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SOUTH AFRICAN RAILWAYS AND HARBOURS.
SUID-AFRIKAANSE SPOORWEE EN HAWENS.

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All communications to be addressed
to the

GENERAL MANAGER.

Alle mededelings moet aan die
HOOFBESTUURDER
gerig word.

Telegrams/Telegramme } SAR.
Cables/Kabelgramme }

Phone: Railway Exchange.
Telefoon: Spoorwegsentrale.

In your reply quote } P. 500/42/63.
Haal in u antwoord aan }

GENERAL MANAGER'S OFFICE,
HOOFBESTUURDESKANTOOR,
(AT CAPE TOWN), JOHANNESBURG.
7th April, 1942.

Dear Senator Rheinallt Jones,

With reference to your call at my office on 2nd March, accompanied by Native Councillors Thema, Mapekela and Baloyi, when representations were made concerning certain matters affecting non-European passengers, I wish to inform you that investigations have been made into the various matters raised.

With regard to the request for improved rail facilities to Kliptown location the representations in this connection fall into two categories, namely (a) that the train service between Kliptown and Johannesburg on the existing line is inadequate and (b) that the Pimville line should be extended to Kliptown location.

So far as the train service on the existing line to Kliptown is concerned I wish to point out that the line between Nancefield and Kliptown is not electrified. Even if the expense of electrifying the line to Kliptown were incurred the running of additional direct trains between Kliptown and the city at peak periods would not be practicable under present conditions. In the circumstances the most that could be justified in this direction would be the introduction of a shuttle steam service between Kliptown and Nancefield connecting with electric trains at Nancefield. Enquiries, however, show that under existing circumstances Kliptown residents would not patronize such a service and would continue to prefer using Pimville station.

With regard to the suggestion that the Pimville line be extended to Kliptown location, it is apparent that this would not be an economical proposition seeing that the location in question is already served by the main line between Langlaagte and Vereeniging, which line was recently doubled as far as Midway. Apart from this aspect, however, I wish to point out that the Pimville line is owned by the Johannesburg City Council and the Council would no doubt strongly oppose the extension of this line to an uncontrolled location outside the municipal area.

As you are probably aware, the Johannesburg City Council has for some time followed the policy of settling natives in the model township of Orlando in respect of which very considerable expenditure has been incurred. The Council has recently embarked on the establishment of a new native township at Orlando West (Thomolong) in which scheme the Administration is co-operating by providing an electrified rail passenger service. The Johannesburg City Council would, therefore, certainly raise strong objections to any action by the Administration which would tend to develop Kliptown location.

Senator the Hon. J. D. Rheinallt Jones,
Houses of Parliament,
CAPE TOWN.

In/..... P.T.O.

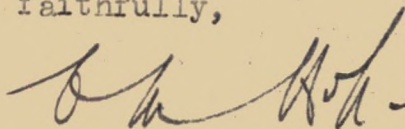
In all the circumstances it is regretted that the Administration is unable to give favourable consideration to the request for additional rail transport facilities to Kliptown.

With regard to the representations made concerning the first and second class accommodation allocated to non-Europeans on long-distance trains, I wish to state that while there is no record of previous complaints having been made to the effect that the best of the accommodation in the reserved saloons is taken up by the bedding attendants, there may be a certain amount of justification for the complaint. In the circumstances suitable instructions have been issued to all concerned regarding the necessity for special consideration being given to the train accommodation allotted to non-Europeans and that the accommodation set aside for bedding attendants should, as far as possible, not be such as to cause inconvenience to other passengers.

In connection with the request that better attention be given to first and second class non-European passengers particularly with respect to the serving of refreshments, I wish to inform you that instructions were recently issued to the effect that bedding attendants on trains should undertake the duty of attending to the catering requirements of such passengers. In addition Chief Stewards have been requested to satisfy themselves that proper attention is being given to non-European passengers en route.

So far as the comfort etc., of non-European passengers generally is concerned, I would mention that arrangements have recently been made for the Inspectors who have been appointed to look after the welfare of non-European servants, to keep an eye on the interests of non-European passengers, when such Inspectors are travelling on long-distance trains in the course of their duties.

Yours faithfully,



GENERAL MANAGER.

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13th April, 1942.

The General Manager,
South African Railways,
CAPE TOWN.

Dear Mr. Hoffe,

RAILWAY FACILITIES FOR NATIVES.

I am much obliged to you for your kind letter of the 7th instant No. P.500/4/63 and for the trouble you have taken to follow up the matters brought before you by the Native Councillors and myself. I am sending copies of your letter to the members of the Delegation and I shall discuss its contents with them when I meet them on my return to Johannesburg. In the meantime I should like to assure you that I very much appreciate the trouble you have taken to enquire into the matters.

Yours faithfully,

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