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MINUTES OF MEETING HELD WITH THE SOUTH AFRICAN INSTITUTE OF RACE RELATIONS IN THE OFFICE OF THE SYSTEM MANAGER, SOUTH AFRICAN RAILWAYS, JOHANNESBURG, AT 10.30 A.M. ON THE 17th APRIL, 1956, TO DISCUSS THE QUESTION OF FACILITIES FOR NON-EUROPEANS AT JOHANNESBURG STATION.

Present.

1. Representing the South African Institute of Race Relations.

- Miss M. Mc Larty, M.P.C., Chairman of the Southern Transvaal Regional Committee of the Institute of Race Relations.
- Mrs. G.C. Plaistowe, Regional Secretary of the Institute of Race Relations.
- The Rev. O.S. Mooki,
- Mr. W.B. Ngakane, Field Officer of the Institute of Race Relations.

2. Representing the South African Railways Administration.

- Mr. E.W. Fordred, Relieving System Manager, (CHAIRMAN),
- Mr. F.G. Heydenrych, Superintendent (Operating),
- Mr. D. Barnard, Superintendent (Commercial),
- Mr. H.B. Stephan, District Engineer,
- Mr. R. du Plessis, Chief Clerk, General/Rates Office,
- Mr. A.J. Oldham, Clerk, Trains Office (Stenographer).

(1) THE CHAIRMAN welcomed the deputation and requested the members to express their views freely.

(2) The following Items were then discussed jointly:-

- Item 1 : Platforms, Johannesburg Station.
- Item 2 : Entrances and Exits at Johannesburg Station.
- Item 3 : Incoming Trains from African Areas.
- Item 4 : Afternoon trains to the Southern Areas. 2/....

(3) MISS MC LARTY said she appreciated that all the arrangements at Johannesburg Station are of a temporary nature only. Account had, however, to be taken of the fact that the non-European traffic is dense and the arrangements appeared to be inadequate.

(4) THE CHAIRMAN expressed the opinion that approximately an equal number of Europeans and non-Europeans make use of Johannesburg Station. He felt that the impression that there was a larger number of non-Europeans using the station may have been gained from the fact that the non-Europeans are more concentrated in that they are restricted to a smaller area.

(5) MR. NGAKANE indicated that he agreed that this was probably the case, but even so he felt that non-Europeans should not have to put up with structures of the austerity type as at present in use.

(6) THE CHAIRMAN explained that approximately 30,000 non-Europeans from location stations make use of Johannesburg, Jeppe, and Mayfair stations. The number of persons making use of the platforms at Johannesburg daily is approximately 15,000. He did not consider that the volume of traffic dealt with at Johannesburg was denser in proportion as compared with that dealt with in London at the underground stations.

(7) MR. NGAKANE said he appreciated this.

(8) MISS MC LARTY stated that the conditions referred to applied to the quick-moving traffic which has to be dealt with, and enquired whether something of the same sort could be introduced at Johannesburg.

(9) Referring to the diagram submitted by the Committee, THE CHAIRMAN remarked that there are two entrances leading from platforms 9 and 10 to the bridge.

(10) Continuing, THE CHAIRMAN said it was appreciated that difficulty may be found where two-way traffic has to pass through the same entrance, but it was hoped to remedy this as construction proceeded. The trouble should disappear when platform 1 is completed. It was proposed to use Nos. 1 and 2 platforms for outgoing trains and Nos. 9 and 10 platforms for incoming trains. This would enable the passengers to move freely.

(11) MR. NGAKANE mentioned that the traffic from the southern areas is increasing, and thousands of people were travelling daily. Non-Europeans were now being moved from the centre of Johannesburg. He enquired whether it would be possible to provide one-way passages for passengers using platform 3 (Rissik St. entrance).

(12) In reply to the Chairman, MR. STEPHAN said he did not know how long it would be before the Rissik Street entrance to No. 1 platform would be closed.

(13) THE CHAIRMAN explained that nothing could be done at the present juncture. If the entrance were to be used it would have to be set aside exclusively for non-Europeans and that was not possible.

(14) MR. NGAKANE asked whether it would be possible to accede to the request made.

(15) THE CHAIRMAN pointed out that as a result of unforeseen incidents it is sometimes necessary to switch trains to different platforms; in this case it may be necessary to use platform 1 for both Europeans and non-Europeans. As a general rule, however, this is against the Government policy. It was not possible to take any action in the matter at the present time.

(16) MISS MC LARTY asked whether, having regard to the fact that Nos. 1 and 2 platforms are to be used for outgoing trains and Nos. 9 and 10 platforms for incoming trains, it would be possible to introduce a barrier system later on, even if the arrangement was a temporary one.

(17) MR. DU PLESSIS replied that the entrance would be restricted, and it would be necessary to sub-divide the passageways.

(18) In reply to the Chairman, who asked for his observations, MR. STEPHAN stated that one lane could be used for incoming passengers and the other for outgoing passengers.

(19) MR. HEYDENRYCH remarked that no action could be taken at the moment as work is being done on two platforms.

(20) THE CHAIRMAN explained that the traffic would be one-way traffic at a later stage. He doubted whether it would be wise to separate the entrances at the present time as the arrangement is of a temporary nature.

(21) MR. NGAKANE pointed out that congestion occurs as a result of trains arriving at short intervals. Three or four trains from the Orlando direction may arrive within a few minutes of each other, - the passengers were in a state of fear due to the rowdy element using the trains. Many of the passengers had to stand back for them. It was difficult to board these trains.

(22) THE CHAIRMAN explained that passengers on overseas railways are also subjected to jostling as a result of congestion, particularly during peak periods.

(23) MR. NGAKANE suggested that it might help the position if two barriers were set aside for outgoing passengers and one for incoming passengers during the peak periods.

(24) In conclusion, THE CHAIRMAN suggested that, having regard to the fact that the arrangements are of a temporary nature, the matter should be left in abeyance in the meantime.

(25) In reply to the Chairman, MR. STEPHAN explained that information was not yet available as to when the work would be completed.

(26) MR. HEYDENRYCH explained that after the work on Nos. 3 and 4 platforms was completed, work would be commenced on Nos. 5 and 6, and the position would remain the same until the work was completed. The position was that two platforms at a time would have to be sacrificed. He felt that little would be gained by dividing the stairways for the reason that there would be a crush in one direction in the morning and in the opposite direction at night.

(27) MR. NGAKANE stated he appreciated the explanation which had been given, and that the action which had been taken was unavoidable.

(28) THE CHAIRMAN explained to the Committee that he had recently attended a meeting of the Joint Native Advisory Board, Johannesburg, to explain arrangements which were in hand for expediting the transit of passengers.

(29) The foregoing discussion included Item 3 relating to incoming trains from the African areas.

Item 5 : Mine Workers.

(30) THE CHAIRMAN explained that there are a number of trains from Booyens, conveying W.N.L.A. non-Europeans. Small batches of non-Europeans for Welkom walk to Eloff Street. Smaller batches must therefore use the nearest station from which main line trains depart, and in the case of W.N.L.A. repatriates this is Johannesburg. The small batches from the W.N.L.A. compound for Welkom walk from the compound in Eloff street extension and on arrival at the station proceed to the respective platforms with a minimum of delay. Loitering no longer takes place on the bridge. The batches from Francistown are conveyed to the station by bus and arrive at the Wanderers end of the station where their luggage is booked and on completion thereof the boys proceed to the platform. These non-Europeans do not congest the bridge as only a small percentage of non-Europeans approach the station from the north end, and do not interfere or retard the non-Europeans travelling by suburban trains.

(31) Continuing, THE CHAIRMAN said that the number of repatriates going to Francistown had increased. When the number was smaller use was made of Mayfair station. This station was, however, not equipped to deal with main-line traffic. Arrangements were made for these non-Europeans to entrain at Johannesburg station where they would not congest platforms used by suburban passengers.

(32) MR. NGAKANE said it was true that small batches congregated on the quadrangle on the northern side of the station. Cases occurred, however, where batches of W.N.L.A. boys approached the station at a time when the traffic was heavy and this caused congestion. The passengers were inconvenienced through this arrangement.

(33) THE CHAIRMAN stated that an arrangement could be made with the W.N.L.A. in this connection for them to go to Wanderers St. instead of congesting the platform approaches.

(34) THE CHAIRMAN felt it would not be asking too much to ask the non-European mine workers to approach from the north side even though the walk was longer.

(35) MR. DU PLESSIS undertook to make the necessary arrangements in this connection so as to avoid the platform approaches being congested.

(36) THE CHAIRMAN indicated that the necessary arrangements would be made in this connection.

Item 6 : Africans assembling on bridgeways.

(37) THE CHAIRMAN stated he appreciated the fact that a large number of persons congregated on the platform on Sundays which made conditions favourable for the activities of pickpockets. He stated he would represent the matter to the police who would be asked to see that the people were kept moving.

Item 7 : Sleeping Accommodation.

(38) THE CHAIRMAN stated that it is not practicable to provide sleeping accommodation at stations. There were waiting rooms to provide for passengers who had to wait.

(39) MRS. PLAISTOWE felt that a waiting room of some kind should be provided so that non-Europeans waiting for trains would have some shelter.

(40) THE CHAIRMAN explained that provision had been made in the plans for the building of a non-European waiting room. A tea-room would be provided, but this would be closed at 9 p.m.

(41) MRS. PLAISTOWE asked whether it would be possible to provide a temporary waiting room so that the native women and children could have some privacy.

(42) MR. STEPHAN undertook to collaborate with the Resident Engineer (Construction) to see what could be done in this respect. It was considered that there would be space available.

(43) In reply to Mrs. Plaistowe, THE CHAIRMAN undertook to give the question of the waiting room for non-Europeans early attention.

(44) The Committee then viewed a plan which Mr. Stephan produced. MR. STEPHAN indicated that it would be some time before the waiting room in the new Main Line Concourse would be provided. Lavatories would be provided for both the men and the women.

(45) MR. STEPHAN suggested that the space set aside for shops in the new suburban concourse should be temporarily used for waiting rooms for non-European women.

(46) THE CHAIRMAN considered this to be a good suggestion and asked Mr. Stephan to follow it up.

(47) THE DELEGATION drew attention to the fact that at present the lavatories had no doors.

(48) THE CHAIRMAN undertook to see that attention was given to the question of the conveniences and requested Mr. Stephan to make arrangements for the replacement of the doors.

Item 8 : Activities of Police.

(49) THE CHAIRMAN said that it would not be possible for the Railway Administration to interfere with the activities of the South African Police who had wide powers. He suggested that the Association should represent the matter direct to the S.A. Police.

(50) THE CHAIRMAN indicated that he had requested Major Krogh of the Railway Police to communicate with the S.A. Police in this connection.

(51) MRS. PLAISTOWE said that this was why it had been decided to approach the System Manager with a view to seeing whether something could be done.

(52) At this stage THE CHAIRMAN indicated that he had recently had a meeting with the Joint Native Advisory Board, Johannesburg, in which attention had been drawn to the fact that a number of unfortunate accidents had occurred as a result of the overcrowding of trains due to the shortage of rolling stock. Accidents had also occurred as a result of passengers boarding and alighting from trains in motion, and a number of thefts had also occurred on the trains. Experiments which had been made with Native Commissionaires had not proved satisfactory, and it had been decided to appoint a number of non-European constables, who would work under the direction of European N.C.O.'s in order to bring about an improvement.

(53) THE CHAIRMAN said he wished to emphasise that the Police had been appointed specially for the purpose of effecting an improvement in the working and there was no question of the police having been appointed to harass passengers. The primary duty of the police would be to protect and assist the passengers.

(54) THE CHAIRMAN indicated that it was the intention to appoint Africans to serve in booking offices in the vicinity of locations.

(55) MR. NGAKANE suggested that the barriers at Orlando should be widened. It was not possible to carry a suit-case through the barrier under present conditions. THE CHAIRMAN said that the matter would receive attention to see whether it would be possible to do anything.

(56) THE REV. MOOKI asked whether it would be possible to put awnings over the barriers to protect the passengers from the rain.

(57) MR. DU PLESSIS said that arrangements are in hand to provide suitable coverings to the barriers at Mlamlankunzi, Orlando and Nancefield.

(58) MR. NGAKANE drew attention to the fact that the barrier attendants at Phefeni and Dube have no protection from the weather.

(59) MISS MC LARTY suggested that information in regard to the appointment of non-European constables to assist passengers in the location areas should be published in the Bantu World.

(60) MR. NGAKANE suggested that the information should also be put over the re-diffusion service.

(61) THE CHAIRMAN thanked Mr. Ngakane for this suggestion and said that the matter would receive attention.

(62) THE CHAIRMAN added that arrangements were in hand to contact the Public Relations Officer with a view to having the information disseminated as widely as possible.

(63) MR. NGAKANE drew attention to the difficulties experienced in travelling on trains on Friday nights and suggested that an officer should be appointed to travel on the trains in order that the position may be appreciated.

(64) THE CHAIRMAN undertook to give the matter attention.

(65) MISS MC LARTY thanked the Chairman and his senior officers for the patient way in which he had listened to their representations.

(66) The meeting terminated at 12.15 p.m.

Johannesburg.
7th May, 1956.
G.R. 11/529A.

D/A/3/

The Regional Secretary,
S.A. Institute of Race Relations,
203 Bree Street,
CAPE TOWN.

15th December, 1955.

Dear Mrs. Doney,

Mr. Whyte has asked me to acknowledge your letter of 9th December, attached to which was a copy of the statement on apartheid on buses which your Regional Committee sent to the City Council. We are so glad to know that you are keeping in touch with the situation, and we congratulate you on the knowledgeable and dignified statement.

Yours sincerely,

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M. Herrell (Miss)
TECHNICAL OFFICER.

M. H. - ack
SOUTH AFRICAN INSTITUTE OF RACE RELATIONS (INC.)

W.O. 219

CAPE WESTERN REGIONAL COMMITTEE

PRESIDENT: DR. ELLEN HELLMANN

DIRECTOR: QUINTIN WHYTE

TELEPHONE: 3-2318

TELEGRAMS: "UBUNTU"

203-205 BREE STREET,
CAPE TOWN

9th December, 1955.

The Director,
S.A. Institute of Race Relations,
P.O. Box 97,
JOHANNESBURG;

DEC 11 1955

Dear Mr. Whyte,

You will have seen in the Minutes of our Regional Committee meeting, held on 11th November, that the report of the Government Committee appointed to investigate the best means of introducing apartheid on Cape Town buses was one of the subjects discussed.

I now enclose for your information a copy of ~~a~~ the statement prepared by the Committee, which has been sent to the Town Clerk with the request that it should be placed before the City Council. We have further requested that the statement should be again brought under review as and when the consultation provided for in the Motor Carrier Transportation Amendment Act takes place between the transportation board and the City Council.

Yours sincerely,

J.P. Dreyer

Enc.

REGIONAL SECRETARY

STATEMENT BY THE CAPE WESTERN REGIONAL COMMITTEE
OF THE INSTITUTE OF RACE RELATIONS ON
BUS APARTHEID.

The South African Institute of Race Relations has as its major aim the fostering and maintaining of good relations between the different races in South Africa. For this reason, the Cape Western Regional Committee of the Institute feels called upon to make a statement in connection with the report of the Government Committee appointed in 1952 to enquire into the best means of bringing about separation of races in the vehicles supplying public transport in Cape Town.

It will be recalled that the Government Committee of Enquiry issued an interim report in 1954, as a result of which an all-white bus service to Bellville was introduced. Separation of the races on trackless trams and trolley buses, however, could not be enforced until enabling legislation has been passed. This legislation is contained in the Motor Carrier Transportation Amendment Act, 1955, under which the recommendations of the Committee of Enquiry may be enforced.

The Act lays down that the National Transport Commission (or Transportation Board) may order a local road transportation board to introduce segregation in vehicles carrying the public, either by setting aside special vehicles for the different "classes" of passenger ("classes" now to include races) or by allocating separate portions of the same vehicle to passengers of a particular "class". As reported in the daily newspapers, the recommendation of the Committee is that the second of these alternatives should be enforced. This form of apartheid would be introduced in the buses run by the Golden Arrow Company in Pinelands and in the trackless trams run by the City Tramways Company in the Gardens area, viz. Kloof Street, Vredehoek, Oranjezicht, Devil's Peak, Warren Street and Tamboers Kloof. Europeans would be allowed to sit anywhere in the double decker trackless trams and buses, while non-Europeans would be allowed to occupy only the top deck, except that the benches at the back of the lower deck might be used by elderly, infirm and crippled non-Europeans.

It is noteworthy that the Motor Carrier Transportation Amendment Act, which makes the enforcing of these recommendations possible, states specifically that compulsory separation shall be instituted only after consultation with the local authority within whose area the conditions are prescribed. Before these regulations are enforced, therefore, the Cape Town City Council will be consulted and will presumably have an opportunity of ^{commenting on} ~~criticising~~ them. (The Committee of Enquiry has no representative of the Cape Town City Council on it because the Minister objected to the original nominee of the Council and thereafter did not invite the Council to nominate a representative.)

The Institute must protest against the insult to human personality implied in these discriminatory measures against non-Europeans. Moreover, any
responsible.../

responsible body, or individual, who knows the conditions in the Cape, must feel bound to warn the authorities and the public of the dangers and difficulties inherent in the implementation of these recommendations. There will be irritation and there may be hostility when the members of one "class" have to be kept off an otherwise empty bus because the seats allocated to them have all been filled. Europeans, particularly children, who like the top of the bus and are entitled to use it, may be involved in unpleasantness. The difficulties and possible friction which may occur should be self-evident. In spite of the fact that the conductor is protected and indemnified in carrying out his instructions, his task would be a very difficult one. He is indemnified if he makes a mistake in good faith about the colour of a passenger and he may call a police officer to remove a passenger who does not comply with his orders, such passenger being liable to a fine not exceeding £25 or imprisonment not exceeding one month. ^{Extremely} All this would put a severe strain on conductors.

It has been claimed that since the all-white bus to Bellville has not resulted in any trouble, this new measure of apartheid should not do so either. This would appear to be a somewhat optimistic deduction. The opportunity for trouble and friction would be greater if there were a reminder at every bus stop of the disabilities resulting from belonging to a "class" for whom separate and restricted accommodation must be provided. Even if the trouble against which the Institute warns did not occur, both non-Europeans and European would suffer: the non-European because of the constant wound to his self-esteem, and the European because of the constant reminder that he is acquiescing in a patent injustice.

The proposed form of separation will presumably be cheaper for the owners of the vehicles and for the public than separate buses and trackless trams. It must be pointed out, however, that it does not really provide apartheid. Europeans and non-Europeans would still have to use a common entrance to buses and trams, and all that would be achieved would be maximum offence at minimum expense. In view of this, the Institute and the citizens of Cape Town, who have themselves not demanded apartheid in public transport, rely upon the City Council to consider the convenience, comfort and dignity of all its citizens.

7th December, 1955.

850-
REGIONAL CHAIRMAN

D/A/3/1.

27th June, 1956.

The Secretary for Native Affairs,
P.O. Box 384,
PRETORIA.

Dear Sir,

re: EVATON BUS BOYCOTT.

In support of my wife, I wish to express the grave concern felt by the Institute in regard to the situation at Evaton.

In October, 1955, we were approached by a group of people from Evaton for advice and help in connection with the rise in bus fares and the resulting boycott, which even then had been going on for about two months. Enquiries were made and a summary of the situation as it was at that time, is attached for your information.

It was then felt, that though the increased fares compared favourably with railway rates, transport costs were probably out of proportion to the earning powers of the people and that the rise in bus fares imposed a real hardship on the population.

The deputation which in October, 1955, came to the Institute for guidance was advised to seek an interview with your Department to ask that an approach be made to the Department of Transport and/or the Transportation Board. It was hoped that on humanitarian grounds consideration would be given to subsidising either the bus company or, as with lines serving the municipal African Townships, the railways.

/In the existing ...

- 2 -

In the existing Non-European housing position there is no possibility of the people in Evaton who are working in Johannesburg, finding alternate accommodation.

With this in view and in consideration of the prolonged nature of the boycott and the outbreak of violence which has occurred, the Institute urges your Department to appoint an immediate Commission of Enquiry to investigate -

- (a) the cost of transport between Evaton and Johannesburg in relation to the earnings of the African population,
- (b) the possibility of reducing these costs by a subsidy
 - (i) to the bus company,
 - (ii) on the railway passenger fares.
- (c) the reasons for the outbreak of violence.

The Non-European Bus Services Enquiry Commission 1944 was faced with a similar problem in connection with transport to Alexandra. Their findings and recommendations established a precedent and brought into operation procedure which has the goodwill and co-operation of the bus company concerned as well as the people it still continues to serve.

Yours sincerely,

Quintin Whyte,
DIRECTOR.

Encl.

QW/AMB.

31 October, 1956.

F. D. J. Lacey, Esq.,
Laceys Cycle Exchange,
Sinoia Street/ Charter Rd.,
Salisbury,
Southern Rhodesia.

Dear Mr Lacey,

Thank you for your letter of 24 October, 1956. It was most generous of you to send the cheque for £1. Our Publications Section is sending you our receipt, and also copies of a chapter of the Report of the Commission which enquired into the operation of Bus Services for Non-Europeans on the Witwatersrand and in Pretoria and Vereeniging Districts in 1944. Much of the work contained in this chapter was, in fact, carried out by our Institute. The Publications Section is also sending you copies of subsequent cost-of-living studies conducted among Africans.

It is good to know that a Commission has been appointed, and that the Inter-Racial Association is giving evidence.

You will notice on page 11 of the Commission's Report that according to surveys conducted overseas, the majority of workers in London boroughs spent not more than 2.5 per cent of their weekly family expenditure on fares, and the majority of Liverpool workers not more than 3.5 per cent. In South Africa and Rhodesia, the national policies of segregation mean that Africans generally have to live further away from their places of employment than do workers overseas, and far more of their time is spent in travelling. In Johannesburg in 1954, Africans spent between 4.2 and 5.6 per cent of their income on transport. (See Page 40 of "The Cost of Living for Africans" by Olive Bibson). Since then, transport costs have again risen.

The 1944 Commission concluded (page 11), "Transport charges in relation to the worker's wages, or even to the total family income, are beyond the capacity of the African workers to pay. Indeed, it may be said that they cannot afford to pay anything. They certainly

/cannot

F.D.J. Lacey, Esq.,
Sinoia Street,
Salisbury.

S.A. Institute of Race Relations
P.O. Box 97, Johannesburg.
31 October, 1956.

cannot afford to pay anything more in any direction, except by reducing still further their hunger diet".


The Native Services Levy Act was passed in the Union in 1952, providing that employers of male Africans of 18 years and over (excluding domestic servants) in the larger towns shall contribute to a central fund a sum of 2/6 for each 6 days' work performed by each employee. The Government and local authorities themselves are included, but exempted are employers who provide approved accommodation for their employees. Of the sums contributed, 2/- of each 2/6 goes towards the provision of water, sanitation, roads, light, etc. to the African townships (it is spent on mains, not on link services within the townships), and the remainder goes to a fund created for the subsidization of African transport facilities).

Local authorities, private companies, or individuals who run transport services for Africans in areas where employers contribute to the fund may apply for subsidies for the purpose of maintaining fares at a lower level than they would otherwise have to charge. Only transport services operating on certain routes, along which large numbers of workers are forced to travel daily, are approved for subsidy purposes. All trips of the vehicles concerned are subsidized: i.e. not only peak hour trips.

Of course, employers in Salisbury do already contribute to costs of housing of their African employees. Possibly it may be considered that a small additional contribution for the subsidization of transport services is warranted? Alternatively, could the municipality not contribute as it provides no transport services (which are fun at a loss in most towns in the Union)?

I hope that this is helpful. Do write again if there is any further information that we could supply.

Yours sincerely,


Muriel Horrell
Technical Officer.

Pub MH

OCT 29 1956

LACETS CYCLE EXCHANGE
SINDIA ST/charter Rd.
SALISBURY
S. Rhodesia
24-10-56

The Technical Officer
S.A. Institute of Race Relations

Dear Sir

On Friday the 19th ^{Oct.} it was reported in the local Press that the S. Rhodesian Government has appointed a Commission to investigate the transport position in greater Salisbury & that it will commence its sittings on "November 5th" (a most inappropriate day for a Commission to commence "sitting").

I have been appointed Convenor of a committee to investigate & prepare a written statement to the Commission (on behalf of the Salisbury Branch of the Interracial Association).

We have held 2 meetings so far & are very conscious of our lack of facts & figures & lack of time for research. Realising that we in Salisbury are experiencing the same or similar growing pains which the large Urban Areas in the Union have already experienced, it was decided that we should write to you for any publications you may have on the subject of Transport as it affects the Urban African.

Some of the facts we would like to know are: -

(1) What constitutes a fair & reasonable percentage of a man's salary which is absorbed by transport to & from work.

(2) Bearing in mind that the Bus Company operating in Salisbury & Greater Salisbury is run by a Private Bus Co. how could the fares be subsidised? - Levy on Employers? - Direct Govt. subsidy? - Municipal Subsidy?

(There is no Municipal Bus Services, neither are there any suburban railway services)

(3) If fares are subsidised in the Union, does the subsidy operate during peak hours only - e.g. workers monthly tickets? or are fares constant?

(4) Should by any chance you have to publication on the subject, I wonder if you could contact the Johannesburg Municipal Authorities on our behalf.

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The Commission has been created as a result of the recent Bus Boycott by Africans in Salisbury & notably by a hoodlum element in Harare, the Salisbury African Township. There is no doubt that the African Bus User is asked to contribute a ridiculous percentage of his pittance to getting to & from work. - & in the short time available to us we are anxious to frame & present a comprehensive statement to the Commission. I am sure you will be able to help us. Now I personally feel most uncomfortable in appealing to you again, - I did so about a year ago as Chairman of the "Industrial Relations Committee" when you sent us some material on the Building Industry. - for which I omitted to pay. I am therefore enclosing most apologetically a cheque for £1, which I hope will cover our past & present indebtedness to you. Kindly excuse this hurried & sadly presented appeal but our Secretary is more than occupied with an Inter-Racial Concert which the Association is organising, 25th & 26th Oct. - plus the CRAFT FAIR, which is being held next month.

Yours sincerely
F. J. T. Lacey

F. J. T. LACEY

logical training. statements.—A.N.D. work in Southern Africa. The

BUS COMMISSION APPOINTED: EVIDENCE WANTED

The S. Rhodesia Government Transport Commission which is to be appointed to investigate the transport position in Greater Salisbury will commence its sittings on November 5th, 1956, under the chairmanship of Mr. Justice T. H. W. Beadle, O.B.E.

The members of the Commission are Mr. G. W. Robb, General Manager, City Tramways Co. Ltd., Cape Town, Mr. W. Margolis, M.B.E., a Salisbury Industrialist and Mr. J. M. N. Nkomo, an Estate Agent and Auctioneer in Bulawayo. Mr. H. N. Booth, of the Department

of Labour, will be the Commission's secretary.

The Commission's terms of reference include the inquiry into and reporting on the transport services in greater Salisbury, inquiry into the reporting on the economic facts and factors relating to the transport services in greater Salisbury, including the factors of distance, stages, frequency of service and regulations under the Roads and Road Traffic Act; the relation of fares to, and the impact of fares on, the earning capacities of users. The Commission will also inquire

into and report on any other matter which in the opinion of the Commissioners may be relevant to any of the foregoing matters.

Under its investigations the Commission will deal with transport as affecting both Europeans and Africans and advertisers will be published soon calling for evidence. For the sake of convenience interested parties should prepare documents for presentation to the Secretary Designate, Mr. H. N. Booth, Department of Labour, Jameson Avenue, P.O. Box 8016, Causeway, without delay.

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19th OCT. 1956.

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