

DEPARTEMENT VAN VERVOER - DEPARTMENT OF TRANSPORT.

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Gelieve in u antwoord
te verwys na
In reply please quote

UNIE VAN
SUID-AFRIKA.



UNION OF
SOUTH AFRICA.

No.

Verwys Nr. **KE/1072**
Ref No.

Telefoon:
Telephone: 29755/6

KANTOOR VAN DIE—OFFICE OF THE

Plaaslike Padvervoerraad,
Local Road Transportation Board,

Telegramme
Telegrams "VERVOER".

JT/NMD.

P/a Privaatsak, H.P.K., DURBAN.
C/o Private Bag, G.P.O.,

15th February, 1954.

Messrs. Geo. Singh & Co.,
P.O. Box 365,
DURBAN.

N. M. M. M. M.

re Natal Durban Cops

Dear Sirs,

**Appeal by Durban Transport Management
Board against decision of Durban Local
Road Transportation Board to reject
their application for increased bus
fares in respect of local Durban routes
(163 buses.)**

File

I have to inform you that advice has been received from the National Transport Commission, Pretoria, to the effect that consideration of the above-mentioned appeal has been postponed sine die at the request of the appellants' Attorneys.

This appeal will not now be considered on Friday, 26th February, 1954.

Yours faithfully,

**SECRETARY,
Local Road Transportation Board,
DURBAN.**

att.

Gilbert

DEPARTEMENT VAN VERVOER : DEPARTMENT OF TRANSPORT.

UNIE VAN SUID-AFRIKA

UNION OF SOUTH AFRICA.

KE/1072 (SUB).

Tel. 29755/6.

EPA/3C

Kantoor van die/Office of the
Plaaslike Padvervoerraad,
Local Road Transportation Board,
Privaatsak, H.P.K.,
Private Bag, G.P.O.,

DURBAN.

26th November, 1955.

General Manager,
Durban Transport Management Board,
Alice Street,
DURBAN.

Dear Sir,

Application for increase in tariff of fares:
165 passenger vehicles.

I have to confirm that having given serious consideration to all the evidence led and arguments advanced by all concerned this Board is of opinion that the time is not ripe to grant increase in bus fares for the following reasons:-

1. The Board is of opinion that the fare structure as proposed is unreasonable;
2. Bus fares were increased as recently as July, 1952, and an additional sum of £77,000 was collected;
3. It was stated by the General Manager of the Transport Undertaking that he expects to receive £20,000 from the Government from the Native Services Levy Fund; and
4. As the whole top deck of all double deck buses has now been thrown open for use by non-European, this, it is felt, will bring in substantial additional revenue.

In the circumstances the Board is unable to accede to the application submitted which is accordingly rejected.

This decision was announced at a meeting held on Tuesday, 24th November, 1955.

Refund of your deposit of £41. 10. 0. (Receipt No. R. 625628) less £21. 5. 0. retained in terms of Regulation 15 (3) will be arranged in due course.

Messrs. Geo. Singh & Co.,
P.O. Box 365,
DURBAN.

Yours faithfully,

SECRETARY,
Local Road Transportation Board,
DURBAN.

Copy for your information. Your clients, Natal Indian Congress.

SECRETARY.

C O P Y.NOTICE OF APPEAL.

In the matter of :

AN APPEAL AGAINST THE DECISION, GIVEN
ON THE 24th NOVEMBER 1953, OF THE LOCAL
TRANSPORTATION BOARD FOR THE AREA OF
DURBAN.

TO: THE SECRETARY FOR TRANSPORT,
Division of Road Transportation,
P.O. Box 1077,
PRETORIA.

SIR:

Please take notice that the Durban Transport Management Board hereby notes an appeal against the decision of the Local Transportation Board for the area of Durban, given on the 24th November, 1953, in which the said Local Transportation Board rejected the application of the said Durban Transport Management Board, the said application having been made for

- (a) authority to increase fares as in manner set out in the said application.
- (b) authority to operate for reward in Durban a central circular service in the manner set out in the said application.

The appeal is lodged on the grounds that

- (i) No adequate reason for refusing the application has been given by the said Local Transportation Board.
- (ii) The said Local Transportation Board failed to give proper weight to the evidence given before it by the Appellant.
- (iii) The decision of the said Local Transportation Board was against the weight of that evidence.
- (iv) The aforesaid application made by the Appellant should have been granted by the said Local Transportation Board.

DATED at DURBAN this 2nd day of DECEMBER, 1955.

"SHEPSTONE & WYLIE."

ATTORNEYS TO THE DURBAN TRANSPORT
MANAGEMENT BOARD.

SHEPSTONE & WYLIE,
Attorneys to the Durban Transport
Management Board,
41 Acutt Street,
DURBAN.

DEPARTMENT VAN VERVOER : DEPARTMENT OF TRANSPORT.

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UNIE VAN SUID-APRIKA : UNION OF SOUTH AFRICA.

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KE/1072.

Kantoor van die/Office of the

TEL. 29755/6.

PLAASLIKE PADVERVOERRAAD,
LOCAL ROAD TRANSPORTATION BOARD,

PRIVAATSAK, H.P.O.,
PRIVATE BAG, G.P.O.,

DURBAN.

9th December, 1955.

Messrs. Geo. Singh & Co.,
P.O. Box 365,
DURBAN.

Dear Sir,

Application for increase in tariff of fares;
DURBAN TRANSPORT MANAGEMENT BOARD.

I have to refer you to this Board's letter of advice of 26th November, 1955, to the General Manager of the Durban Transport Management Board, of which letter you were forwarded a copy, and I attach for your information a copy of the grounds of an appeal which applicants have lodged with the Secretary for Transport, Pretoria, against this Local Road Transportation Board's decision to reject the application for increase in tariff of fares.

You will be further advised in due course the time, place and date of meeting at which the National Transport Commission will consider this appeal.

Yours faithfully,

SECRETARY,
Local Road Transportation Board,
DURBAN.

Encl.

Copy

DEPARTMENT OF TRANSPORT,

Ref. No: KE/1072.

Telephone Nos: 29755/6.

JT/NMD.

Local Road Transportation Board,
Private Bag, G.P.O.,
D U R B A N.

File N.I.C

22nd January, 1954

X *Messrs Geo. Leigh & Coy.,*
P.O. Box 365, Durban.

The Secretary for Transport,
(D. R. T.),
P.O. Box 1077,
P R E T O R I A.

Copy for your information.

[Signature]

Appeal by Durban Transport Management Board against decision of Durban Local Road Transportation Board to reject their application for increased bus fares in respect of local Durban routes (163 buses).

RECEIVED
PLANNING
LOCAL ROAD TRANSPORTATION
DURBAN
22/1/54

The application was lodged on 9th October, 1953, and particulars were published in issue of the Natal Provincial Gazette of 15th October, 1953.

2. Written objections were submitted by:-

- (1) The Housewives' League of South Africa, Durban Branch;
- (2) Mr. F.P. Crawford, Durban;
- (3) Mr. Sidney Smith, Durban;
- (4) Montclair Ratepayers' Association, Durban;
- (5) Jacobs, Wentworth & District Burgesses Assocn., Durban;
- (6) Fynnland Ratepayers' Association, Durban;
- (7) Blufflands Ratepayers' Association, Durban;
- (8) Woodlands Ratepayers' Association, Durban;
- (9) V. Kennedy, Durban;
- (10) "Hard Hit", Durban;
- (11) Dr. A. Bonfa, Durban;
- (12) Messrs. M.C. & F.L. I'Ons, Durban;
- (13) Wards 1 & 2 Citizens' Association, Durban;
- (14) Messrs. E.E. & J.M. I'Ons, Durban;
- (15) Twine & Bag Workers' Union, Durban;
- (16) Food & Canning Workers' Union, Durban;
- (17) South African Tin Workers' Union, Durban;
- (18) Natal Dairy Workers' Union, Durban;
- (19) Natal Box, Broom & Brush Workers' Union, Durban;
- (20) Operative Biscuit Makers and Packers' Union of S.A., Durban;
- (21) S.A. Railway & Harbour Workers' Union, Durban;
- (22) Chemical & Allied Workers' Union, Durban;
- (23) Mr. A.W.C. Champion, Chairman, Location Advisory Board, per the Native Commissioner, Durban;
- (24) Umhlatuzana Civic Association, Durban;
- (25) The Durban & District Joint Council of Europeans and Bantu, Durban;
- (26) Mr. R.H. Davies, Durban.

This Board was also furnished by applicants with copies of 7 objections which had been submitted direct to them by:-

- The Housewives' League of South Africa, Durban;
- 38 Residents in Sarnia Road, Bellair, Durban;
- Mr. W.H. Smithers, Durban;
- Woodlands Ratepayers' Association, Durban;
- Brighton Beach Ratepayers & Burgesses Association, Durban;
- Blufflands Burgesses Association, Durban;
- & Mr. W.H. Pottinger, Durban.

3. Personal representations were taken by this Board at a meeting held in Durban on 11th November, 1953, when applicants were represented and representatives or the actual objectors appeared as regards objections (1), (2), (3), (4), (5), (6), (7), (8), (11), and (13), and further representations were taken at a meeting on 16th November, 1953, when Mr. A. Macpherson, and Mr. Singh, Attorney for Natal Indian Congress, also appeared as objectors. This Board verbally advised all concerned that decision in this application would be deferred to a later date.

4. In Committee, at a meeting held on 24th November, 1953, this Board decided to reject the application and the decision was later publicly announced to all the representatives and Press representatives who had assembled in the Boardroom that morning.

5. This Board's reasons for rejecting the application, which are repeated hereunder, were also announced verbally by this Board and were later confirmed to all concerned per this Board's letter of 26th November, 1953.

"Having given serious consideration to all the evidence led and arguments advanced by all concerned this Board is of opinion that the time is not ripe to grant increase in bus fares for the following reasons:-

1. The Board is of opinion that the fare structure as proposed is unreasonable;
2. Bus fares were increased as recently as July, 1952, and an additional sum of £77,000 was collected;
3. It was stated by the General Manager of the Transport Undertaking that he expects to receive £20,000 from the Government from the Native Services Levy Fund; and
4. As the whole top deck of all double deck buses has now been thrown open for use by non-Europeans, this, it is felt, will bring in substantial additional revenue.

In the circumstances the Board is unable to accede to the application submitted which is accordingly rejected."

6. The following particulars and figures extracted from appellants' present and proposed stages and fares will serve to illustrate why this Board does not consider the proposed increase in bus fares to be reasonable and to be unduly high in respect of certain stages.

Route.	Stage(City to.)	Mileage.	Adult fares.		
			Existing	Proposed	Proposed
			Cash.	Coupon	Cash.
Maydon Wharf.	Gilbert Hamers.	1.45	3d.	2.9d.	5d.
	Francois Rd Bridge.	2.85.	5d.	4.7d.	7d.
	Johnston/Crabtree Roads.	3.1.	5d.	4.7d.	7d.
Fynnlands.	Gale Street(Blake Road)	1.45.	3d.	2.9d.	5d.
	Willowvale Road.	2.25.	4d.	3.8d.	7d.
	Wadley Road.	2.90.	5d.	4.7d.	7d.
	Edwin Swales V.C. Drive.	5.0	7d.	6.7d.	9d.
	Fynnlands School.	8.8	10d.	9.5d.	1/-.
Brighton Beach.	Marshall Avenue.	7.2	10d.	9.5d.	1/-.
Wentworth Camp.	Hospital Gates.	8.6	10d.	9.5d.	1/-.
Bitumen Factory to Fynnlands via Wentworth Old Terminus.	Bitumen Factory.	7.6	10d.	9.5d.	1/-.
	Jacobs Police Stn.	1.35	3d.	2.9d.	5d.
Mobenl.	Amalgamated Packaging Industries Ltd.	7.1	9d.	8.5d.	1/-.
	Reckitt & Colman.	8.4	10d.	9.5d.	1/-.
Montclair/Woodlands.	Woodlands terminus	7.8	9d.	8.5d.	1/-.
	Rolleston Place	7.5	9d.	8.5d.	1/-.
Mount Vernon.	Rosburgh School	5.1	7d.	6.7d.	9d.
	Church Avenue	7.45	9d.	8.5d.	1/-.
	3rd Street,Hillary.	8.35	10d.	9.5d.	1/-.
Kennet. Gardens.	Cnr Campbell/Moore Roads.	1.4	3d.	2.9d.	5d.
	Ferguson Road.	2.3	4d.	3.8d.	7d.
	Cnr. Deodar Avenue/Nicholson Road.	3.1	5d.	4.7d.	7d.
Manor Gardens.	Cato Road.	2.35	4d.	3.8d.	7d.
	Entabeni	2.9	5d.	4.7d.	7d.
	Cnr. Maze/Chelmsford Roads.	2.85	5d.	4.7d.	7d.
Westville.	Old Dutch Road.	1.6	3d.	2.9d.	5d.
	Cato/Berea Roads.	2.25	4d.	3.8d.	7d.
	Bidston Road.	2.9	5d.	4.7d.	7d.
	West Boundary Road	5.2	7d.	6.7d.	9d.
	Westville Tdg. Co.	5.9	8d.	--	1/-.
	Rochdale Avenue	6.7	9d.	--	1/-.
	Salisbury Avenue	7.2	10d.	--	1/-.
Sydenham.	Sydenham P.O.	4.85.	7d.	6.7d.	9d.
Musgrave Road via Berea Road.	Galloway House.	2.2	4d.	3.8d.	7d.
	St. Thomas Road.	2.5	5d.	4.7d.	7d.
	Marriott Rd/Musgrave Road.	3.20	5d.	4.7d.	7d.
	Gordon/Florida Roads.	4.35	6d.	5.7d.	9d.
	Mitchell Road	5.0	7d.	6.7d.	1/-.
	Fynn St/1st Avenue.	5.5	8d.	7.6d	1/-.
	Epsom Road.	5.7	8d.	7.6d.	1/-.
City	6.5	9d.	8.5d.	1/-.	

Route.	Stage(City to)	Mileage.	Adult fares.		
			Existing. Cash.	Coupon.	Proposed. Cash.
Marriott Road via Greyville.	Mitchell Road.	1.45	3d.	2.9d.	5d.
	Mitchell Park.	2.7	5d.	4.7d.	7d.
	Mariott/Musgrave Roads.	3.25	5d.	4.7d.	7d.
	Galloway House.	4.25	6d.	5.7d.	9d.
	Park Lodge	4.75	6d.	5.7d	9d.
	Old Dutch Road.	4.9	7d.	6.7d	1/-.
	Technical College.	5.45	8d.	7.6d	1/-.
	Russell Street City.	5.75 6.45	8d. 9d.	7.6d 8.5d	1/-. 1/-.
Botanic Gardens via Berea Road.	Marriott Road	2.65	5d.	4.7d.	7d.
	Epsom Road.	4.2	7d.	6.7d	9d.
Botanic Gardens via Greyville.	Botanic Gardens Nurseries.	2.9	5d.	4.7d	7d.
	Russell Street	4.25	7d.	6.7d	9d.
Red Hill.	Umgeni/Lindsay Rds.	1.4	3d.	2.9d.	5d.
	Windsor Park	3.0	5d.	4.7d.	7d.
	Athlone Gardens	--	6d.	5.7d.	9d.
	Old Mill Way	--	7d.	6.7d.	9d.
	Coronation Hall	--	9d.	8.5d.	1/-.
	Coronation Brick & Tile Co.	--	10d.	9.5d.	1/-.
Red Hill via North Coast Rd.	Queen's Bridge.	3.7	6d.	5.7d.	9d.
	Coronation B & Tile Co.	5.0	7d.	6.7d.	9d.
	Broadway. Old Mill Way.	7.4 8.0	9d. 10d.	8.5d. 9.5d.	1/-. 1/-.
Red Hill via Snell Parade.	Grosvenor Court.	1.55	3d.	2.9d.	5d.
	Aerodrome.	3.3	4d.	3.8d.	7d.
Spur Routes.	Ellis Park.	4.7	7d.	5.7d.	9d.

7. Very strong objection was raised against the proposal to abolish the sale of books of fare coupons, which coupons are at present sold to the public at a slight reduction in cost as compared with cash fares, not so much from the viewpoint of the loss of the small discount but because these coupons are a great convenience not only to passengers but to bus conductors and obviate the necessity to tender or to give small change when travelling. The coupons are convenient to carry and disperse with the necessity to tender small silver and coppers.

8. A copy of the record of proceedings before this Board at meetings held on 11th and 16th November, 1953, is attached.


 CHAIRMAN,
 Local Road Transportation Board,
DURBAN.

Encl.

R E C O R D.

MEETINGS OF DURBAN LOCAL ROAD TRANSPORTATION BOARD HELD
IN DURBAN ON 11TH AND 16TH NOVEMBER, 1953.

PRESENT: (Both Meetings)

Mr. B.H. Breedt, Chairman.
Mr. E.B. Dunkerton, Member.
Mr. A.S. Robinson, Member.
Mr. L.E. Boshoff, Actg. as Secretary.

DURBAN TRANSPORT MANAGEMENT BOARD.

KE/1072.

(11th November, 1953).

Mr. Bizzell, Advocate, represented applicants,
and was accompanied by Mr. Heron, applicants' General Manager.

The following objectors were present:-

Mr. Sidney Smith,
Mr. F.P. Crawford,
Dr. A. Bonfa,
Mr. V. Vickers representing Montclair Ratepayers' Asscn.,
Jacobs, Wentworth & District Burgesses
Association, Fynmland Ratepayers' Asscn.,
Blufflands Ratepayers' Asscn., & Woodlands
Ratepayers' Asscn.

Mrs. Gibling representing the Housewives League of
South Africa (Durban Branch);

Mr. Paterson Roberts representing Wards I & II Citizens'
Association, Durban.

Mr. Bizzell: Applicant is Durban Transport Management Board set up in August 1952 by Ordinance. Application is made in terms of Regulation 3 of the Motor Carrier Transportation Act which permits such an application to amend scale of charges to be made. Certain rules were laid down by the City Council for the Durban Transport Management Board, such as publishing details of the application. Ordinance 32 of 1952 allows City Council to alter fares subject to the Local Road Transportation Board's ruling. We have complied and are competent to approach you. Estimates for year ending July 1954 indicate a deficit of £200,000 and only £100,000 can be expected from Revenue funds. All means have been tried to reduce costs. As far back as 1905 the then transport undertaking (predecessor of Durban Corporation) could charge up to 2d. per mile or fraction of a mile. Times have changed and it is an interesting factor in comparison, that the allowable maximum fare of 48 years ago has not yet been exceeded. This new charge would bring a correct perspective.

Chairman: Requested Mr. Heron to show objectors maps showing Zone areas. This was done. Copies of map also given to Board.

Mr. Bizzell: In fare Zone systems, passengers pay within certain areas, and the fare increases as one passes into the next Zone. Altogether there will be 5 Zones. Fares increase according to distance travelled. Fares regarding non-Europeans, increases from 3d to 4d to accord to the charge made by non-European operators. "Green mamba" fares will be the same (no Zones) except that minimum fare increases to 4d. Introduces for the first time a central service in the centre of town for 3d. If passengers stay within 1st Zone. Special service in town will be by a vehicle traversing West Street bounded by Farewell Street in each direction. This is for shoppers etc. For shopping in special Zone, the special bus must be caught. In fact one could sit in this bus all day for 3d. Also included in the application is the discontinuance of the coupon system. Now call Mr. Heron.

Mr. Heron, General Manager of Transport Management Board ad. by

Mr. Bizzell: I will be prepared to answer questions put by objectors. I am Member and General Manager of Transport Management Board which was set up in August 1952. Estimates for year ending July 1954 prepared. Initially large deficit of £193,000 was shown. Since then that deficit reduced to £188,000. On 16/9/1953 Finance Committee directed that loss be reduced to £100,000. Only £100,000 can be got to reduce deficit. This application for amendment is reason for reducing deficit. Refer to proposed Zone fare system map. Map shows Zone 0 in centre and concentric circles spreading to Zone 5. Zone D is boarding Zone and one pays for Zone area, subject to minimum fare of 4d. Does not apply to special shopping bus. Passenger travels up to limit of Zone 1 for 4d. From Zone 0 to Zone 2, limit of 2 Zones for 5d. Circles were drawn according to approximately 1 mile per Zone. Zone 4 is about 4 miles long. Decreasing cost per mile as distance increases. 7d. is maximum up to limit of Zone 3. Crossing to Zone 4 one pays 9d. Crosses to Zone 5 (12 miles) one pays up to 1/-. Figures vary from 4d. to 1/-. Those are adult fares. Childrens' fares will be half to nearest 2d. A child travels to greatest distance for 6d. Have had comparisons tables made showing proposed Zone fares for Board and objectors.

Mrs. Gibling: We have not had copies of these in time to study.

Chairman: We only received our copies on 10/11/1953.

r. Bonfa: I will give evidence at 2 p.m.

Mr. Heron ad. by Mr. Bizzell: Passenger boarding bus in Zone 2 and getting off in Zone 2 pays 4d. (minimum fare). I believe Zone system is much simpler than the present 12 stages. We will give public details of Zone Systems. If he crosses from Zone 2 to Zone 3, pays 5d. Travel in 2 Zones is 5d. 3 Zones 7d., 4, 9d., 5, 1/-. Take route Musgrave Road. Let us give documents Exhibit Numbers: Zone fare map, Exhibit 'A'; schedules of proposals, Exhibit 'B', schedule of Inner Circle Service, Exhibit 'C', schedule of Zones and Tariffs, Exhibit 'D'. Proceed from Zone 0, first point is Technical College, 2nd is Park Lodge, 3rd Marriott and Musgrave Roads. Corner of Musgrave and Marriott Roads will be 7d (now 5d). Distance is 3.20 miles (based on 1905 figure, fare could be 8d).

Chairman: Fare jumps from 4d. to 7d. in places.

Mr. Bizzell: One gets wrong point on a stage where fare jumps. In stage systems you also get border-line cases. This is a planned fare system and some discrepancies are inevitable.

Mr. Dunkerton: Big increase from Zone 2 to Zone 3.

Mr. Heron qd. by Mr. Bizzell: Many people walk a short distance to avoid paying next stage fare. People could still do so in Zone system.

Chairman: From Lonsdale Hotel to Gillespie Street is short distance. Why take Gillespie Street and not Marine Parade where so many people go, as Zone point?

Mr. Heron: Gillespie Street is convenient boarding stage.

Mr. Dunkerton: How can you explain 3d increase to Galloway House and only 2d. to St. Thomas Road.

Chairman: 6d. does not appear in whole structure.

Mr. Bizzell: We are trying to work out planned system. Lonsdale Hotel to Gillespie is one mile where minimum fare operates. From Gillespie Street to Beach would be further 1d. People could walk if extra penny was not agreeable to them.

Chairman: Would you not be discouraging people from travelling certain distances instead of paying extra fares?

Mr. Heron qd. by Mr. Bizzell: This plan is cross between flat fare plan and stage plan. Have to get certain sum of money. We would not get the money we want without this plan. Out of 50 million bus users, 19½ million passengers are 3d. payers. Extra 1d. on these would help a lot. 69% of passengers don't go beyond 4d. stage. Minimum fare increase would help. The present 4d. fare groups are next largest group to 3d. payers.

Chairman: Possible that many of 3d. fare people will ignore buses and walk.

Mr. Heron: In Zone 4 you get 3 mile ride for 4d. Probably four special shopping buses at peak periods - every few minutes, no waiting. Continuous movement.

Mr. Dunkerton: Public is old fashioned and used to stages, and the Zone system will upset them. Public will take six months to digest Zone system. Difficulty in persuading public. To Cato Road/Berea Road, increase is from 4d to 7d.

Mr. Heron: Beyond Park Lodge there is a big jump because it is convenient spot for turn around bus.

Mr. Robinson: When trams were used, at Cato Road everybody left vehicle and walked to Toll Gate. Same thing will happen again.

Chairman: In some cases fares jump by 3d. for extra ½ mile.

Mr. Heron qd. by Mr. Bizzell: This is first application by Transport Management Board. With the last increases (1952) some stages contracted. In 1948 there was a complete re-organisation of stage routes. In 1944 was last increase for minimum fare users. In 1952 stage points became shorter. 19,000,000 passengers have had no increase since 1944. At same time town travellers will have special buses. The special bus (Inner Circle) will have large obvious signs on it. The whole question of fares has been given a great deal of thought and investigation before putting it forward. Transport Management Board thinks increases of fares are reasonable. Re schools sports concessions: under present scheme existing fare is 1d. for 4 stages; 2d. for 6 stages; 3d. for 10 stages. Under new Zone system, Bluff to Durban (12 miles) would be 4d. In present system it is also 4d. No material change of fares.

Chairman: If no material alteration in scholars' fares is contemplated we are not vitally affected. As regards times when they are applicable, we are not concerned.

Mr. Heron: Application gives complete picture of all routes although some of it does not apply - trolley buses, for example.

Chairman: National Transport Commission must deal with application re trolley buses.

Mr. Heron qd. by Mr. Bizzell: Re mixed buses, at present minimum fare on 'Green Mamba' is 3d., thereafter 1d. per each two stages. Proposed increase is to 4d. minimum up to 5 stages. Fares for 6 consecutive stages remains unaltered.

Chairman: Non-European operators were forced to charge 3d. from Toll Gate so as not to compete with Corporation. This is being carried out. The full non-European bus operator fare to Booth Road is 4d.

Mr. Dunkerton: If Corporation has minimum fare of 4d to Toll Gate, non-Europeans will probably desert to non-European operated buses for 3d. fares.

Chairman: S.A. Railways have had to reduce frequency of certain services because non-European operators charge less in certain areas.

Mr. Heron qd. by Mr. Bizzell: European staff is used on 'Green Mamboas'. Non-European operators use non-European employees.

Mr. Dunkerton: If Native fares are increased from 3d. to 4d., many Natives will go by non-European operated buses.

Mr. Heron: Fare after Bidston Road to Booth Road will remain 4d. We will possibly lose those passengers inwards from Bidston Road to City. As regards children, there will be no change in fares. Special service for sports meetings as regards adults will be affected e.g. Durban to Clairwood 3/- single., 4/- return. Effect is that return fare is increased by 6d. Fare to Greyville has not changed for many years - will now be 2/- return (at present it is 6d. each way or 1/- return). As regards transport systems in other

parts of the world, in many cases fares are on a flat rate, e.g. 10 cents for one mile or 15 miles. Big profits are made. Seats are re-sold over and over due to density of people on routes. They have big turn-overs. To apply a flat fare here, heavy minimum fare would have to be charged. In some countries Zone systems apply where you pay only as you get out - this involves special types of single decker buses so that only driver is employed. We envisage introducing this system. We intend abolishing the 5% discount on fares. No coupons will be issued at all.

Mr. Dunkerton:

Personally, I prefer to buy coupons. Extra labour involved in giving change and giving tickets. The odd amounts (5d. 7d. etc.) cause extra work re giving change. In tram days, lot of money lost because conductors could not attend to all the passengers.

Mr. Bizzell:

There will be saving in cost of selling coupons, accounting etc. which will save money. Odd amounts (4d. 5d. 7d. etc.) already exist.

Mrs. Gibling:

On route to Sutton Park, often conductor ignores 1d. extra customers which is a loss to Council.

Mr. Heron:

As regards existing coupons, they will be redeemed. As regards reducing deficits, economies are already in operation and large sums have been saved. Secondly, application has been made for allowance re the employers of labour. 3rd system is to apply for increases.

Mr. Bizzell:

There are always people who dodge paying fares.

Chairman:

Converse of that is that conductor was making up his way-bill, I offered him the fare as I got off. He refused it as he had made up his way-bill.

Mr. Heron:

Considerable money lost by abuses but we do not hear of them. Every trip cannot be checked. An automatic fare collection system is obvious remedy and we intend using this system. Abuses do exist in respect of coupons as well.

Mr. Dunkerton:

We must agree that dishonesty does occur in any walk of life.

Mr. Heron:

If one 3d. passenger is lost on every forward and return trip, a sum of £18,000 will be lost to the Corporation in a year. Long range automatic collection will obviate certain difficulties. Motor cars also pick up some passengers. This cannot be avoided.

Mrs. Gibling:

Why was it that when Housewives League sent a letter to Transport Management Board suggesting amendments of fares and asking to meet a delegation, we received reply that no good purpose would be served?

Chairman:

We must ask objectors to keep to matters of fare structure.

Mr. Heron:

Place to lodge objection would be to the Board.

- Mrs. Gibling: I ask Local Board not to increase fares because it would harm widows and children. One widow pays £8 per month for herself and 3 children to come to town on old fares. As for myself I have used buses and trams for 40 years and have not known such chaos as now - people wait long times, insufficient buses. People grumble all the time about lack of suitable transport and having to wait a long time for buses. People will take train. Fare to Sutton Park (5d.) is too much. 2d. extra to Sutton Park (now 4d. to Sutton Park). Poor people can ill afford to pay the extra pennies.
- Mr. Heron: Mrs. Gibling discussed fare to Sutton Park - in Pretoria same distance (2.3 miles) would be 6d. To Sutton Park now is 4d. Increase will be 5d.
- Mrs. Gibling: Westville people pay no rates yet have less to pay over 12 mile distance.
- Mr. Heron: 1/- is maximum fare. On Westville route 1/- fare is on 5 mile Zone. West Boundary Road to Westville is economic.
- Mr. Sidney Smith: Refer to my letter. I am here in my personal capacity not as a councillor and ask excisement of words re councillor in my letter.
- Chairman: We accept your evidence in your personal capacity.
- Mr. Sidney Smith: Mr. Heron referred to directive given by Council to Transport Management Board. Transport Management Board is obliged to act according to City Council.
- Mr. Bizzell: I indicated that Finance Committee of Council had given the directive.
- Mr. Sidney Smith: Can Finance Committee give Transport Management Board instructions?
- Mr. Heron: Estimates must be adopted by the Council. Transport Management Board is obliged to operate within estimates of Finance Committee.
- Mr. Sidney Smith: Has Council passed estimates?
- Mr. Heron: Estimates not yet passed by the full Council.
- Mr. Sidney Smith: Officially you have no authority to make this application.
- Mr. Heron: It was agreed (Town Clerk's meeting on 16/9/1953) by Finance Committee that £100,000 only would be available as subsidy.
- Mr. Sidney Smith: Has Transport Management Board put application because of directive of Finance Committee?
- Mr. Heron: Transport Management Board was already considering putting in application.
- Mr. Sidney Smith: Finance Committee is 6 members. Total Council is 24 members. Is it not possible that Council would be against it? Council could decide to increase rates etc. to find extra money to subsidise the Transport Management Board.

Mr. Heron: The Council must finally pass the estimates. Council has not yet done so. It is possible that Council would not pass the estimates.

Mr. Sidney Smith: Council has not passed estimate and Finance Committee cannot give directive unless Council passes it.

Mr. Heron: I should have thought that if Councillor (Smith) knew of fact that directive was not competent he should have mentioned it.

Mr. Sidney Smith: I place on record I have raised the point.

Chairman: We should confine ourselves to increased bus fares. It is not desirable to discuss the issue as regards directives.

Mr. Bizzell: Transport Management Board has directive under Motor Ordinance to approach Board direct re application.

Mr. Heron ad. by Mr. Smith: Transport Management Board must not place an undue burden on public. Transport Management Board feels that deficit of £100,000 is undue burden. Transport Management Board feels that fares applied for are not undue burden. It is a fact that since 1935 there has always been a subsidy on municipal bus services. The cost of production has been higher than the service. The only question now is the amount of the subsidy. Two opinions (i) to increase fares; (ii) to decrease fares and obtain higher revenue.

Mr. Sidney Smith: I submit that extra revenue can be obtained by decreasing fares. Instances of people having to walk to avoid paying ~~extra~~. Cases where one man takes 4 or 5 friends each day in his car and charges a lesser amount than the bus. If bus fare was lower, such men would use buses. Not long ago we had a different retail shop service than now. Then Departmental shop system came in with the result that large numbers of people bought cheaper goods - basis of small profits and quick returns. Also, cost of production decreased and a general benefit was experienced by people from manufacturers to employees. Subsidy system has been proved a failure and we appeal to the Local Board not to allow a system of guaranteed failure to continue. It is impossible as things stand to have an economic fare. This is caused because the City grows. It is 20 years since the City has realised this is a municipal service not an economic undertaking.

Mr. Heron: In 1930 transport system made profits.

Mr. Sidney Smith: City in 1930 took over added areas. This involved long runs. Transport previously had small area with heavy density. But it is not the public's fault that people had to spread out to the added areas and authorities felt obliged to continue to transport outside area dwellers. It is now necessary to transport greater numbers every year. If a family wants a little home with a little space, they have to go further afield.

Chairman: We will let objectors put questions to Mr. Heron and thereafter adjourn.

Mr. Sidney Smith: I have 6 questions.

Mr. Heron q.d. by Mr. Sidney Smith: 1948/9 Council bought new fleet of buses including other material and £1¹/₂ million was the cost to buy the new fleet including other materials. The cost and maintenance for 1951/52 including trolley-buses, overhead wires etc. was £211,297. Ditto for 52/53 was £227,465; ditto for 53/54 is £237,300. This includes maintenance and cost of ancillary services. There were a number of trolley-buses in existence and these are included in the cost for the new fleet.

Mr. Sidney Smith: Pity we could not get details of the cost of new fleet alone.

Mr. Heron: It will take time to get figures re new fleet.

Chairman: We cannot consider this application again until 16/11/1953.

Mr. Sidney Smith: I want to hear maintenance charges on the new fleet and what have been the causes of the heavy costs.

Mr. Bizzell: Costs are going up all the time - even this application will cost money.

Mr. Sidney Smith: Figures relating to new omnibus fleet should be ascertained.

Mr. Heron: Costs were not high. I have some figures: in other centres omnibus costs per pence per mile are - Johannesburg 9.43; Port Elizabeth 8.47; Cape Town 8.79; Durban 6.92.

Mr. Sidney Smith: What was spent on rebuilding bus bodies?

Mr. Heron: In 1951/52, £17,510. In 1952/53, £52,359. Many buses had to be rebuilt as they were unfit.

Mr. Sidney Smith: Would I be unfair in saying a new fleet should not have had so many unfit buses?

Mr. Heron: I admit Council made a bad buy. The sums mentioned were paid out of Revenue.

Mr. Sidney Smith: If private firms conducted a bad buy and attempted to pass loss to public would it be considered as an economic undertaking?

Mr. Heron: Losses borne by rates fund have been in excess of sums mentioned. Transport losses have increased general loss to Revenue. This bad buy of buses was not necessarily passed on to public but to rates fund. Transport Management Board looks upon itself as a trading undertaking. I agree that a trading undertaking must pay its way.

Mr. Dunkerton: Transport Management Board is a service to public.

Mr. Heron: Transport Management Board has considered advising Council that it is not a trading undertaking. We have been told that anything over £100,000 is an undue burden on the public.

Mr. Sidney Smith: Onus is being placed on Local Board to show that burden on Transport Management Board should be lifted by granting application. Actually burden is on public not on rates fund. All members of Transport Management Board should be present before the Local Board. I'd like to address the Local Board for a few minutes.

Chairman: Advised Dr. Bonfa that only questions would be taken first. Addresses to the Local Board would follow thereafter.

Dr. Bonfa: I have a new system which I propose. I sent copies of my scheme to Council but was ignored. I applied to all ratepayers associations and gave them my views. I'm dead against increase of fares against poor people who cannot afford to pay more - 2/- per day or £30 per year is enormous amount for people earning small salaries. Tax on middle-class people should be placed to relieve cost of mis-management. People wanting to get to town want to catch buses at any time - timetables have to be bought. Buses should be routed in certain directions so that people know where to find them. In old days, large notices were placed on buses and people knew where to catch buses. Now you have to get into the front of the bus to see indicator. On Indian buses, indicators are on the side. Buses change their routes every day. We have no need to increase fares. There would be a saving on feeder services to certain points and other buses direct to City centre. Buses should start outside and run into town and through it - keep running. Public will have to co-operate.

Mr. Dunkerton: Experience of Local Board is that public will not accept feeder services. Even previous rail feeder services were not acceptable.

Dr. Bonfa: In Berlin people have to take one bus to a central point and take another bus. My system will save 1,100,000 miles in a year. Only 300 to 400 buses a day could operate. Every ten minutes, buses would operate. People from say Brighton Beach, Mobeni etc. would be brought to a central point, e.g. Clairwood. From there other buses would take them to Durban. What does a conductor do on a bus? Takes a few notes. Only times he works is at peak periods. In peak periods lots of people use buses. Valley periods many buses run nearly empty. 11 per mile, it is calculated, are conveyed on each bus. Question of dimes in New York which are put into a slot. Also tickets patented by me in Pretoria. The tickets have 6 sections. Sell them for 4d. per book. Each division .66d. Tickets are adaptable to any charge merely by sub-dividing sections. There should be specified stage points depending on the direction of the route. On any of these routes, person pays 6 sections and a child half. (Specimens of patented tickets handed to Local Board, Mr. Heron and objectors).

Chairman: Have you propounded this scheme to the Transport Management Board?

Dr. Bonfa: I never got the opportunity to do so. I had to approach ratepayers' associations. Half-stages could also be directed (to Beach, to Gale Place, to Park Lodge etc.) The big stages make a large

circle to which full stage buses go. Other buses go to $\frac{1}{2}$ stage points and the charge is always half of full stage charge. Passengers could catch full or half stage buses and pay accordingly. Fare on outer stage, peak period would be higher than during valley periods. Valley periods would encourage more people. Conductors would be obviated because driver can take tickets. Small alterations to buses would be necessary. Driver can see what happens on lower deck by mirror. Seats should be altered to increase carrying capacities. I think sliding doors are dangerous in cases of accident or fire. Bars can be fixed on doors as gates and controlled by driver. Driver should have loudspeaker to tell passengers which is the next stop etc. People often over-ride their stops and have to walk back. He could control his passengers. In New York one driver does all this. This system was tried in Bloemfontein and a big saving was made. In Durban, a much bigger saving could be made. These tickets take away necessity for checking up on tickets issued, fares taken etc. The kept portion of the ticket is automatically tabulated by machine. £174,000 would be lost by increasing fares. £239,000 profit would be made by using my system.

Mr. Dunkerton: I cannot accept these figures - the enormous difference between loss of £174,000 to a gain of £239,000.

Dr. Bonfa: Enormous increases of passengers would result especially from Natives. Public could not boycott a system which charges less. An economy can be made into a profit.

Chairman: Your scheme should be told to the Transport Management Board and not to us. We cannot listen all afternoon to an Utopian theory. Durban public will not tolerate a feeder service. People will not change buses. You cannot run individual buses for individual persons. You must have 50 to 60 persons in a bus to make it pay. If your system is adopted, it must be adopted by Durban Transport Management Board. Your scheme is entirely revolutionary.

Dr. Bonfa: All the Ratepayers' Associations I have approached are in favour of the scheme.

Mrs. Gibling: I suggest Dr. Bonfa should approach operator.

Mr. Dunkerton: We have to decide whether present fares should remain or be increased. Question of decrease of present fares is not at present before us.

Dr. Bonfa: Last night at Montclair everybody agreed with me.

Chairman: We cannot waste more time on your scheme. I suggest you approach Durban Transport Management Board.

Mr. Bizzell: I have copies of roneoed correspondence which was left at the office. Durban Transport Management Board was not approached by Dr. Bonfa with a view to discuss the matter.

Chairman: We appreciate Dr. Bonfa's views.

Mr. Vickers: I'd like to ask Mr. Heron some questions. He says the deficit will be £188,000 and that £100,000 could be expected from Council. What Revenue is anticipated from increase of bus fares?

Mr. Heron ad. by Mr. Vickers: £59,000. Not allowing for automatic extra ld. times 19 million. There will be some passenger resistance. Certain amount of advertising was used on coupon tickets in years gone by. Contractors hold advertising rights. Revenue from this source will continue for a few years. The staff at present used for issuing coupons etc. will be absorbed into current vacant positions. There will be a saving because they will do other work. Probably a considerable saving in due course. For taking in extra money by conductors, it is not anticipated that any appreciable extra work will be involved. Only one sixth to one seventh of fares are coupon fares. The principle of stage and Zones is similar.

Mr. Vickers: I feel that Transport Management Board has done nothing to encourage public to use bus services.

Chairman: Only questions to be taken now, no addresses to be made.

Mr. Heron ad. by Mr. Vickers: Transport Management Board does indeed anticipate getting money via the Native Services Levy Act. This subsidy will carry losses on 'Green Mamba' service. Also it is likely that Green Mamba buses will be driven soon by Native drivers.

Mr. Dunkerton: Did you anticipate that many extra Natives will now travel on the general Durban Transport Management buses.

Mr. Heron: No. Allowance was not made as it is difficult to assess what extra numbers of Natives will use the general Corporation buses.

Mr. Crawford: I do not know Mr. Heron personally but would like to ask questions. He must not think I'm being personal.

Mr. Heron ad. by Mr. Crawford: I deny that Transport Management Board is inefficient. I am not aware that the Council considers Durban Transport Management Board is inefficient.

Mr. Crawford: I submit that this increase is not necessary because of inefficiency of staff. If 5 persons per trip per year are regained £88,000 loss would be recovered.

Mr. Heron ad. by Mr. Crawford: Inspectors must see that conductors collect all fares. I cannot say how many conductors have been reported for selling "Willies". There were many. Am not aware of the fact that Inspector sign way-bills but do not do their duties properly. We have 18 Inspectors. I don't know how many Inspectors Cape Town Tramways have.

Mr. Dunkerton: In Cape Town there is no Colour bar and smoking downstairs is allowed. In Durban these do not apply and the conditions are not comparable.

Mr. Heron: An employee cannot be supervised all the time.

- Mr. Crawford: My reasons for protesting against increases are that Cape Town Tramways run to a profit. Durban should be the same.
- Chairman: Every Municipal service in Union runs at a loss because it is a public service not a business.
- Mr. Vickers: £100,000 is expected from ratepayers. Many of these use buses.
- Mr. Heron: Payment from rates is from bus users and others. A passenger does not pay enough to cover the cost of his transport.
- Chairman: We must be reasonable when dealing with such applications.
- Mr. Vickers: We are being given a dilapidated service and will have to pay extra. The conditions of the buses are disgraceful. Conductors take blondes upstairs.
- Mr. Dunkerton: I have often phoned Durban Transport Management Board re officials and these officials were warned. You should report irregularities and they will no doubt be dealt with.
- Mr. Vickers: Was the 2d. per mile as crow flies or by road?
- Mr. Bizzell: Question of per mile along a road. We are not proposing to charge per mile but per Zone.
- Mr. Vickers: To Beach is 5d., to Umbilo 7d. but the distance is the same.
- Mr. Heron: Willowvale (Umbilo) is a continuing route within a certain Zone. Question is one of Zones and no longer mileages. We get a record of number of coupon sales and number of coupons taken on each trip. Conductors do not need to return coupon stubs. The figures re coupon sales are from actual sales records. It is possible that the figure of 19,000,000 3d. payers may not be fully exact.
- Mr. Vickers: Inspectors should keep employees under control and not vice versa.
- Mr. Paterson Roberts: I wish to ask Mr. Heron questions.
- Mr. Heron: There are 51 million normal fare paying passengers.
- Mr. Roberts: Can I suggest that you obtain sponsors to print tickets which would not cost Durban Transport Management Board anything.
- Mr. Heron: We are still getting £300 per annum from advertising. It appears that more non-European passengers are now travelling on the top deck but this increase would not help enough. The Council would have to decide whether to oppose applications by private operators over our own routes if such applications were made. South Beach, Marine Parade, Glenwood and Point services run at a profit. A person pays less the farther he travels.
- Mr. Roberts: I advocate the continuing use of coupons.
- Mr. Heron: Coupons generally are being given up all over the world.

Mr. Robinson: Public should co-operate in reporting irregularities.

Chairman: At 9.30 a.m. Monday 16/11/1953 we will resume this hearing.

Board rose 4.30 p.m.

16th November, 1953.

The same representatives appeared before the Board as on 11th November, 1953, with the addition of objectors Mr. Olivier (with Mr. Vickers) representing various Ratepayers and Burgesses Associations, Mr. Macpherson, Mr. Singh, Attorney, for Natal Indian Congress.

Mr. Macpherson: I would like to come in as objector in my private capacity.

Chairman: We will never get done if we take all objectors. We want to finish hearing to-day. We have several extra letters of objection. People who were not here before may cover same ground again.

Mr. Macpherson: I speak as a ratepayer and not in my official capacity.

Chairman: We would give objectors in groups a chance to appoint a speaker.

Mr. Bizzell: Mr. Macpherson should have objected in the normal manner. He spent all the last hearing listening. He could even then have objected. Application extensively advertised. Also the press prominently gave details. All people who wanted to object had ample opportunity to object. He should withdraw, It is open to applicant to object to objection.

Chairman: Mr. Macpherson can address the Board. Closure may have to be applied to-day. We reached stage on 11/11/1953 that all evidence had been taken. To-day objectors can address Board. Mr. Dunkerton has a few questions to ask Mr. Heron.

Mr. Bizzell: On 11/11/53 Mr. Smith asked for details as regards costs of new fleet and the cost of maintenance of the new fleet. We are working on it but figures not yet available. They will be available, we hope, this morning.

Mr. Sidney Smith: I have one question.

Mr. Dunkerton: I want the position clarified. Is Transport Management Board responsible for any services other than running service for Europeans and non-European passengers.

Mr. Bizzell: We also run cars and station wagons for Council. This does not affect the figures which the Board has. Deficit is for operating buses only, not applicable to Pool Transport costs. To counteract the estimated loss of revenue re scholars seasons, there has been provided a subsidy of £27,000 from Rates Fund per year. Transport Management Board receives £14,000 from scholars and £27,000 subsidy. Costs are mainly due to scholars using buses too early. When Transport Management Board was appointed, the assets remained with Council. If Transport is over-capitalised, the Council has the burden.

Mr. Sidney Smith: Mr. Heron indicated he expected £88,000 from the Native Services Levy Act. Will Mr. Heron confirm whether grant has been approved?

Mr. Heron qd. by Mr. Smith: I am still optimistic but have had no official advice. The sum from Native Services Levy Act will be £20,000. Fare increase brings £59,000; this will leave £10,000 deficit. Council did not get a grant from Provincial Administration for scholars. I believe that as regards rural areas, Provincial Administrations do subsidise scholars' services. I do not think Provincial Administrations in other large centres subsidise transport.

Mr. Dunkerton: I understand that the Council of Cape Town does subsidise certain private transport services over more or less rural routes which Council would like developed.

Mr. Heron: I have no knowledge of it. It may be so.

Mr. Bizzell addressing Board: You have heard the evidence submitted. Deficit is huge - £188,000. All avenues for reducing this amount have been explored. The last resort is to approach Local Board for relief. The Transport Management Board, which has compared conditions and investigated the whole matter, is of opinion that increased fares are reasonable. There is the question of comparison between Pretoria fares and Durban fares. Also since 1944 there has been no minimum fare increase - therefore application is based on solid grounds. It is a factor that 50 years ago the minimum fare was 2d. per mile. The 2d. per mile was not charged but was then permissible. This application will not even exceed that. Even so, 2d. now is not worth what it was 50 years ago. Board will please treat application on its merits and not be side-tracked by irrelevancies put up by objectors. I submit we are a trading undertaking. This is not a haphazard application. It is a planned, logical approach to the whole question of fare structures. Increase of fares are always objected to. Mr. Heron explained Zone system cannot be machine-like. There may be some difficulties with some people on the wrong side of the road. The basis of approach generally is logical, ignoring the apparent anomalies. There is no question of increasing the deficit of any Finance Committee. The Transport Management Board had decided some time ago (before deficits were known) to submit this application. The members of the Transport Management Board are experts and have given the matter thorough thought. This scheme has been extensively advertised. In spite of all the letters of objection etc.

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the actual number of objectors here to-day is few. The average person realises that the increase is inevitable. Objections are in a very narrow field. The Finance Committee controls the Transport Management Board but Transport Management Board has its own rights to apply for Certificates etc., and also to obtain its own revenue. The Transport Management Board is not concerned with the Council. The Transport Management Board has freehand to operate. There is a 3 minute service to the Point. Many of the objections are ill-founded. (Read letter of objection sent in by Mr. Kennedy). Mr. Kennedy has not given the matter much thought and the objection is along the wrong lines and is ill-founded. Board should ignore the objections. (Refers to letters submitted by the various I'Ons). We know nothing about these people and these objections should be ignored. We expected opposition but we would like opposition that comes to grips and can help Local Board to consider application. As regards Housewives League, their only complaint was that Transport Management Board would not interview the League. Mrs. Gibling dealt with a few points but she said she was thinking of catching the train. If she did so, she would pay more. Re Mr. Smith, he objects as individual. He indicated that application had to wait until Council had given its approval. Section 9 of Ordinance permits Transport Management Board to apply to the Local Board. The Law is that we can make this application. Council control does not come into it - we are a separate body. I don't know whether Mr. Smith thinks we should not charge fares. If we can charge fares, we must be able to increase them when necessary. Members of Transport Management Board include Commerce and Industries representatives. We are satisfied we can run on economic lines, that is why Council has handed over to us. Mr. Smith formulated a theory of the Bazaar system or Departmental Stores, stating we should have small profits and quick returns. If you have profits, that is fine. But we have not stable conditions at this time. As costs increase, how can we decrease fares? We shall soon be charging nothing according to such a theory. People sharing a car to avoid using buses was another point. This is hearsay evidence. We don't know any details. They may be contravening Motor Carrier Transportation Act. I ask Local Board to ignore objection. If we were a social development service, Council would not have given over to us. In Ordinance of 1913 we are classed as a trading undertaking. Local Board is not the guardian of Council policy and is not concerned with Council rates and we are entitled to make this application. Dr. Bonfa made out some interesting schemes but he does not really object to this application - he merely proposes a different scheme. If there is anything in Dr. Bonfa's scheme, we will look into it. Mr. Vickers represents the areas where the people should pay more as they live at greater distances where costs are greater as buses run empty over long distances. They should not object. All transport undertakings realise that short distance travellers have, to an extent, to subsidise long distance travellers. Question of advertising on coupons dealt with. We also get the income from the adverts on buses. Coupons are popular but there are good reasons for doing away with them. All large centres are doing so. Mr. Crawford speaks for himself and his main complaint seemed that Transport Management

Board was inefficient. He referred to blondes and "willies" and if these are his only objections he should report irregularities. All bus users should report them, it is their duty. You cannot have Inspectors for every bus. Employers are in the hands of the employees. Mr. Roberts had no complaints against our service. I don't know whether objectors have more questions.

Mr. Dunkerton: Nobody suggests that frivolous complaints should be entertained. If anybody has complaints against Inspectors they should be reported to Council.

Mr. Bizzell: I agree. Failing which a lot of damage can be done. The Inspectors are an important factor in running service.

Mr. J.L. Olivier (for Ward 4): At our Association meeting I was deputed to lead evidence here. If you will let Mr. Vickers say a few things first, I will be pleased.

Mr. Smith (Address): I have two points to make. I suggest that emphasis re the fare chargeable in 1905 be ignored. Mr. Bizzell has not given actual fares charged then. Costs to-day are not comparable with 1905. Second point is that there are some community services that are made available to the public regardless of cost. e.g. bread, even if subsidies are necessary. The transport system is the artery of our life. It is not a bus user's fault if he lives in Montclair instead of in the City. The service is necessary for him. We must go to work and come home. I would like to say I express my gratitude to Transport Management Board for developing transport in the City. Without them we may have had to develop upwards and people would live a rabbit warren life. The transport system cannot please all. In the main, the transport system is good. The fact that came out in evidence is that the Corporation bus service has never made profits since 1935. There are more kinds of profits than balance sheet figures. The old Borough transport system paid but City grew and spread and it was necessary from health point of view etc. to provide transport to outside areas. In the Ordinance that constitutes Transport Management Board, (reads relative Ordinance) the Council must approve Estimates. I have heard that Transport can, regardless, apply. If it was not for monetary loss, it would not be necessary to apply for amendments of fares. The Transport Management Board must provide transport without imposing an undue burden on bus users. I regret that the Local Board is being forced to decide whether a burden is being placed on the public. It is a fact that since 1935 no profits have been made. The present fare is not too low even though it is now subsidised. The Local Board should note that regarding losses, it is a balance sheet loss. There are other profits, such as health, homes in country etc., and the question of profits are not applicable. The community owns the bus service. Transport Management Board must hold the balance between public and Council. In 1950/51, total Borough revenue was £1,357,576; transport loss was £176,927. The rate was 2/7d in the £. In 1951/52 Revenue Fund stood at £222,358, the loss was 3/2d in the £. In 1952/53 the position was : Borough Revenue Fund £178,411; transport loss £227,031 or 2/8d. per £. In

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Estimates for 1953/54, the Revenue Fund was £188,175. If we allow £20,000 from Native Service Levy Fund, loss by transport is £170,000 or 1/10d. per £ on general rates. Burden is increasing. These are figures Local Board should consider. When vital service becomes smaller burden, the rates levied increases etc., rates increase. As Local Board is involved in deciding whether the subsidy should be borne by public it should consider this question. Public owns the bus service. Health Services run at a loss but nobody complains; it is an essential service. The false belief that Transport Management Board is a trading undertaking is responsible for this application. If the Transport Management Board was privately owned, it would have to wind up as no profits are made. The Transport Management Board is a social service. I have no doubt that the size of loss is responsible for application being submitted. I think the Board is the place where the public can air its views. How can Mr. Heron say the increase is reasonable. I say the increase is not justified. If increase was for small amount, I would not worry. I want to see people get away from the City and live out in the suburbs and this service allows that. The application is calamitous. If application is granted another application will be submitted later. We will then come to the time when people will be forced to live in skyscrapers. Social services, economic¹¹ do not make profits but they are not supposed to. I thank the Chairman and Local Board for opportunity to put views so freely.

Mrs. Gibling (Address): Do not increase the fares to the detriment of the poor people who are forced to use buses. Mr. Bizzell said Transport Management Board members give valuable time to their work. I do the same but I get nothing for it. I complain that Transport Management Board did not give us a hearing. The single girls and widows will be hard hit. Fares cost £8/10/- per month for a widow now, increase will cost £12/10/-. I suggest that as the service is a social service, the full subsidy should be paid by rates funds. Extra ¹ on the rates would not hurt the ratepayers. Westvillians pay no rates and they should pay more than the Bluff people who are ratepayers. Yet the Westville people pay same fares as Bluff people. There is the wear and tear on buses on long distances. Westvillians should pay more. If Council has nothing to do with Transport Management Board, who pays Transport Management Board? We requested to see members of Transport Management Board (3 members of Housewives League). They refused to see us. (Refers to letter signed by Major Raftery). When we speak to them they refuse to speak to us. An extra 1d. will mean a lot to poor people who cannot help being poor.

Mr. Olivier: Can Mr. Vickers speak after me? I would like to say Mr. Smith has put forward most of the points I wanted to say. I want to stress that transport system is essential - and the only thing we should worry about is the margin of deficit. Is £188,000 a reasonable loss for such a huge undertaking? We submit increase will not solve the problem as was proved 15 months ago. We will have more and more such applications, if this application is granted. The solution lies in a completely new system which will entice

motorists/.18/.

motorists to use the buses and to make it easy for short distance travellers. The Transport Management Board does not encourage valley period travellers. Consequently peak periods are a burden. Increases at Zone boundaries are far too steep. Many people will walk short distances which will cancel object of increase of fares. Abolition of coupons will mean a hardship for travellers. When my budget is made up I have nothing left - this is an average. I used to buy 6 books of coupons for the month. Without coupons the money may be spent and I may have to walk as I have no money for bus fares. Coupon system is a necessity.

Chairman:

Do you desire coupons to remain, even if no discount is made?

Mr. Olivier:

Yes. The coupons are convenient. It is not only the question of discount. Transport Management Board is acting in arbitrary manner. They call for objections. We submit that Transport Management Board has not asked us to discuss them. They merely throw the onus on the Local Board. On 14/10/53 at the meeting of the Montclair Association, we were of opinion that full deficit should be borne by Council. It rests on Local Board to establish that Transport Management Board must run as social service or trading undertaking. It rests with Local Board to place burden on body it belongs to, i.e. City Council. The Borough funds must cover all deficits, even if rates must be raised. The whole population benefits from bus service : employees of factories, shops etc. also customers of shops etc. are carried.

Mr. Smith:

Recently shopkeepers in Pine Street and Commercial Road stated they had lost 15% of business after the Pine Street boarding stage was abolished. West Street shops thrive because of the bus services in that street.

Mr. Vickers:

Transport Management Board cannot dispute that their Annual Report states that transport service is most important from public point of view (page 25 of Report) and that certain outside services are uneconomic. The Transport Management Board should bear portion of deficit. The Transport Management Board should realise that service is social one and Council should bear burden. Transport Management Board has not done all it should to reduce deficits. The Report states that proper costing system will be organised by Transport Management Board. Transport Management Board did nothing about this for 5 months. Only one person could do this installation. The deficit would have been less if costing system had been instituted. There is a certain amount of inefficiency in Transport Management Board - conductors not collecting fares etc. The £188,000 figure could be far less if service was efficient. The Local Board must consider whether travellers must cover the burden. £59,000 was expected from increases, based on statistical figures. Transport Management Board is not fully aware of passengers' views. Outlying districts have people who have difficulty in paying present fares. I represent large number of travellers. Local Board is placed in difficult position. Approval of application will have negative results. Many people I spoke to have determined that they will not give any more to

Transport/..19/...

Transport Management Board - even if they walk or find lifts. Men spending 30/- on buses will have to walk in many cases. Deficit should be met by rates increases. In my area, the people are opposed to the increase on principle. The Borough funds must cover the whole deficit.

Mr. Crawford: I strongly support previous objectors. I have alternative solution. I say that losses are incurred because of inefficiency. Frequent reportings of irregularities on buses are made without effect. If officials carried out their duties properly there would be no loss on bus services. Durban has lowest maintenance costs. There is no incentive for people to use buses. People living at Woodlands have to wait an hour if they miss a bus. The Local Board should refuse to allow increases since inefficient service causes deficits. Ratepayers are already bearing burdens. A small extra amount would not greatly hurt ratepayers but poor people having to pay increased bus fares would be hurt.

Geo. Singh (on behalf of Natal Indian Congress): I object to increase of fares. I cannot give complete evidence because I was not present at the previous hearing. Extra Natives carried on general buses would increase earnings. I do not know to what extent extra numbers will be.

Dr. Bonfa (Address): I can prove with figures that by decreasing fares, extra profits can be made. I do not agree that rates should be increased. (Hands in papers).

Mr. Paterson Roberts (Address): A month ago the Council called a meeting and asked its employees to have Cost of Living pegged. They agreed. Now their reward is to have higher bus fares and higher Cost of Living. This is not democracy. The left hand bites the hand that feeds it. I cannot accept all of Mr. Bizzell's statements. To-day Mr. Bizzell said you must pay more if you live far away. I submit short distance travellers are victimized. 7d. for 2,4 miles but it is 9d. for 7.3 miles. There is no equity. I have heard of a case of £5000 book value of bus being scrapped and only the wheels used. Transport Management Board should repair buses and not buy new ones. Buying 20 buses at £5,000 each and 20 to be rebuilt gives £180,000. We need an efficiency drive in Transport Management Board itself. £18,000 per year in rents and rates were charged for Traffic Centre. Now to be rented out for £500 per month or £6,000 per year. If they can drop huge sums, they can give us back our Traffic Centre. I have figures showing buses going to Marine Parade which indicate "City" on the buses. Buses are going empty. 4d. per mile cost x 10 miles equals 40 pence per mile cost daily. I live at Marine Parade terminus area. Special buses are used to go to sporting fixtures and 10 or 11 buses stand for hours waiting for fixture to end. Then at anticipated time of finish of fixture, 8 or 9 empty buses leave, even if fixture has not finished. There are thousands of ways deficit can be made up without increasing fares. I consider abolition of coupon system is a bad thing. I have old tickets which could not be used after last increases. It is obvious that the service is a social one. How many people will pay 5d. to go to the Beach when fare is now 3d. Visitors come to Durban for the sea. If they live on the Berea they will have to pay 5d. - 7d. to City and a further

5d./... 20/..

5d to the Beach in each direction. If increase goes through, the next deficit will be very much greater. Reduce fares to within reach of everybody. If I had a car and fares were low, I would never use the car to come to town. Thereby there would be huge increases of passengers. In Glasgow there were provisions for the decrease of 2d. The jumps here are 1d to 2d. In Yorkshire fares were reduced and profits were increased.

Mr. Robinson: Glasgow lost £25,000 in first quarter of its running year. You can travel 10 miles in Glasgow for 10d. (1d. per stage for 10 stages) or buy a long distance ticket very cheaply.

Mr. Roberts: Such a loss is smaller than ours but population is very much greater. If fares are reduced, there will be less cars on the road. People who now travel by bus will buy cars and share them. I will not be greatly affected by increases, but thousands of people will be hard hit. Leave fares as they are for peak periods and reduce valley charges - to fill the buses. I'm sure housewives would patronise valley services if they are cheap. Also relieve congestion at peak periods. I suggest you try out this scheme for a few months. I have no axe to grind. There is a difference in the price of an article between £1 and 19/6d.

Mr. Dunkerton: Do you think that a man living above town will take his family to Beach on Sundays less frequently because of the increased fares?

Mr. Roberts: I definitely do. I have spoken to many people who have said they would not be able to take family to Beach if fares increase. I feel Transport Management Board will seal its doom if it succeeds with this application. People in outer areas will use trains. I agree with increase in rates, but I believe that if decrease in valley periods is tried, no increase will be necessary. There was a time when you could travel anywhere you liked in Durban from 9 a.m. to 4 p.m. for 1/-.

Board adjourned 12.45 to 2115 p.m.

Mr. Macpherson: I will confine myself to remarks made to-day re application for proposed increases. Mr. Bizzell said Transport Management Board was satisfied that the increase was reasonable. There are degrees of reasonableness. The 1st Zone of 1 mile is 4d. Town dweller must pay 4d. for one mile. Next stage is 3d per mile. In outer Zone (5) it is 1d. per mile. That is unjust. Why should people in densely populated areas pay for people in sparsely populated area? Recently Transport Management Board threw the upper decks open to non-Europeans. Clairwood route is 7d. Local Board knows what non-European operators charge. I doubt if Transport Management Board will now attract any non-European passengers over routes served by non-European operators. I think Local Board will admit that Natives now using general buses will change to 'Green Mamba' buses and travel for 5d. I'm not prepared to comment on this policy. Should ratepayers pay for this anomaly? Because Pretoria's figures are higher than ours is no reason why we should want to charge the same as Pretoria.

Chairman: Pretoria and Durban statistically compare quite easily from a population point of view.

Mr. Macpherson: Conditions between the two cities are not the same. I bought my house in 1940. In 1942 I bought coupons for 2/3d for 12 coupons. Then reduced to 2/3d for 10 coupons. Present charge is 3/2d for 10 coupons for 2 miles. 4/2d. proposed and no coupons. I therefore insist that fares have increased too much already. 4th Zone is 8.3 miles; 5th Zone is 12 miles. There is no question of stages in between. In Zoning the mileage allowance is inequitable. The humble farthing and halfpenny could be allowed. The jumps are much too high (5d., 7d., 9d., 1/-). It appears that Council has decided what public must pay and not what they can reasonably be able to pay. How many members of the public know procedure about lodging objections? I disagree that the objection to the application is limited. The vast majority of people is against the increase. Transport Management Board appears to have adopted the line of least resistance by forcing travellers to pay more. People in early days were encouraged to move out of town because land was cheaper, also rates. These factors were incentives. The Council should assist them with transport. The City dweller has to pay for long distance traveller. Buses going long distances (e.g. Morningside) often travel half empty. On paper there is a frequent service to places but in practice it does not work out like that. The short distance travellers often cannot catch a bus because buses often travel express to certain points. I often wait 15 to 17 minutes on a service advertised as 3 minutes service. Previously the stage system worked out satisfactorily. Why depart from that structure? I suggest if increases are necessary, they should be based on stage system. There is no 6d., 8d., 10d., or 11d. fares. I think this is most unreasonable. It doesn't cost more to operate 2 Zones or 5 Zones. Why should travellers living at Bidston Road (2.90 miles) pay 7d whereas a Westville person goes 3.60 miles for 7d. Of 2 points, almost on the same route, both 3.70 miles, one costs 7d and the other 9d. Two other points, 5 miles, 9d in one case and 5 miles to Umbilo is 7d. On two other points, 2.15 miles, fare 5d; Berea/Cato Road is 2 miles for 7d. There are many such anomalies and I consider increase is unreasonable.

Mr. Robinson: Wentworth Terminus is now 10d. By the new fare change the charge will be reduced to 9d. This is a reverse case.

Chairman: It is usual that fares decrease according to increased mileages on pro rata basis.

Mr. Macpherson: This is an accepted principle, but if Transport Management Board cannot run at a profit, the rates fund should pay for deficit. We have't heard what losses are to Westville. In 1932/33, Westville refused to be incorporated in Durban yet they get benefit of cheap fares and they don't even pay rates.

Chairman: From Borough boundary to Westville, Westville travellers have to pay an economic fare.

- Mr. Bizzell:** Losses on Westville route are £900 and includes whole route up to boundary.
- Mr. Heron:** If service was restricted to boundary loss would be more. Fare from City to Westville is 1/-. Fare to boundary is 9d. On this route, 1/- fare is reached sooner than any other route. It is 6.73 miles to Beacon Road Fynnland, for 9d. On Westville route, terminal point is 8.7 miles.
- Mr. Macpherson:** Why should ratepayers pay for the loss (£900). How many of the 19 million 3d. payers are dwellers or visitors?
- Chairman:** Figure was arrived at from last year's statistics of passengers carried.
- Mr. Macpherson:** Many prefer the coupons. I don't see why I should walk extra distance to avoid paying extra. There are many advantages in coupon system. The coupon system abviate loss by people not paying. Always danger of cash fares going astray. This would also facilitate the work of the conductors. I want Local Board to reject the application.
- Mr. Dunkerton:** As regards 'Green Mamba' service 1st 5 stages will be 4d. The only effect is increase in minimum fare.
- Mr. Macpherson:** Such a scheme will have the effect that Natives will be attracted to 'Green Mambas' away from general buses.
- Chairman:** Referred to objection received from A.W. Champion on behalf of Natives.
- Mr. Bizzell:** All these objections have developed since the publicity. Mr. Macpherson said the loss on Westville route was £18,000. It is not. Mr. Macpherson is wrong about the rates paying for Westville. The Westville people pay their way. Such objections are ill-founded. Whole of his argument is without foundation. He admits he is not an expert in transport matters yet he wants to tell us how to run our business. The reason he uses does not signify. It is dangerous to listen to his objection although he did give us credit for running a good service. We are satisfied we run a good service. He did not ask Mr. Heron questions. Mr. Macpherson says it is always the City dweller who pays for long distance travellers. We are allowing for the City dweller (Inner Zone) also Zone O to L. The whole of Mr. Macpherson's case (Westville) is wrong and his objection is groundless. The Transport Management Board has been in the saddle for over a year and has had time to consider the matter well. The Transport Management Board considers the application necessary. Mr. Macpherson says housewives don't know how to object. Was'nt Mrs. Gibling here for the housewives? If we assume that thousands of people were objecting, where are they to-day? The evidence was that those paying 3d. have never had to pay more than 3d even though stages have decreased in distance. Mr. Macpherson misunderstood the position. He says it is not fair to expect ratepayers to subsidise non-European transport. I mentioned that money from the Native Services Levy

Act was expected. Mr. Olivier etc. who live in outer districts want fares to outer areas reduced. Mr. Macpherson wants us to increase fares to outer areas. Everybody apparently wants a bus to himself. I am disappointed in Mr. Macpherson. Mr. Smith said the man living on the outer edge of the transport system and City dwellers are economically equal. Actually the greater cost is where the greater loss is found. We have to increase not decrease. Everybody has overlooked that, Mr. Smith does not want an increase. The Chairman said Local Board is not concerned with Council policy, swimming baths etc., and the Local Board knows the correct perspective. Many irrelevancies have been given. Mr. Smith's figures can be made to say "forget about losses and eventually £188,000 deficit will reduce rates". One can juggle with figures. Valuation of the City is actually increasing. Mr. Smith has conceded that we have the right to approach you. The reason why a man lives in the country is irrelevant. There is a subsidy (a gift) of £188,000. If it was't for that we would have to do something. We will give bus users the benefit of the subsidy. Country dwellers will only pay 1/- which is less than in Cape Town. In Cape Town they would pay 1/4d for the distance they now live from the City. Mrs. Gibling again brought up Westvillians. We have debunked the statement that Westvillians are in an advantageous position over Durbanites. Mr. Olivier relies on Mr. Smith. He says Board must fix a marginal deficit of loss and the only question involved is the amount of the deficit. He derides the abolition of coupons. Cigarettes are allowed for in Mr. Olivier's budget yet these have increased in price lately. He likes to work out his budget and buy coupons, but Transport Management Board is not responsible for working out people's budgets. He feels Transport Management Board is acting in arbitrary manner. Actually the objections were all considered. Mr. Smith talked about shopkeepers having lost 15% of business because Traffic Centre was closed. He has no real evidence of this, it was a newspaper report. Mr. Vickers understood that a man from City Treasurer's Department was sent to Transport Management Board to see to costs. The Durban transport costs are lowest in the Union. Mr. Crawford said our service was dirty and the worst he has seen. Mr. Heron has often been complimented by overseas officials on cleanliness of our buses. If every objector has his own bus there would be satisfaction. Mr. Vickers feels that granting of application would have a negative effect. That is only his opinion. Our fares are lower than Cape Town fares. These are based on mileage charges. Wentworth is 9.5 miles, charge is 1/-., Jacobs is 6.85 miles, charge is 9d. Mr. Crawford refers to inefficient organisation and Inspectors not doing their jobs. He must report any irregularities. Dr. Bonfa is on a different wave-length which is not in the realm of our present scope. Mr. Roberts is in utter conflict with Messrs. Smith, Olivier, Macpherson etc. We are trying to preserve the balance of the opposition's views. If Mr. Roberts' view is that a man living far away should have his fare remain the same, the position is farcical. Costs are rising all the time. Mr. Roberts referred to buses being scrapped. They are actually being repaired. Mr. Heron should have been asked these things. Mr. Roberts wiped out the deficit in theory but he is confusing capital with revenue which does not work. He says we saved on giving up Traffic Centre but

he also wants it back. If we take it back we will have to pay for it again. No bus left Traffic Centre for Wards I and II. He criticised Transport Management Board re night of boxing match and 10 buses leaving empty. Actually conductors have off-time and on the occasion were entitled to see the boxing.

Mr. Roberts: At Hoy Park, buses used to hang around sports ground for hours.

Mr. Bizzell: Buses leave the sports field and go away. If an employee's free time comes when he is at a terminus, he goes off. This matter should have been put to Mr. Heron. The last increase of fares did not increase the deficit. The increase brought in £77,000 which underlines the necessity for another increase although number of passengers carried decreased. Mr. Roberts referred to statements which are misinformed and which we cannot fight (e.g. Glasgow's increase which was actually a deficit). We ask Board to take cognisance of these mis-statements and misleading remarks. Everybody says try our scheme, not as an alternative. There was the scheme from Mr. Vickers (make valley periods more attractive); so far as peak periods go, we have scholars and everybody else has places to go. Thereafter there are few people in valley periods. We do not have a large population. Mr. Smith and Dr. Bonfa want to reduce fares. Housewives do not want increases. I submit that the case has been made for the increase and the objections we have had have been narrow and limited and not worthy of much consideration. At end of July, 1952, there was a deficit of £225,000.

Mr. Heron: Income in 1953 did increase by £77,000 which was due to increased fare in 1952.

Chairman: Board defers its decision.

Meeting closed at 4. p.m.

Acting as *B. B. B.* SECRETARY,
Local Road Transportation Board,
DURBAN.

DEPARTEMENT VAN VERVOER - DEPARTMENT OF TRANSPORT.

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Gelieve in u antwoord
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In reply please quote

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SUID-AFRIKA.



UNION OF
SOUTH AFRICA.

No. KA/1072

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KANTOOR VAN DIE—OFFICE OF THE

Telefoon: 29755/6.
Telephone:

Telegramme "VERVOER".
Telegrams

JT/ND.

Plaaslike Padvervoerraad,
Local Road Transportation Board,

P/a Privaatsak, H.P.K., DURBAN.
C/o Private Bag, G.P.O.,

3rd June, 1954.

Messrs. Geo. Singh & Co.,
P.O. Box 365,
DURBAN.

N.I.C.

Dear Sirs,

Appeal by Durban Transport Management Board against decision of Durban Local Road Transportation Board to reject their application for increased bus fares in respect of local Durban routes.

Further to this Board's letter of 15th February, 1954, I have to inform you that personal representations regarding the above appeal will be taken by the National Transport Commission at a meeting to be held in Room 34, New Government Buildings, Durban, on Thursday, 17th June, 1954, commencing at 9.30 a.m., when all interested parties will be afforded an opportunity of making representations to the Commission in support of or in opposition to the appeal.

Yours faithfully,

SECRETARY,
Local Road Transportation Board,
DURBAN.

*act
JMS.*

JMS

Suid-Afrikaanse Spoorweë.—South African Railways.	
OFFICE OF THE OFFICER COMMANDING RAIL POLICE—RAIL POLICE	
Van From	20-12-1952
Datum Date	DURBAN.
Aan To	Messrs. Geo. Singh & Co., 35 Baker Street, DURBAN.

Onderwerp: OCCUPYING A WAITING ROOM
 Subject: RESERVED FOR "EUROPEANS ONLY" :
 BEREA ROAD STATION : 18.11.1952.

Hand in u antwoord aan
 in your reply quote PD. 78.
 Verwys na u
 Refer to your

Dear Sir,

My evenly referenced minute dated 18th December, 1952 refer

As This office has been advised that the Senior Public Prosecutor decided to institute criminal prosecution against the person concerned; the hearing of which will take place on the 6th January 1953.

Yours faithfully,

24320
Blodme

[Signature]
 Senior-Inspector,
 for/ OFFICER COMMANDING : RAILWAY POLICE,
 NATAL SYSTEM.

M. Const. Bowman Rly. Office Platform 8
 No 26811 Ex 658

[Signature]

203 Temple Chambers
Maconi Street
Dunedin

1/4/24.

Dear Singh,

I have spoken to Mr
Veron Greer at the Town Clerk.
I have been unable to ascertain
the precise reason for the refusal
of the Council of approval but
I am under the impression that
it is suspected or believed that
the festival was a political
nature or will have a political
'motif'.

As I personally have no
knowledge of the organization
concerned, I could do no more
than point to the fact that this
will be under the patronage of
Alan Paton Prof. Super etc. I
certainly cannot see anything
objectionable in the proposed

and would suggest that the Department
stress the respect & care continued
to them.

I will speak to each
Councillor as I know, but you
will understand that I cannot
give any personal assurances
in view of the fact that I have
no knowledge of the organization.

Yours sincerely

Henry P. ...



Gelieve in u Antwoord te verwys na
In Reply Please Quote

No. KE/1072.

UNIE VAN SUID-AFRIKA.—UNION OF SOUTH AFRICA.

KANTOOR VAN DIE—OFFICE OF THE

Tel. 29755/6.

J/SC

PLAASLIKE PADVERVOERRAAD,
LOCAL ROAD TRANSPORTATION BOARD,

P/A PRIVAATSAK, H.P.O.,
C/O PRIVATE BAG, G.P.O.,

DURBAN.

7th June, 1954.

Messrs. Geo. Singh & Co.,
P.O. Box 365,
DURBAN.

Dear Sirs,

Appeal by Durban Transport Management
Board against decision of Durban Local
Road Transportation Board to reject
their application for increased bus
fares in respect of local Durban routes.

Further to this Board's letter of 3rd June, 1954,
I have to inform you that advice has today been received from
the National Transport Commission, Pretoria, to the effect that
consideration of the above appeal has been postponed.

This appeal will not now be considered on Thursday,
17th June, 1954.

Yours faithfully,


SECRETARY,
Local Road Transportation Board,
DURBAN.

Your clients, Natal Indian Congress.

Jms

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