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THE AFRICAN NATIONAL CONGRESS (EVATON BRANCH)
MEMORANDUM OF EVIDENCE FOR SUBMISSION TO THE
TO THE COMMISSION ON NATIVE BUS SERVICES:

A. INTRODUCTION

The evidence here given applies to the Native Bus Services between Evaton and Johannesburg and Evaton and Vereeniging. When Buses were introduced on these two routes some five years ago, they came as a boon to the Evaton Township with a population estimated to-day at close on 20,000 souls. There has been a progressive growth in the population of the township since the introduction of buses coupled with more frequent movement between the township and Johannesburg and Vereeniging.

There is a large number of men and women of Evaton who work in the above centres. Some of those working in Johannesburg and perhaps the majority working in Vereeniging leave and return home daily. Those working in Johannesburg come on Saturdays in very large numbers by both train and bus but mainly by the latter as it is cheaper and goes into the heart of Evaton township.

There has been practically no increase in the bus service since its inception some five years ago despite the growth of the population and the consequent increase of the number of the travelling public. Overcrowding and uncomfortable standing in the buses the unseemly and even dangerous rushing and pushing into the vehicles in which women and children find themselves frequently writhing under the merciless shoes of other men, and the remaining behind of many passengers, are frequent unfortunate features of the Evaton Bus Service.

B. FARES and NECESSARY READJUSTMENTS

The present fares are:

- (a) Evaton - Johannesburg. That the introduction of a fare (28) miles 1/6 per a trip; 2/- from Saturday afternoon to Sunday night.
- (b) Evaton - Vereeniging: (14 miles) 1/- per single trip; 1/3 from Saturday afternoon to Sunday night.

RECOMMENDATIONS

- (a) Evaton - Johannesburg: That the introduction of a fare of 1/- per single trip chargeable everyday be seriously considered.
- (b) Evaton - Vereeniging: That the fare on this route which is half the length of the first route be 6d. per a single journey every day.

Alternatively it is recommended that the fares on the above routes be proportionally based upon the fares charged on the Johannesburg - Alexandra route.

C. ROUTES

The present routes are satisfactory. There are, however, two ~~and~~ adjustments recommended:-

- (a) The inclusion of the small farms section of Evaton in the route traversed by the Evaton - Johannesburg buses.

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The need for this is more imperative at nights when passengers have to walk a mile and more across a spruit which is becoming a hooligans' haunt.

(b) The tarring of the whole route from Johannesburg to Evaton. At present a little over half of the route is tarred, the remaining portion from about a mile North of Grasmere to Evaton is still corrugated and, on rainy days, muddy.

D. GENERAL CONDITIONS OF THE SERVICES

The most crying and urgent need is that of removing as soon as practicable conditions which are responsible for the present congestion which makes it impossible for many men and women even to travel at planned times. These conditions can be removed by placing a larger number of buses on the routes which will incidentally counteract the inconvenience and loss of work occasioned by mechanical breakdowns of the present very inadequate service.

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