

7-3-6
FEB 21 1955

SOUTH AFRICAN INSTITUTE OF RACE RELATIONS (INC.)

W.O. 219

Telephone - 3-2318

To: The Technical Officer,
SAIRR,
P.O. Box 97,
JOHANNESBURG.

From: Regional Secretary,
S.A. Institute of Race Relations,
18, Orange Street,
CAPE TOWN.

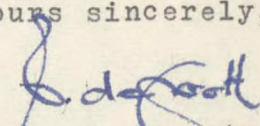
18th February, 1955.

Dear Miss Horrell,

Non-European Transport Ref.D/A/3/1.

Thank you for your letter of the 10th February. I am most grateful to you for your help.

Yours sincerely,


E. de Grooth (Mrs.)
REGIONAL SECRETARY.

D/A/3/1.

MH/VA.

Regional Secretary,
S.A. Institute of Race Relations,
18, Orange Street,
CAPE TOWN.

10th February, 1955.

Dear Mrs. de Grooth,

Thank you for your letter of the 5th of February. I have telephoned the Railway authorities here and the following is the position:-

1. The Committee which sits in Johannesburg is the Inter-departmental Non-European Transport Committee. It is concerned with transport services for Non-Europeans throughout the Union. It is not a normal Government Commission or Committee and does not as a general rule take evidence from the Public.
2. The procedure is that when the Native Affairs Department and Land Tenure Board have decided where the various racial groups should be settled the inter-departmental Committee then considers what form of transport would be most suitable, where any new railway lines should be sited, what the cost would be, etc. They have so far not gone into any details regarding proposals for Langa and Nyanga.
3. They are at present awaiting information from Mr. van Schalkwyk, the Native Commissioner in Cape Town, who at their request has formed a local Committee to go into the proposals. He has already received memoranda from the City Council, the Divisional Council, the Chamber of Commerce, the Chamber of Industries etc. and has been asked by the Central Committee to collate all this information into one report.
4. The Secretary of the Central Committee, a Mr. Kruger, has suggested that in the first place your memorandum should be submitted to Mr. van Schalkwyk, he is hoping that Mr. van Schalkwyk's report will reach the Central Committee in time for their next meeting. He says that as an exceptional case, a body such as a Municipality is sometimes permitted to meet a sub-Committee of this Central body to put a particular point of view or case, but in any case this would not be possible so far as the proposals in which you are interested are concerned, until after the Central Committee has seen Mr. van Schalkwyk's report.
5. As you will realise there are thus no particular terms of reference drawn up for the Inter-Departmental Committee

With /

1/2/2
MH/VA

With kind regards,

Yours sincerely,

Regional Secretary,
S.A. Institute of Race Relations,
18 Orange Street,
CAPE TOWN.

Muriel Horrell (Miss).

TECHNICAL OFFICER.

Dear Mrs. de Groot,

Thank you for your letter of the 25th of February. I have telephoned the Railway authorities here and the following is the position:-

1. The Committee which sits in Johannesburg is the Inter-departmental Non-European Transport Committee. It is concerned with transport services for Non-Europeans throughout the Union. It is not a normal Government Commission or Committee and does not as a general rule take evidence from the Public.
2. The procedure is that when the Native Affairs Department and Land Tenure Boards have decided where the various racial groups should be settled the inter-departmental Committee then considers what form of transport would be most suitable, where any new railway lines should be sited, what the cost would be, etc. They have so far not gone into any details regarding proposals for Lange and Nyanga.
3. They are at present waiting information from Mr. van Schaikwyk the Native Commissioner in Cape Town, who at their request has formed a local Committee to go into the proposals. He has already received memoranda from the City Council, the Divisional Council, the Chamber of Commerce, the Chamber of Industries etc. and has been asked by the Central Committee to collate all this information into one report.
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5. As you will realize there are thus no particular terms of reference drawn up for the Inter-departmental Committee.

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FEB 8 1955

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W.O. 219.

Telephone - 3-2318.

To: The Technical Officer,
SAIRR,
P.O. Box 97,
JOHANNESBURG.

From: Regional Secretary,
S.A. Institute of Race Relations,
18, Orange Street,
CAPE TOWN.

5th February, 1955

Dear Miss Horrell,

An inter-departmental Committee will be sitting in Johannesburg to conduct preliminary investigations on proposals for a railway line to serve Langa and Nyanga Townships.

I am unable to find out the terms of reference from any of the departments here, and have now been referred to the General Manager of the SAR&H in Johannesburg. (Mr. D. du Plessis).

^{Expense}
the lack of I do not know if we shall submit memoranda - but the question of transport, especially to Nyanga, where all the African population is to be concentrated, is an extremely serious one.

Would you pleaseeee try to get the terms of ref. for me, and let me have them as soon as possible. I feel that if I write - it will take a week or two to get a reply from the SAR.

Thanks so much for your letter. I enjoyed that week.

Sincerely,
Betty de Broock

S. NHLAPO

A. ZITHA

P. D. DIPHOXO

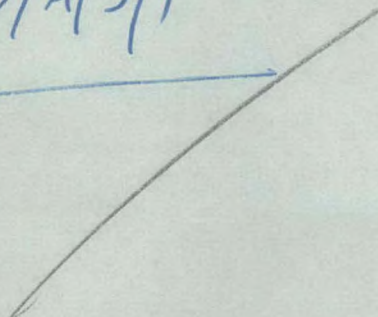
N. MOFOKENG

G. RADEBE

V. L. ~~MAE~~ Chairman
MAKE

Deputation 5/10/55

File D/A/3/1



CONFIDENTIAL.

SOUTH AFRICAN INSTITUTE OF RACE RELATIONS (INC.)
SUID-AFRIKAANSE INSTITUUT VIR RASSEVERHOUDINGS (INGELYF)

SOUTHERN TRANSVAAL REGION.

MEMORANDUM ON INCREASE OF EVATON BUS FARES.

The Evaton bus service is run by "*Evaton Transport Service.*" a private company, the manager being Mr. G. Carleo.

In July, 1955, the Transportation Board authorised an increase in fares on this route. Details are given below:

Evaton - Johannesburg.

Monthly	£2. 5.0	increased to	£2.15.0
Weekly	15.0	" "	18.0
Daily	2.0	" "	2.6

The distance is about 30 miles.

Mid. Annerdale - Johannesburg.

Monthly £2. 0.0 increased to £2.10.0

Almost immediately after the increase the Evaton People's Transport Council organised a boycott of the bus service, which is still being maintained.

Railway Services.

Evaton is a station on the Vereeniging line. This service, unlike those serving Municipal Townships, enjoys no subsidy. Fares are as follows:

Daily	-	5.11 (return)
Weekly	-	18. -
Monthly	-	£2.18. 6

Trains run <u>from Evaton</u> at:	4.40 a.m,	6.20 a.m,	8.44 a.m.
	1.30 p.m,	6.30 p.m.	
<u>from Johannesburg:</u>	5.17 p.m,	6.10 p.m.	

The population of Evaton is approximately 50,000 and the number of workers coming into Johannesburg daily is approximately 2,500 - about half this number is taking part in the boycott.

As will be seen from the above information, the train service is not frequent, but might be adequate having regard to the number of daily workers. Bus fares, even at the increased rate, compare favourably with rail fares.

With a view to supporting representation made by the Evaton People's Transport Council to the Transportation Board for a government subsidy, as directed at the meeting held 15.9.55, Mr. Frith, of P.U.T.Co. was consulted about the basis on which the service between Alexandra and Johannesburg obtained its subsidy.

The subsidy between Alexandra and Johannesburg was granted for three main reasons:

- (1) Johannesburg was the only town adjacent to Alexandra offering an outlet for employment to its inhabitants.
- (2) Workers transported to and from Alexandra to Johannesburg daily number between 15,000 and 20,000. In view of the large number of Africans employed in Johannesburg and the serious economic consequences which would result from any dislocation of their attendance at work, there was a strong case for a subsidy.

- (3) There is no convenient rail service between Alexandra and Johannesburg.

It will readily be seen that none of these arguments can be applied to the Evaton - Johannesburg bus service.

- (1) Evaton lies almost mid-way between Johannesburg, Vereeniging and Vanderbijl, and if the service were subsidised to Johannesburg, a similar subsidy would be justified to both other towns.
- (2) Only 2,500 workers daily are transported to Johannesburg. If an equal number goes daily to Vereeniging and Vanderbijl, which is unlikely, the total would only be 7,500, or less than half the daily total to Alexandra.
- (3) There is a tolerably good rail-service.

Rate per mile.

Mr. Frith states that the cheapest run on the Alexandra route works on 4.3 d. per mile. The increased fare on the Evaton route works out at about 4d. per mile. Mr. Carleo claims this to be the cheapest rate in the Union.

Native Services Levy.

The Non-European Affairs Department states that an approach could be made to the Transportation Board for subsidy from the Native Services Levy, but was of the opinion that with regard to the present Government's policy of influx control and the small number of workers coming to Johannesburg daily, the chances of getting such a subsidy approved are faint.

G.C. Plaistowe, (Mrs.)
SECRETARY,
SOUTHERN TRANSVAAL REGIONAL OFFICE.

Collection Number: AD1715

SOUTH AFRICAN INSTITUTE OF RACE RELATIONS (SAIRR), 1892-1974

PUBLISHER:

Collection Funder:- Atlantic Philanthropies Foundation

Publisher:- Historical Papers Research Archive

Location:- Johannesburg

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