr Francois Louw said the airline was not prepared to get into a public debate over the pilots' demands. He had no further comments.

# WEEK IN THE LIFE OF A PILOT

Weekend Argus Correspondent

JOHANNESBURG — Lots arrive 1½ hours before



port, ready to land  
Tower had given us  
a visibility reading of  
400m and we had a  
cloud base of 100ft.

cedure on the dual  
autopilot system and  
then informed the tow-  
er that we were execut-  
ing the missed tower  
approach.

"Once I had the air-  
craft stabilised I imme-  
diately called for the  
steward to check on the  
captain's condition. He  
reported that the cap-  
tain was breathing ab-  
normally and was quite  
cold.

"I then decided to de-  
clare an emergency  
with the tower and im-  
mediately checked our  
fuel status to see if we  
had enough to attempt  
another landing at Cape  
Town or divert to ei-  
ther George or Port  
Elizabeth.

"Another immediate  
dilemma was to decide  
whether I was going to  
attempt the approach  
alone.

"Thank goodness this  
was only a simulated  
emergency, played out  
in SAA's simulator at  
Jan Smuts Airport.

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# WEEK IN THE LIFE OF A PILOT

Weekend Argus Correspondent

JOHANNESBURG — lots arrive 1½ hours before take-off for intensive pre-flight preparations. These include making decisions on the fuel load, checking weather conditions along the route and running through com-

puterised flight plans. A thorough inspection of the aircraft is made 45 minutes before departure and final preparations are run through again.

The flight lasts three 55mins and they land at JG Stridom airport in the Namibian capital as the sun is setting. "The sun is right in our eyes and we normally can't see a damn thing until seconds before we land."

The plane spends 45 minutes on the ground being refueled while the pilot collects a new flight plan and runs through his checks again.

The return flight catches a tailwind on the way back and the flight home is 15 minutes faster.

On both routes there are thunderstorms, which are among the pilots' biggest con-

cerns. South Africa has probably the most violent thunderstorms in the world and pilots are constantly avoiding them.

The pilot returns home at 10pm.

**TUESDAY:** Sign-on at 2pm for flight via East London to Port Elizabeth. Run through the same procedures and finally arrive at Port Elizabeth after two take-offs and two landings. Spend the night in a Port Elizabeth hotel.



The strong coastal winds at both Port Elizabeth and East London make these flights particularly difficult for the pilot, who has to make split-second decisions on both landing and takeoff.

**WEDNESDAY:** Reverse route back to Jan Smuts. At

East London the weather can be particularly bad, which makes for some hair-raising pressure and stress.

**THURSDAY:** Pilot goes on stand-by from 12pm until midnight. He stays at home to be near the telephone in case SAA calls him out. If a pilot fails to arrive five minutes after his scheduled sign-on time, a replacement is immediately called out.

**FRIDAY:** SIMULATED LANDING. AM — The pilot reports to Jan Smuts for two hours in the simulator in preparation for a trip the next day to the Comoros Islands. The SAA simulator has visual slides of the airport at Moroni, which allows the pilot to run through his approach and take-

off from the airport. Most pilots only fly that route once every six months.

**SATURDAY:** Get up at around 5.30 to be at the airport an hour later. The flight to Moroni is via Lilongwe in Malawi. The crew for the Moroni flight are passengers on the trip from Jan Smuts to Lilongwe, but this is counted as part of their duty time. At Lilongwe, the crews change and they fly on to the Comoros Islands. The pilot is a passenger again on the trip back from Lilongwe to Johannesburg, arriving back at 7.30pm that evening.

The next three days are "off". SAA crew normally work a shift of six days on and two off. One of the six working days is normally spent on standby.

**SUNDAY:**

**MONDAY:** Sign on at Jan Smuts airport for a flight to Windhoek. Pi-

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## MARKET



OGMORE  
kg

239

SUGAR  
2,5 kg

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