PUBLIC SECTOR - Transport -

General

1-1-81 - 31-7-81
'Blacks were 6/1/81 crammed in train.'

Staff Reporter

A VOSLOORUS man relates that he and other black second class passengers travelling from Bethlehem had to stand for three hours during their journey to Johannesburg on Saturday.

"And another 17 black second class passengers were crammed into one second class coach which was already packed. We stood all the way to Johannesburg," Mr Gabriel Tolo, said yesterday.

He said two second class coaches were reserved for whites and there was only one coach for black passengers.

"A South African Railways official promised to find us another coach when we boarded the train in Bethlehem. We waited for three hours but nothing happened."

The Public Relations Officer for the SAR, Mr E du Plessis, said the matter would be investigated.
Increased railway tariffs seem certain

By GERALD REILLY
Pretoria Bureau

Higher railway tariffs are expected to be announced in the railway budget early in March — intensifying already serious inflationary pressures.

A combination of wage and salary increases for the 260,000 railway workers, an expected drop in high rated import traffic and an excess demand makes it virtually impossible to maintain tariffs at current levels.

That is the view of the chairman of the Federal Consultative Council of Railway Staff Associations, Mr Jimmy Zurich, who said yesterday the administration would have to find an additional R200-million to meet the higher salary and wage bill for 1981-82 financial year.

He said the seven railway unions expected increases to match the inflation rate at present running at nearly 15%.

According to railway headquarters the administration had an operating surplus of R109.5-million for the April-October period. The surplus budgeted for was R95.7-million.

The increase in high rated traffic associated with the boom conditions was a major contributor to the seven months surplus.

However, the general manager of the railways, Mr Kobus Louwser, said earlier this week the growth of the first seven months would not continue. Railway revenue in November was R14.3-million below the budget estimate.

Economists agreed yesterday that railway income from exports during the new financial year could also be expected to slow down because of a reduced demand for raw materials in recession-hit Europe.

Another point made by Mr Louwser was the constant increase in the administration costs. These were more than R10-million in excess of the budget estimate during November.

He expects a cost inflation of 13.5% in the new financial year.

Against this background it appears unlikely that across the board increases in tariffs can be avoided, economists said.

However, because railway tariffs affected virtually every product manufactured and sold in South Africa the increase should be kept at an absolute minimum, they said.
Cabin crews on SAA 'operate like zombies'

By SUE ROBERTSON

SOUTH African Airways would either have to cut down on the number of flights or reduce services on flights because of the staff shortage, a senior air hostess said yesterday.

She said cabin crews were "operating like zombies" because of staff shortages, and were resigning as quickly as new staff were being trained.

She said that on internal flights crews were restored to work eight or nine days at a stretch with four nights away from home.

"When we do get a day off, however, we are on standby and invariably get called up," a disgruntled hostess said.

She also claimed that under "normal" conditions cabin crews worked three-leg internal flights (for example, Johannesburg — Durban, Durban — Johannesburg and Johannesburg — Durban) but they were now working as many as six legs a day.

"Administration was approached on numerous occasions, but although they are training more people, they are doing nothing to relieve the current situation. They are either going to have to reduce flights or reduce service on board so that not so much staff is needed," she said.

She also said that cabin crew had been forced to fly the 18 to 18 hour-long trip to New York in the new 747 Combi, which did not have rest facilities.

An SAA spokesman said, however, that rest facilities had been installed in one of the aircraft and the other was being adjusted.

He denied the airline was short of cabin crews by 22% to 50%.

But staff members say, otherwise.

"SAA is so short staffed they are even putting internal cabin crew — who are not rated to fly international flights — on international flights and vice versa. It is a safety hazard — if the aircraft should be forced to land you would be in real trouble, as the crew would not know how to handle the exits for example," the air hostess said.

She said cabin crews were becoming increasingly discontented with the SAA's working conditions and that they were resigning "at the rate new staff are being trained".

An SAA spokesman said the administration was not prepared to wage a debate on the issues, or comment on representation made through the Press.

"If they have any complaints, there are proper channels they must go through," he said.
RAIL TARIFFS MAY GO UP

by DERICK TOMMELL

increases in railway tariffs — though possibly not to the same extent as last year — are expected to be announced by the Minister of Transport, Mr Chris Haunnis, when he delivers the Railway Budget at the beginning of March.

Although the Railways finances have benefited greatly from the upturn in the economy this year, it appears they are also beginning to be seriously affected by rising costs.

As a result, it is increasingly doubtful that the Railways will end its financial year in such a healthy financial position as appeared possible a few months ago.

In the eight months ended November, the Railways had a surplus of revenue over expenditure of R335-million. This is an impressive figure, as it compares with a deficit of R785-million at the same time last year and an estimated surplus of only R35.5-million for the whole of 1985-86.

DETERIORATING

But the surplus conceals a rapidly deteriorating financial position.

In November revenue was R17-million below budget while expenditure was R15-million above budget, after being R26-million above budget in October.

Mr G. W. Holz, the Railways assistant general manager (finance), commented on these figures in an interview this week.

He said the drop in revenue was probably the result of some leveling off in the rate of economic activity. The Railways was an extremely sensitive barometer to the state of the economy.

The increase in expenditure mainly reflected rises in the costs of materials and especially in aircraft fuel.

He said revenue in December was close to budget but indications were expenditure was above budget and that this situation would continue for the rest of the financial year.

INFLATION

Inflation seriously affected the finances of the Railways, which has an operation budget of R440-million and a capital programme of R160-million.

Looking further ahead, Mr Holz said the Railways was expecting further increases in the cost of inputs.

The increase in interest rates would also affect the cost of money. And pressure from the staff for pay increases must be expected.

Against this the likelihood was not strong that there would be a further sharp increase in economic activity which would give Railway revenue another boost.

Mr Holz said that after 1980's seven to eight percent growth rate, a 4 percent rate was about probably all the economy could handle this year.

In his Budget speech last year Mr Haunnis announced tariff increases costing R361-million while announcing increases in workers' salaries and wages and other benefits costing R285-million.

These higher charges were to help finance improved salary and wages and other benefits costing R265-million and to meet a budget deficit for 1979-80 of R72-million.
PHOTO: SARREachinig the sky: A new 957-m² office tower with plan for 12 more.

BY DAVID PINES

SAR, a new 957-m² office tower, has plans for 12 more.

The new SAR building will dominate the John Swanson skyline after the SAR tower is completed.

The SAR will be a major addition to the John Swanson skyline. The building is expected to be completed by the end of the year. The tower will be 15 stories tall and will have 12 floors of office space.

The building will be located at the corner of Main and Market streets and will have an estimated cost of $52 million. The project is expected to create 400 jobs during construction.

The SAR building will feature state-of-the-art amenities, including a rooftop garden, a fitness center, and a conference room.

The building will be designed to be energy-efficient, with features such as solar panels and a green roof.

The project is expected to be completed by the end of the year. The tower will be 15 stories tall and will have 12 floors of office space.

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New fast trains are due next year

By Kevin Murray

The railways is to introduce its new fast trains — capable of doing more than 150 km/h — on Watervale and suburban lines next year.

This will be the first phase of its multimillion Rand “bullet train” programme.

The first high-speed train, using unique high-stability bogies, will be put into operation between Johannesburg and Pretoria.

A railways spokesman disclosed details of the new service today after confirming that officials had conducted successful tests with an experimental train last month.

A specially-adapted electric locomotive, pulling coaches fitted with the new bogies, travelled between Johannesburg and Pretoria in 55 minutes, 15 minutes faster than the best time so far by the non-stop Jacaranda Express.

The time could have been reduced even further but for signalling equipment, which had hampered the train between Johannesburg and Germiston, the spokesman said.

After clearing the slow, signalling equipment, between Germiston and Pretoria, the train attained speeds of 155 km/h.

“We feel we can attain speeds of 150 km/h with this train,” said Mr. H. S. Leith, deputy general manager of the railways.

“When introduced on main line services, it will cut travel time between Johannesburg and Durban from 15 to about five hours.”

The suburban trains would not be fitted with the special bullet-type noses, said the spokesman.

In this year.

For the best woman student

Molly Coombes Memorial Prize

P. D. Boppardt

President

For a student who has completed satisfactorily completed last year and mid-year courses.

Helen Gardner Travel Prize

For the best student in:

G. E. F. Architecture

For the best student in:

Fine Art & Architecture
Rail rates rise soon

S. Tribune 18/1/81

Finance Reporter

The Railways is gearing up for another rail rates hike which will add a further twist to the inflation spiral.

However, the increase should be less than last year's 10 percent. Leaders of commerce and industry this week grudgingly accepted the projected rise at a Johannesburg meeting of the Transportation Consultancy Committee.

Properly planned small regular increases are preferred generally to a sudden large increase after a period in which prices have been held back.

The higher rail tariffs are expected to be announced by the Minister of Transport in the Railway Budget at the beginning of March.

In the eight months ended November 1980, the Railways had a surplus of revenue over expenditure of R883,5-million. This is an impressive figure, as it compares with a deficit of R78,8-million at the same time in 1979.

But the surplus conceals a rapidly deteriorating financial position.

In November revenue was R4-million below budget while expenditure was R16-million above budget after being R3,5-million above budget in October.

Mr G M Holg, railways' Assistant General Manager (Finance) says the drop in revenue reflects a levelling off of economic activity and the increase in expenditure is caused by rising costs of materials.

A spokesman for the Chamber of Mines says the increase in rates will push up the cost of new projects for which R6,000 million is already earmarked in the next five years.

However, contracts for carrying coal and iron ore are made separately and these minerals will not be affected.

The tariff on the oil pipeline is also likely to rise and this could mean higher fuel costs in the Transvaal.

Arthur Hammond Tooke, of the Federated Chambers of Industry, hopes the Railways will honour their undertaking to narrow the gap between low rated and high rated traffic. In the past blanket tariff in creases meant that highly rated traffic affecting the manufacturing sector mainly, was penalised compared with lower rated traffic such as some agricultural produce.
Qantas application to resume flights to SA

NO DECISION had been made yet by the Australian Government on an application by its national carrier, Qantas, to resume flights between Johannesburg and Sydney, an embassy official said in Pretoria last week.

Qantas made the application more than three months ago and nearly three years after it abandoned its Johannesburg service in 1977—officially for technical reasons following a series of strikes. However, the decision was also believed to have had political undertones.

The move also placed a heavy burden on South African Airways, which has had to cope with an ever-increasing demand on the lucrative route. Passengers must sometimes wait weeks or even months for the first available seat.

Recent reports have speculated that the Australian Government is under intense pressure from foreign policy advisers to withdraw SAA's landing rights in the country. They hinted at negotiations for Qantas to reopen flights between Perth and the Mauritian capital Port Louis, where passengers would be able to catch connecting flights with SAA.

Local airline sources have declined to comment.

Meanwhile, an interesting news item involving Qantas is that 75 Australian teachers "committed to a multiracial society" are to begin work in Zimbabwe, and others will follow next month and in May. They were selected from among 600 who applied. The teachers are mainly in the fields of mathematics and science. They are accompanied by 43 dependants.

The Australian Government is paying travelling and other costs and will pay the difference between Zimbabwean and Australian salaries.

Where the Qantas angle comes in is that the Royal Australian Air Force was used to fly the first batch to Salisbury in time for the new school year. Other commercial airlines between Australia and Africa, notably Qantas and South African Airways, were naturally upset about this, but could do nothing, as they could not provide seats until March.

The two airlines have agreed to the use of the RAAF on their routes after receiving an assurance from the Australian Government that future batches of teachers would travel by commercial airlines.
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**Cape Provincial Institute of Architects, Prize in Architecture**

- Prize for the best student of Architecture (or Quantity Surveying) in the subject of Professional Practice.

**THE DUTCH-OWNED ARTICA-EUROPE SHIP**

**Shipping by Bill**
State criticised on funds for transport planning

By Deon Delport, Municipal Reporter

The State has been criticised in Johannesburg's latest municipal newsletter for the shortage of subsidies for transport planning.

The danger was that transport planning could grind to a halt or lose much of its impetus, the newsletter says.

The Driessen report on urban transport had recommended an annual national expenditure financed by the Urban Transport Fund. The State was to finance 60 percent of the cost of roads, bridges, and mass transit schemes and half the cost of capital expenditure on buses, bus and traffic control equipment, the newsletter said.

The State, in its White Paper, considerably diluted these recommendations, cutting total expenditure by half, including the proposed subsidy, and the total spent in practice has been substantially less than the reduced recommendation, it said.

"To the -1978-80 fiscal year a maximum R5-million was paid into the Urban Transport Fund by the State."

This was "hopelessly inadequate" for the whole of South Africa considering that Johannesburg's motorway network cost more than R80-million, the newsletter added.

"Another problem is that of finding matching funds.

"During that year the National Transport Commission subsidised projects by between 25 and 30 percent, which was a far cry from the 60 percent subsidy envisaged by the Driessen Report, and which meant that the local authority had to find considerable capital funds on its own for progress made as far as urban transport is concerned," it said.

The Johannesburg metropolitan transport advisory board submitted 67 transport projects between 1979 and last year and at that stage R3778 000 had been allocated.

During 1980 to 1981 the subsidy had been increased by half and the National Transport Commission had provided R4.8-million while Jomet expected an expenditure level of about R15-million."
7 die as train crashes in gorge

Argus, Correspondent

JOHANNESBURG. — Railway emergency teams are battling in heavy rain to complete rescue and clean-up operations at the mountainous site of a train derailment in the North-Eastern Transvaal, in which seven people were killed and 174 injured last night.

The derailment, occurred at Nini Gorge, between Goudplaas and Groenveld on the Pretoria-Johannesburg line at about 8.30 pm.

Nine coaches were detailed, two of which plunged into the gorge.

INVESTIGATION

Special rescue trains were used to transport the injured to nearby hospitals, and six ambulances from Pretoria and the Duiwelsloophoek were called in.

A special accident investigating team, headed by the assistant general manager of operations, Mr F. O. Irving, left.

(Continued on Page 8, col. 5)
Seven die (Continued from page 1)

Johannesburg hours after the accident.

"But so far we have not been able to establish the cause," said the Railways spokesman, "beyond saying we are sure that no sabotage was involved."

Railway officials do not expect to have the line cleared before tomorrow night, and buses are being used to transport passengers around the scene of the crash today.

The train's driver, his assistant and a white passenger in the locomotive were among the injured.
South Coast town decides to fight rail link

Political Reporter

THE tiny South Coast town of Umbentweni has decided to fight the proposal to build a rail link through the residential area to a multi-million-rand cement factory at Orion.

The Town Board voted six-to-one this week to ask South Coast MP Moss van der Westhuizen to use his influence in persuading the Minister of Transport not to submit the proposed guaranteed line for parliamentary approval until such time as a feasibility study is undertaken on alternative routes.

The entire project, including the rail link and the cement factory, would cost the developing company, Natal Portland Cement, R100 million.

Mr Tony Anthonissen, Umbentweni’s Town Clerk, said yesterday that it had also been decided to wait for the views of the Natal Town and Regional Planning Commission before calling a meeting of ratepayers.

“We suspect the line is a fait accompli but don’t know much about it. The scheme was mooted some years ago and right from the start ratepayers have opposed it. Most of the land through which the line will pass is owned by the board. The proposed line will destroy one tee at the country club and affect 11 residential properties."

He said the major part of the country club was crown land granted to the board years ago. In terms of the grant, the land could be used by the Government without payment of compensation except where improvements such as buildings were involved.

Gen Sydney Smit, chairman of the Umbentweni Town Board, said the decision opposing the link had been taken because the line would affect the ecology of the Umbethula valley and disturb the tranquility of our residential area.

The board also resisted the fact that it had been ignored by the cement factory in planning the link. The first indication of the project had appeared in a Press report.

Mr M P Wahl, the board member who voted against the resolution, said he saw no harm in the proposed line. Until 1958, when the dual rail and road bridge had been washed away, the South Coast main line had followed the same route SHaruing Umbentweni.

David Haddon Prize
For the best stude
Architecture (or Q
Surveying) in the
of Professional Pr

D H Pryce Lewis

General J B M Hert
For the best final
S A Read

Osborn Prize
For the best work in fourth
year.

D H Pryce Lewis

John Perry Prize
For the best work in third year.

R A van Rosenveld.
Govt transport body to be formed

By JEREMY BROOKS

A STATUTORY body co-ordinating and formulating a "total strategy" for road, rail and air transport will be created shortly, the Director-General for Transport Affairs, Mr Adrian Eksteen, announced in Johannesburg yesterday.

It will comprise a board of full-time members consisting of experts in the different fields of transport, including shipping. Representatives from commerce, industry and agriculture, and part-time members representing transport users, insurers, manufacturers and the man in the street will also be included.

Speaking at a Rand Afrikaans University function, Mr Eksteen said the board had first been conceived by the former Minister of Transport Affairs, Mr Chris Heunis.

Its activities would complement the work of the National Transport Commission, primarily concerned with considering transport permit applications, the introduction of air services, setting passenger fares and State subsidies. The board would act in an advisory capacity to the Minister.

Mr Eksteen said his department had a definite policy to encourage public transport at the expense of the private car. The recently created Management Information System acted as a data pool for management aimed at creating a better understanding of the working of a bus transport system.

The use of exclusive lanes for buses had already made a worthwhile contribution to bus operation in some cases and it was hoped this would find favour on a wider scale.

The National Transport Commission was, however, concerned with one aspect of the bus transport industry: the diverse specifications and requirements of the bigger operators which resulted in a wide range of prices tendered by manufacturers.

For this reason the Bus Standards and Linson Committee had been formed.
heard a wide range of proposals, with some bus operators advocating a mass take-over of the licences of their competitors.

Durban's public transport is unique in SA as it is not controlled by a monopolistic agency. In the greater Durban area, some 200 companies operate 1,500 buses, of which 110 companies own one bus each. Only 11 companies own more than 10 buses with Putco and the Durban Transport Management Board (DTMB) each operating about 500 buses. Thus 200 com-

Durban's Cuthbert ... treating Indians like Greeks

panies, mostly Indian owned, run just 500 buses.

It was to re-examine this position that the fourth commission in the last 30 years to investigate Durban’s public transport was set up. Old problems of how to organise the service are being rehashed — with much argument about monopolies and efficiency — but the dispute also reveals racial cleavages. Small Indian operators see themselves under attack from a covetous DTMB, which calls itself independent although its staff are municipal employees and it is subsidised by the Durban Council, while black KwaZulu wants to take over white-owned Putco’s routes.

The position of the big operators — the DTMB, Putco and KwaZulu Transport — is well-tailored for their interests. As
11 die as train falls into river

Transport Reporter

At least 11 people were killed and 45 injured when three SAR passenger coaches derailed near a bridge and fell into a tributary of the Kei River on the Transkei-Cape border early this morning.

According to a spokesman for the Railways in Johannesburg, the accident happened at 2 am when the train was travelling between Umtata and Queenstown.

He said it was possible more bodies might be discovered in the tributary, where the coaches lay on their sides only partly submerged in water. The passengers were understood to be mineworkers on their way to the K亵.

Injured passengers were taken to hospitals in Kinga and Butterworth in Transkei.

A board of inquiry has been appointed to investigate. The spokesman could not say when the line would re-open to rail traffic.

S A Read

FOR THE BEST FINAL YEAR STUDENT,
Generals J B & M Hertzog Prize

D H Price Lewin

FOR PROFESSIONAL PRACTICE,
Sirieng (in the subject architecture or quantity surveying) and for the best student of architecture

DAVID HILLDON PRIZE

MISS C FREEDMAN

FOR THE BEST WOMAN STUDENT,
Molly Coetzer Memorial Prize

P A KAAPPORT

FOR THE BEST STUDENT IN 'L' AND ITD MAJOR COURSES,
SATISFACTORY COMPLETED FOR A STUDENT WHO HAS
HELEN GARDNER TRAVEL PRIZE

P F DUNCHEY

SIXTH YEAR

FOR THE BEST STUDENT IN 'L'
OF ARCHITECTURE, PRIZE
Cape Provincial Institute

FINE ART & ARCHITECTURE
Magnum apply to NTC for direct Richards Bay flights

By JEREMY BROOKS

AN APPLICATION for a major private airline to fly direct from Johannesburg to Richards Bay is to be heard by the National Trampolines Commission (NTC) in Cape Town tomorrow.

The application, which has been put forward by Magnum Airlines, is certain to be opposed by South African Airways, which at present holds a licence on the same route and has services to Richards Bay via Durban, and a contracted airline, Comair.

Comair began direct twice-weekly flights from Johannesburg to Durban with no legal authority under its existing licence.

Magnum, according to a landmark court action in October last year in the Natal Supreme Court when Magnum established its right to fly direct from Johannesburg to Maritzburg without stopping at Newcastle or Durban — conditions which the original licence from the NTC had stipulated.

In his judgment against Midland Aviation and the NTC, Mr Justice Doidt, the court, said it was disturbing that the national carrier was flying direct from Johannesburg to Durban with no legal authority under its existing licence.

Magnum wanted to do what SAA was doing all the time, Mr Justice Doidt said, "If the applicants are correct then SAA cannot fly from Johannesburg to Durban except via Richards Bay."

Yesterday, Magnum's two new owners, Mr Sandy Ord and Mrs John Boscoby, gave the first public indication of the airline's new direction.

"We intend to take a low profile for the next few months, entering a period of consolidation," said Mr Ord.

This is in direct contrast to Magnum's previous policy of maintaining an aggressive attitude within the airline industry — a policy which has, in the past, led to bitter rivalry between the airline and its competitors.

Mr Ord said Magnum had taken delivery of a R1 300 000 turbo-prop Swearingen Metro II, and was awaiting delivery of another on its way from Brussels.

This was in line with the company's re-equipment programme formulated several months ago but in no way meant that Magnum was going to push ahead with an ambitious scheme which originally called for the purchase of six of the 20-seater aircraft.

Mr Boscoby, a youthful executive with a banking background who joined Magnum last year, said the airline intended to "sharpen up" by offering a better service to the public and improving its entire operation. A computerised reservation system was being considered, he said.

Mr Ord summed up: "We don't want to be the biggest or the best. We want to create a reputation as a professional, slick organisation. The public will come to regard Magnum as a solid, firm airline offering an equitable service with a business-like approach."
Komga hospital rises to the emergency

By LESLIE XINWA

KOMGA — How does a 32-bed hospital that already has 26 patients cope with an additional 10? Comforting, according to the owner in charge, and the news of 17 casualties from the Komga Bridge rail crash was greeted with relief rather than alarm.

"All we did was to take all our patients out of the wards and bring in the 17," she said.

"And of course we had help from the doctors and four nurses from Pongola Hospital, East London.

"With their assistance we managed to give them all their medical needs for the day until they were moved to the sister hospitals."

The Komga hospital had just been evacuated from some of the wards and when the injured had been removed they were taken to hospital.

"The hospital's patients were put in the yard during the emergency — normal practice in hospitals whenever a major disaster occurs," she added.

But the emergency was not over. "Four who were on the other side of the bridge were brought in and we had to transfer all our patients who were in a poor state of health."

Of the 17 patients, 12 who were considered slightly injured, were transferred to the Pongola hospital where another 30 have been admitted. Of those hospital patients, 11 who were considered slightly injured, were transferred to the hospital in Komga. The other two were taken to a sister hospital.

"We had to act quickly," she said. "The hospital will now face a difficult time with the additional patients, but we are up to the challenge."

"We are also thankful to the donors who have come forward to help us," she added.
Wood and steel of the crashed carriage lies scattered on the banks of the Manquito River.
11 die in Kei crash

KEI BRIDGE — Eleven people were killed and 84 injured when a section of a Johannesburg-bound train was derailed a kilometre from here at 1.45 a.m. yesterday.

Of the dead two were women. Eighteen of the injured were detained in hospital in East London.

One was reported to be in a serious condition while others were in a satisfactory condition yesterday.

The derailment occurred at the train, which carried mainly workmen, was rounding a bend over the Manquio River which flows into the Kei River.

One coach was completely destroyed and four others damaged extensively.

Seven coaches which were in the front section of the train were not derailed and continued with the engines on their way to the Reef.

Two of the coaches were still partly on the rails when workmen battled to restore the line for use throughout the day.

It was hoped to be restored for traffic by late last night. Several trains were delayed as a result of the accident.

Eight ambulances from East London and Komga ferried the passengers and by 6.50 a.m. the first passengers, who were considered the most seriously injured were at Frere Hospital, East London.

At Komga 46 passengers were treated and discharged while 11 were transferred to Frere.

At the scene of the crash by 9.30 a.m. yesterday were the Transkei Secretary for Transport, Mr. A. J. Jonker, Mr. Jonker said a board of inquiry would be set up and that the general manager of the railways' office in Johannesburg, Mr. Dunya, another official from Johannesburg and two from the system manager's office, had been up and were on the scene of the crash yesterday afternoon.

CRASH SPOT SAWED

They will start the inquiry this morning and until they have reported on their findings it was hard to say what had caused the crash, a spokesman for the system manager's office said.

The spokesman said it was also difficult to estimate the damage which would run into hundreds of thousands of rand.

He said the crash was the most serious on the line between Umtata and East London in terms of loss of life.

But for damage to material the one we had involving petrol tanks...
Manpower bugbear in transport

By SIMON WILLSON
Industrial Reporter

A CONCERTED effort to improve the efficiency of the transport industry was needed if maximum use was to be made of the industry's limited manpower, said the Director-General of Transport, Mr Adrian Eksteen, this week.

He said at the launch of a road-transport training scheme in Johannesburg there was no doubt that both passenger and freight transport would be confined to the methods used today.

"In planning we must not lose sight of the fact that we have a severe shortage of skilled manpower, and it is essential that we pay particular attention to the operational efficiency of the manpower we have.

"There must be concerted effort to improve the overall efficiency of whatever technology we might be using... And a sharpening and fine honing of the tools at our disposal."

"In this process of improving the efficiency of the movement of people and goods we all have a role to play -- the individual motorist, the bus rider, the driver, the freight haulier, the industry, the institutions, the Government and the public in the widest sense."

In a veiled reference to recent controversy about proposed motorway routes through suburban residential areas on the Reef, Mr Eksteen said care had to be taken in the "rather tricky decision-making" that had to be performed in choosing transport alternatives.

Basic criteria in the choice of these alternatives included the effects such as air and noise pollution, aesthetics and the general effect which changed traffic conditions might have on a neighbourhood.

Mr Eksteen drew attention to the long-term impact on land use of transport investment, which should be used to ensure the values where it was possible.

"But we must admit that it cannot always be done in such a way. This particular aspect has led to some very emotional public involvement in some cases, which has often led to some fruitful exchanges of new ideas between groups with different points of view."

"The result has been better understanding on both sides."

but is not the

and working capital are some of the

and many other items in corporate

4½% on productive loans, loans to

the purpose of the loan, a loan guaran-
ted by the bank at interest, not

to a member's personal require-
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greater leeway in meeting members' needs, a

a bank could agree to gear its lending

the government of increased controls and

union would require borrowed money to purchase a price rate. All this would mean society could not afford the small credit union business. It would also enhance society's creditworthiness if the account was a "general" one on the deposit category, bank to bank, and to a member's own control over the balance of security would not be collateral. It would be the judgement and social contact of the bank that would decide whether a certain date, for instance the bank might agree to a party to the time of 10 on every loan, should not seek a small deposit" for loans than the funds available, hence the need for a greater demand for loans from people the bond or similar arrangement, there is no reason why
Unidentified baby survives

KEI BRIDGE — The big train crash here yesterday left an Idutywa woman, Mrs. Novotie Bala, holding a baby whose grandmother had been killed by a falling rock in the crash.

With tears rolling down her face, Mrs. Bala, who was on her way to Alberton, told how she met another woman travelling to her daughter in Johannesburg, on the train.

"I don't know her real name. We only introduced each other by our clan names in the compartment we shared," Mrs. Bala said.

Mrs. Bala holds the baby whose grandmother was killed in the crash.

She remembered that the woman was also from the Idutywa district.

"She told me she was taking this baby boy to her daughter in Johannesburg and because I was also going there we became friends.

"When the train crashed I was still holding the baby, for her. I don't even know its name.

"I don't know how I will trace the relatives of the woman. I know she is dead but apart from the baby my other worry right now is my daughter who may not go to school if I do not get to my son in Alberton to get money for school fees."

When I spoke to Mrs. Bala yesterday morning she was one of many passengers who did not know whether they would reach their destinations. Others said they had lost train tickets and many other possessions in the crash but railways officials were dealing with their problems to ensure they continued with no hitches.

The baby was taken to Butterworth Hospital for safekeeping and Mrs. Bala continued her journey to Alberton. — DDR
11 killed in rail crash

EAST LONDON. -- Eleven passengers were killed and six injured when a section of a Johannesburg-bound train was derailed in Transkei yesterday.

Eighteen of the injured were admitted to hospital in East London. One was reported to be in a serious condition, while the others were in a satisfactory condition.

The derailment occurred as the train, which carried mainly miners, was going round a bend over the Mangaolo River. One coach was destroyed and four were extensively damaged.

Two coaches were left partly on the rails, and workmen battled yesterday to restore the line for use.

Eight ambulances from East London and Komga took injured passengers to Frere Hospital.

At Komga, 46 passengers were treated and discharged, while 11 were transferred to Frere. — Sapa

A van [illegible],

This year,

for the best work in
John Perry Prize

D H Pyce Lewis,

Year,

for the best work in Fourth
Osbourn Prize

S A Redz

for the best final year student,

General J B M Hertzog Prize

D H Pyce Lewis,

of Professional Practice, Satisfactory in the subject Architecture (or Architecture or Quantity for the best student of
David Hutton Prize

Miss C Trengard

In this year,jp
for the best woman student

Moffly Colli Memorial Prize

P A Rop扑port

1st, 2nd and 3rd major course,

for a student who has

Helen Gardner Travel Prize

P F Dunkley

Sixth Year

For the best student in :

of Architecture Prize

Cape Provincial Institute

Fine Art & Architecture

ARCHITECTURE
Crash death toll rises

EAST LONDON — One more passenger injured in the Kei Bridge rail crash died in hospital and another with back injuries was transferred from Frere Hospital to the Conradie Hospital, Cape Town yesterday. This brings the number of dead to 12.

The superintendent of Frere Hospital, Dr S. Richardson, said seven people had been discharged yesterday and ten were still in hospital. Their condition was "reasonable".

The system manager of the Railways for the Eastern Cape, Mr A. Jonker, yesterday said the board of inquiry investigating the accident would report to the Minister of Transport and its findings would not be made public.

He said the line was cleared at 1.30 am yesterday.

The delay had been caused by the countryside being wetter than had been expected.

The jacks that were used for lifting the coaches kept sinking into the ground, Mr Jonker said.

Railway buses fetched people from hospital. They were accommodated in waiting rooms at the station and sent by rail to their destinations or returned to Transkei by bus.

Mr Jonker said some passengers had asked that they return to Transkei.

A passenger train from East London to Umtata was delayed on Thursday night.

The names of the dead will be released on Monday.

The chief of the Transkei CID, Col S. Funani, said yesterday 11 bodies had been identified, but his men were still trying to trace next of kin. — DBR

For the best work in Fourth Quarter Prize
Osbourn Prize

S A Read

*For the best final year student General J B M Hertzog Prize

D H Price Lewis

*For professional practice, diligently in the subject architecture or quantity for the best student of David Hodson Prize

Miss C Liedloff

*In this year, for the best woman student Molly Coel Memorial Prize

D A Hopkins

*For 1st and 2nd year courses, satisfactorily completed, for a student who has Helen Gardner Travel Prize

*For the best student in:

P F Dunkley

6th Year

For Architecture Prize

CAPE PROVINCIAL INST.

FINE ART & ARCHITECTURE
2,164 SAA local flights were late last year.

Of the 25,693 domestic flights by South African Airways last year, 2,164 were late by 15 minutes or more, the Minister of Transport Affairs, Mr Hendrik Schoeman, said in a written reply to a question tabled in the Assembly yesterday.

Of the 3,680 international flights by SAA, 927 were late, 272 of them by more than an hour. Of the late domestic flights, 353 were late by more than an hour, 826 by between 30 and 60 minutes and 955 by between 15 and 30 minutes.

Answering a question by Mr Nigel Wood (NRP, Boksburg), the Minister also disclosed that 20,462 international and 14,144 internal passengers had to be provided with overnight accommodation as a result of flight delays at a total cost of R589,716. — SABC
Hijack Bill passed

THE ASSEMBLY — A Bill providing for action to protect South African aircraft and airports against hijackings and acts of terrorism was passed through all its stages in Parliament yesterday.

In terms of the Civil Aviation Offences Amendment Bill, introduced by the Minister of Transport Affairs, Mr. Schoeman, provision is made for the establishment of a committee to advise the Minister on the effective steps to be taken to ensure the safety of civil aviation.

It also provides for the drafting of safety plans and ensures that they are kept secret. — Sapa.
Concern for Yacht's Crew

NO container chargers

Shipping

The Cape Times. Thursday, February 3, 1989
New bus service

EAST LONDON — From yesterday commuters by road travelling between here and Umtata have a choice between a third class and a first class bus service.

The Railways have introduced a new service for the commuter who is looking for more comfort, a spokesman for the Railways said. The service is available everyday.

The bus leaves Umtata at 8 am, stops at Idutywa, Butterworth, Nibabakazi, the border posts and arrives in East London at 12.45 pm.

The spokesman says the bus leaves for Umtata at 8 am and arrives at 6.45 pm.

On its first day from Umtata it carried 26 passengers but it is hoped this will soon pick up and more passengers looking for comfortable travelling will make use of it.

Two buses travel each way between Umtata and East London catering for third class passengers everyday.

Fares for the new service are R5.30 for a single journey to Umtata against R5.65 on the third class services. — DDR

G L Clegg

work

obtaining the highest average for the first year student

A E G I Prize

L Menegaldo

Drawing best coursework in Engineering awarded to the student with the

Sommy Sako Memorial Prize

J H Rees

Engineering student in Land Surveying or

examination results to the best male

provoked a result of final Professor George Mntchwa Prize

B F Mcdonald

J H Rees

D P Weeks

J C Kumwita

P M Selmon

Fourth Year (Gold Medal)

Miss N C Davidson

Third Year (Silver Medal)

Miss G C Littlewort

Second Year (Bronze Medal)

For the last 2nd and final years,

Corporation Medals

Facul ty of Engineering
Container congestion at Reef rail depots to worsen

The serious congestion of containers at Reef depots is expected to worsen according to South African Railways.

A spokesman said a "crisis situation" had developed through a build-up of overstay containers at both SACD and City Deep depots.

"At SACD, for example, there are 1,100 containers holding 22,000 tons of freight which should not be there," he said. At City Deep railway terminal, there are about 12,000 tons being held back on request for lack of space at SACD.

"These are transit terminals, and cannot hold a high number of containers for lengthy periods," he said.

BIG JUMP

"Because of the build-up of uncleared containers, about 500 cleared containers were delayed. The overall position was expected to worsen.

"At present, 80-90 percent of containers arrive uncleared, as opposed to only 20 percent during the first nine months of last year," he said.

The SAR and SACD were working round the clock to clear the backlog, and the SAR is delivering containers from SACD direct to the importer, although this is not the railways' normal function.

The spokesman appealed to all importers and container operators to help clear containers, and warned that fines would be increased for holding overstay containers if the situation was not "remarkably improved" soon.

penalties.

As a result, the Fine initially met with PQF McLeod and H Weeks, of Hillman Construction, Mr. Salmon, M.P. with the year (goal medal) was N Davidson, G C Littlewort (silver medal) and G Vornom (bronze medal) and, as an added touch, each student in each option medal received a presentation to their student in each of these medals.
Qantas refused flights to SA

Own Correspondent

PERTH — South African Airways’ stranglehold on the profitable Johannesburg to Sydney route between Johannesburg and Sydney was strengthened yesterday when the Australian Government refused its national carrier, Qantas, permission to resume flying into Jan Smuts Airport.

The Minister for Foreign Affairs, Mr Tony Street, said in Canberra the decision was made because of Australia’s opposition to apartheid.

Qantas — which last year showed a disastrous loss — had applied to re-enter competition with SAA on the grounds that Perth-Johannesburg was now one of the most profitable international routes.

The airline stopped flying to South Africa in August 1977 because of low profitability and some political pressure from the Australian Government.

However, while the lack of competition has kept SAA planes fully booked both ways ever since, the feast has become a surfeit.

SAA has applied for an additional flight to Sydney each week, but so far there has been no word from Canberra whether this will gain approval.

Political observers, however, point to the Fraser government’s recent decision to give full diplomatic recognition to South Africa through the enlargement of its consulate in Sydney.
South African Railways has awarded Siemens a R3.4-million signalling order to modify the Natal south coast network to their latest multi-aspect signalling system.

This system, like the one being installed at Durban and Berea Road stations, has been specially designed for intensive suburban traffic.

The project, to be completed by the end of 1982, will consist of six satellite interlocking stations: Umbogintwini, Isipingo, Umlan, Re-union, Westcliff, and Clairwood.

The equipment will be nationally developed and manufactured, and all services, such as installation and commissioning, will be rendered locally, resulting in overall local content of more than 90 percent. — SAPA.
ZIMBABWE Railways has asked the South African Railways to embargo the loading of goods in South Africa for Zimbabwe and Botswana until further notice.

This is because of operating difficulties in clearing traffic.

The embargo will apply to all traffic except petroleum products, explosives, perishables, containers and other specified traffic that may have to be exempted from time to time.

Sapa.
MAGNUM CLAIMS SERVICE IS ILLEGAL

SOUTH African Airways has been slammed for frustrating the growth of private enterprises in its Natal domestic operations.

Mr L.F. Weyers, SC, told a National Transport Commission hearing in Pretoria this week that the SAA Richards Bay-Johannesburg service was illegal, and the private Magnum Airlines was entitled to claim the Richards Bay-Durban route.

Mr Weyers was appearing at the hearing on behalf of the South African Airlines Association, Commercial Aviation Association and Magnum Airlines in an application for licences in traditionally AAdvantaged routes.

He claimed that in terms of the Air Services Act, Magnum Airlines was entitled to claim the Richards Bay-Durban route because until December 1980 it had operated its flights in conjunction with AA.

From that date SAA had switched to a different b-contractor.

In addition SAA hastily compiled an "inadequate" service on the Johannesburg-Richards Bay route, said Mr Weyers.

Mr Weyers said these "blocking devices" were used by the SAA to keep Magnum Airlines off the routes, after a break in relations between the two airlines.

He also claimed the Johannesburg-Richards Bay service was illegal since SAA had been granted a licence in 1967 on condition it was made operable within 100 days. The route was only opened 15 years after the granting of the licence, and a few days before the start of the hearing.

Experts giving evidence at the hearing said Northern Natal warranted a full-time air service of the type Magnum Airlines offered.

United States aviation expert Miss Shirley Ybarra said the SAA sub-contractor service at present available was inefficient and inadequate.

Mr M.G. Willemse for SAA denied that the Richards Bay-Johannesburg service was a blocking device and he was convinced that the SAA system in Northern Natal was adequate.

Mr Willemse said the SAA had stated in 1967 that the Johannesburg-Richards Bay route could not be started immediately and there was no valid limit on when it had to start the operation.

Mr Weyers said SAA's operation in Natal had frustrated the development of private enterprises in the flying industry.
THE ASSEMBLY. — The lack of compassion of certain local authorities in providing adequate terminus facilities for thousands of black commuter workers is hard to understand, says the annual report of the Corporation for Economic Development.

In its review of transport development, the report says a disappointing aspect of bus passenger transport remains the reluctance of local authorities to provide adequate terminus facilities for the thousands of workers transported daily to and from their homes in the national states and their places of work in the white areas.

"In some towns and cities hardly any provision has been made for the safe alighting and boarding of passengers, nor for protection against the weather. "If it is considered that due to long distances and poor road conditions commuting time is often long, this apparent lack of compassion by some local authorities is hard to understand."

"It would thus be in the interests of good human relations that all local authorities who have thus far neglected their responsibility in this regard should give urgent attention to rectifying the situation," the report said.

It also said projections had shown that passengers in the national states would increase tenfold within the next 20 years. — Sapa.
By Richard Paris

The Minister of Transport, Mr Schoeman, was strongly criticised by white and black politicians yesterday for his refusal to consider opening railway dining cars to all races.

The Minister was questioned by The Star following complaints from several Indian families who discovered they were not permitted to use the dining cars on main-line trains — other than on the super-luxury Blue Train and Drakensberg Express, both of which have “international status.”

In spite of a forthcoming Bill aimed at eliminating discrimination at hotels and restaurants, at the discretion of the proprietor, the Minister said no changes affecting railway dining cars had been contemplated.

Although blacks may sit next to and eat meals with whites on SAA domestic flights, Mr Schoeman said, “Flying cannot be compared with rail travel.”

The Progressive Federal Party spokesman on transport, Mr Rupert Lormer, and there was no reason why railway facilities should not be multiracial.

Regrettably Mr Schoeman is living in the past,” he said. “Why is it that the Railways always lag behind the rest of South Africa? It is a ridiculous anomaly that SAA and SAR are at variance.”

The New Republic Party spokesman on transport, Mr George Bartlett, urged Mr Schoeman to undertake a market survey to see how the majority of white passengers would feel about blacks sharing dining cars on the SAR.

“If it would have an adverse economic effect on dining cars, I could understand the reluctance of the Railways to integrate them, but as a non-racialist I would reject any decision taken purely on grounds of race,” he said.

Mr Bartlett pointed out that the Blue Train and Drakensberg Express were fully integrated, “so the principle has already been accepted.”

The national secretary of the Herstigte Nasionale Party, Mr Louis Stofberg, said in Pretoria “Here we have a government which says it is moving away from segregation, but it moves just a bit and gets stuck. This must make blacks feel very offended.”

“At least with our policies, they know where they stand.”
South African Railways and Harbours' Sick Fund

Hansard 9 Oct 67

Mr N B. WOOD asked the Minister of Transport Affairs: 1028

(1) What was the amount of the subsidy paid to the South African Railways and Harbours' Sick Fund during 1979-80?

(2) (a) what amount was collected during that year in respect of the levy on prescriptions and (b) what was the Railway Administration's contribution?

(3) what was the number of (a) members and (b) dependants registered in respect of the Fund?

(4) whether any non-White employees are entitled to benefits, if so, how many (a) Coloureds, (b) Indians and (c) Blacks?

TUESDAY, 1

The MINISTER OF TRANSPORT A!

FAIRS

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(2) (a) R1 729 181
(b) R3 037 375
(3) (a) 154 615
(b) 226 139
(4) Yes.
(a) 24 436.
(b) 1 816
(c) 125 149
28 MR N B WOOD asked the Minister of Transport Affairs (265)

(1) What is the (a) authorized and (b) actual strength of personnel of South African Railways and Harbours in respect of (i) drivers, and (ii) other ranks?

(2) How many men were (a) in service and (b) discharged from the service during the latest year for which figures are available?

(3) Whether any members of the service purchased their discharge in any year?

The MINISTER OF TRANSPORT

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(1) What were the (a) actual and (b) budgeted monthly (i) revenue and (ii) expenditure figures of the South African Railways Administration in respect of each month of the current financial year for which figures are available?

(2) What were the (a) actual and (b) budgeted monthly revenue figures for (i) high-rated and (ii) low-rated traffic on the South African Railways in respect of each month of the current financial year for which figures are available?

The MINISTER OF TRANSPORT

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(2) Not readily available.
on electric locomotives this financial year, and a projected R90,75m in 1981/82.
Equivalent expenditure on diesel locomotives is R31,18m and R29,46m

Locomotive ... SAR stepping up contracts

This spending programme is to increase rolling stock to cater for the growing demands and massive volume increase of goods that SAR is, and will be, moving—notably when Richards Bay increases its coal export capacity to 44 Mt a year. The Railways will, by the end of the 1981/82 financial year, have increased expenditure on all new locomotives by 41% since the end of 1979/80 to R150,21m.

And it is forecast that an additional R17,7m will be spent in the next two years on increasing goods and coaching stock.

Part of the plan is to extend facilities, this being done by electrifying major lines and by changing the brake system from vacuum to air brakes.

Says Taute: “At the moment we are using air brakes in unit trains to transport, for example, coal, ore, containers and cars. But we’ve decided we are going to convert our entire fleet in a period of about 15 years.

“It’s going to cost a lot of money, but we’ll be able to run much longer trains.”

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“This higher axle loading is the same as that of the 9Es, currently in use on the Saladinu-Sishen line.

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“This higher axle loading is the same as that of the 9Es, currently in use on the Saladinu-Sishen line.
Loco in energy-saving trial

Cape Town. — South African Railways locomotives will blow off less steam in future — provided the "Red Baron" does what is expected of it.

The "Red Baron"— alias "Roof Duiwel" or "L D Porta" — is a Class 25 locomotive which, painted a striking fire-engine red, steamed out of the Salt River Works, Cape Town, for Kimberley last week at the start of a year-long energy-conservation experiment.

If successful, this could save the SAR millions of rands in the running costs of its remaining steam locomotives.

Several years ago the SAR embarked on a programme to phase out steam locomotives, but it has been pointed out that these are likely to remain part of the South African scene for some time.

So it has been decided to try and cut fuel bills for the remaining steamers through more efficient use of coal.

A Class 25 locomotive — the type that for many years was the mainstay of the mainline passenger service between the Cape and the Transvaal — was chosen for the conservation experiment.

A principle conceived by an Argentinean engineer, Mr L D Porta, has been adapted to local conditions, and the two-month conversion was carried out at the Salt River Works under the direction of Mr Dave Wardale, assistant mechanical engineer, locomotives, of the SAR chief mechanical engineer's office in Pretoria.

Mr Wardale named the repainted loco "L D Porta" in honour of the man whose idea inspired the conversion — but on seeing it in its bright new livery, other railwaymen had other ideas, and "Red Baron" seems to be the nickname that has stuck.

Further adjustments are to be made to the big locomotive in Kimberley, and it will then be based in the Free State for the experimental period.

Mr Johan Slabbert, deputy mechanical engineer, locomotives, at the Salt River Works, said the idea of the experiment was to conserve energy through more efficient use of coal.

He said that, if the experiment succeeded, there should be a saving of up to 30% in optimum conditions.
Rail services to the north bogged down

By JEREMY BROOKS

Rail services in countries to the north of South Africa have been seriously hampered by congestion and heavy rains. An embargo has been placed by South African Railways on all northward-bound goods destined for Zimbabwe, Botswana, and Tanzania to allow the Zimbabwean authorities time to clear their backlog.

And a rail bridge in Zimbabwe's mid-Rhode with Mozambique has been damaged by the swollen Limpopo.

Mr. J.C. van Ruyen, public relations officer for the South African Railways confirmed that a request for the embargo was made by National Railways of Zimbabwe (NRZ) last week. The embargo also affects all goods bound for Botswana.

Both rail links are maintained by NRZ, and Zimbabwe whose rail links are administered by NRZ, and Zambia, some goods, including some chemicals and petroleum products, have not been cleared from the embargo. Mr. Van Ruyen said, "We have no idea how long the embargo will last, and we are waiting for further information from Zimbabwe."

A spokesman for NRZ said from Bulawayo that the embargo would continue "until further notice" and would apply to petrol oil, paraffins, and container traffic.

It has been made necessary by the heavy increase in cargo tonnage stemming from the leaders of both the NRZ and SAR.

"There has been a considerable increase in the levels of imports from and through South Africa for all those countries mentioned," he said.

"These increases are far in excess of NRZ capacity and include large quantities of fertiliser."

The spokesman said that Zimbabwe's capacity to move traffic was also being seriously impeded by a "slowdown in rail traffic." Steps have been taken to improve the availability of locomotives so that the backlog can be cleared as quickly as possible. They include a reduction in the frequency of daily scheduled passenger trains to and from Victoria Falls and a request to SAR to increase the number of diesel locomotives on hire to us," he said.

The embargo would probably apply for about two weeks but would be reviewed on a daily basis, he added. Traffic from the affected countries to South Africa has not been affected.

In Mozambique a manline bridge over the Limpopo on the rail connection between Maputo and Chimoio has been damaged and rail services have been suspended.
6. NUTRITIONAL STATUS AND POLICY

This chapter discusses nutritional status and policy. It is divided into several sections, each covering a different aspect of nutrition. Here is a brief overview of the key points covered in each section:

- Introduction: The importance of nutrition and the role of policy in promoting healthy eating and nutrition.
- Nutritional Assessment: Methods for assessing nutritional status, including anthropometric measures and dietary assessments.
- Nutritional Interventions: Strategies for improving nutritional status, such as supplements and public health interventions.
- Policy and Nutrition: The role of government policies in promoting healthy eating and preventing malnutrition.
- Conclusion: The need for continued research and policy development to address nutritional challenges.

The chapter concludes with a discussion of the implications of the findings for future research and policy development.
Budget shock: rail, air fares up

By Peter Sullivan, Political Correspondent

The Assembly

Shock increases in rail and air fares were announced during the Railways and Harbours Part Appropriation Bill today pushing main-line fares and domestic air fares up by 15 percent with suburban train fares going up by slightly less.

With costs of avoiding goods by trains all jumping by a staggering 18.3 to 10 percent the wide range of increases is likely to send inflationary ripples through the entire economy.

Fares for passengers and air cargo on domestic air routes are to be increased by 15 percent but fares on international flights will be maintained at the same level. Charges for services at harbours are also to go up but wharfage tariffs will be held at present levels.

The cost of sending petrol from Durban to the Cape is to be increased by 0.45 cents a litre and diesel by 0.34 cents a litre.

Making his report of the Assembly Budget speech, the new Minister of Transport Affairs, Mr. Schoeman, said today.

Introducing the Railways and Harbours Part Appropriation Bill, he paid tribute to their efforts.

"I personally visited the scenes and the manner in which the staff put about the problem was a great source of encouragement to me."

"The task was approached systematically and efficiently and everything possible was done to assist." "The target which was set to reduce the railway line to traffic within a week, and the task of sorting out the staff who were involved as well as the financial, were tackled with commendable effort and interest."

Salute to toilers after Karoo flood

Political Staff

THE ASSEMBLY — More than 1,000 workmen toiled for long hours to repair within a week the damage to railway property during the Karoo floods, the Minister of Transport Affairs, Mr. Schoeman, said today.

The cost of transporting coal goes up 18.6 percent but in spite of this it will still be conveyed at a loss.

Agricultural products are mainly in the lower tariff class, and the tariff increases here average 18.6 percent. Livestock rates go up 15 percent.

Looking at the Railways mini-budget as a whole, tariff increases are going up by an average of 12.8 percent which is slightly below the expected rate of inflation.

Increase

The biggest increase in the rail tariff increases will be for Blue Train tickets, which will now cost between 30 and 50 percent more.

Mr. Schoeman said it was internationally recognised as the world's most luxurious train and was patronised mainly by visitors from abroad. However, even at the new rates, revenue would not cover the total costs.

Of more importance to the man in the street is the short-term public transport.
New mainline fares

By JEREMY BROOKS

The emphasis in the Railways mini-budget had been on the worker commuting regularly and from suburban areas. Low percentage increases of 12% were added on to weekly rail fares as opposed to 15% on ordinary return rail fares.

New mainline fares which came into effect on April 1 are:

<table>
<thead>
<tr>
<th>Stage</th>
<th>First Class</th>
<th>Second Class</th>
<th>Third Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johannesburg to</td>
<td>R37.55</td>
<td>R43.15</td>
<td>R59.00</td>
</tr>
<tr>
<td>Durban</td>
<td>R37.55</td>
<td>R43.15</td>
<td>R59.00</td>
</tr>
<tr>
<td>Cape Town</td>
<td>R72.70</td>
<td>R80.60</td>
<td>R96.50</td>
</tr>
<tr>
<td>Bloemfontein</td>
<td>R21.45</td>
<td>R24.65</td>
<td>R31.45</td>
</tr>
<tr>
<td>Kimberley</td>
<td>R25.80</td>
<td>R28.70</td>
<td>R35.60</td>
</tr>
<tr>
<td>East London</td>
<td>R52.20</td>
<td>R60.00</td>
<td>R76.80</td>
</tr>
<tr>
<td>Port Elizabeth</td>
<td>R35.65</td>
<td>R42.20</td>
<td>R50.70</td>
</tr>
</tbody>
</table>

Blue train fares were increased by between 30% and 50%. The standard fare from Johannesburg to Cape Town increased from R125 to R165, while the super luxury fare went from R505 to R510.

A new fare structure has been introduced on the Drakensberg Express, travelling from Johannesburg to Durban, which includes the price of meals, bedding, and coffee. The present fare (normal first class plus 15%) with these extras included amounts to R58.80. The new fare will be R76.80.

Domestic air fares and cargo rates were also increased by 15% in an attempt to balance the loss of R64-million which the airline suffered in the past 12 months.

<table>
<thead>
<tr>
<th>Stage</th>
<th>old</th>
<th>new</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johannesburg to</td>
<td>R55</td>
<td>R62.80</td>
</tr>
<tr>
<td>Durban</td>
<td>R51c</td>
<td>R59c</td>
</tr>
<tr>
<td>Cape Town</td>
<td>R99</td>
<td>R114.40</td>
</tr>
<tr>
<td>Bloemfontein</td>
<td>R58</td>
<td>R64</td>
</tr>
<tr>
<td>Kimberley</td>
<td>R76c</td>
<td>R86c</td>
</tr>
<tr>
<td>East London</td>
<td>R74</td>
<td>R86</td>
</tr>
<tr>
<td>Windhoek</td>
<td>R92</td>
<td>R108</td>
</tr>
</tbody>
</table>

The new cargo rates:

<table>
<thead>
<tr>
<th>Stage</th>
<th>old</th>
<th>new</th>
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<tbody>
<tr>
<td>Johannesburg to</td>
<td>R45kg</td>
<td>+45kg</td>
</tr>
<tr>
<td>Durban</td>
<td>51c</td>
<td>59c</td>
</tr>
<tr>
<td>Cape Town</td>
<td>1,08</td>
<td>1,24</td>
</tr>
<tr>
<td>Bloemfontein</td>
<td>76c</td>
<td>90c</td>
</tr>
<tr>
<td>Kimberley</td>
<td>59c</td>
<td>77c</td>
</tr>
<tr>
<td>Windhoek</td>
<td>99c</td>
<td>1,14c</td>
</tr>
</tbody>
</table>

Durban rail fares increased by an average of 15%:

<table>
<thead>
<tr>
<th>Stage</th>
<th>old</th>
<th>new</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johannesburg to</td>
<td>R36.25</td>
<td>R45.25</td>
</tr>
<tr>
<td>Durban</td>
<td>2,15</td>
<td>2,31</td>
</tr>
<tr>
<td>Bloemfontein</td>
<td>10</td>
<td>12.35</td>
</tr>
<tr>
<td>Kimberley</td>
<td>13</td>
<td>15.40</td>
</tr>
<tr>
<td>Windhoek</td>
<td>25</td>
<td>30</td>
</tr>
<tr>
<td>Stellenbosch</td>
<td>48</td>
<td>58</td>
</tr>
<tr>
<td>Pretoria</td>
<td>19</td>
<td>23.90</td>
</tr>
</tbody>
</table>

Bus fares will increase by between 15% and 20% on first class tickets, and 6% on third class.

<table>
<thead>
<tr>
<th>Stage</th>
<th>Old</th>
<th>New</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johannesburg to</td>
<td>R3,95</td>
<td>R4.40</td>
</tr>
<tr>
<td>Durban</td>
<td>32</td>
<td>36.25</td>
</tr>
<tr>
<td>Bloemfontein</td>
<td>19</td>
<td>23.70</td>
</tr>
<tr>
<td>Florida</td>
<td>7</td>
<td>7.60</td>
</tr>
<tr>
<td>Brakpan</td>
<td>38</td>
<td>45.50</td>
</tr>
<tr>
<td>Benoni</td>
<td>30</td>
<td>35.30</td>
</tr>
<tr>
<td>Grahamstown</td>
<td>14</td>
<td>16.95</td>
</tr>
<tr>
<td>Vereeniging</td>
<td>75</td>
<td>90.50</td>
</tr>
<tr>
<td>Kempton Park</td>
<td>28</td>
<td>33.05</td>
</tr>
<tr>
<td>Pretoria</td>
<td>70</td>
<td>90.90</td>
</tr>
</tbody>
</table>

For the best 8

SA airports 'b'

The Assembly — Airports in South Africa were obsolete and badly planned. Mr Ray Swart (FFP: Mungrage), said in Parliament yesterday.

He said this was particularly true with regard to passenger comfort. The Railways budget would be a further financial blow to the South African public, which was already repeated on increased more and mid-average pension meet.

The Minister, Mr Hendrik S. Bees, given any inducement was any chance man in the sti.

We have
Rail charges set to rise...
Rail charges set to push prices up

From Page 1

The president of the Trade Union Council of SA, Mr. J. Stern, welcomed the news that the Tariff Board had raised its tariff recommendations. He agreed with the need to control prices, especially for basic goods, to curb inflation. The increase would be most seriously affected by the lower-income groups. It was important to support the lower tariffs, he said, to prevent inflation from rising. The executive director of the Railway Association, Mr. Raymond, said the increases would affect the long-term viability of the railway system. He emphasized the need for a comprehensive rethink of the pricing strategy to ensure sustainability. The minister of finance, Mr. C. van Zyl, maintained that the need to maintain an efficient railway system for a fast-growing economy was crucial. The vice-president of the Afrikaner Handelsinstituut, Mr. J. de Klerk, welcomed the increases on the grounds that they would be necessary to sustain the railway system. The minister of transport, Mr. P. de Villiers, noted that the increases appeared to be necessary to handle the spiraling costs of maintaining the system. He believed that the increases would be necessary to ensure the viability of the railway system.
FACULTY OF ENGINEERING

Corporation Medals awarded to the best student in each of the 2nd, 3rd and final years.

Second Year (Bronze Medal)
Miss G C Littlewort

Third Year (Silver Medal)
Miss H C Davidson

Fourth Year (Gold Medal)
P M Salmon
T J Cuming
D P Weeks
J H Renes
B F McClelland

Professor George Menzies Prize awarded on the basis of final examinations in Land Surveying or Civil Engineering.

H Renes

Sacks Memorial Prize awarded to the student with the highest average in Engineering.

Mengaldo

Cogg

A C I Prize awarded to the first year student joining the highest average overall.

Will suffer more than any other group.

Rail fare increases. Blacks say they
New railway concession
travel plan for over 60s

By Richard Paris
Transport Reporter

South Africans of all races over 60 are to be offered a 40 percent discount on main line and commuter trains during off-peak periods from April 1.

The superintendent of passenger services of the Railways, Mr Y J Coetsee, said last night that the new "40 off" plan was being introduced in first and second class in an effort to increase passenger traffic out of season in the case of main line trains and after the peak rush hours on commuter trains.

"We also want to offer this concession to the over 60s as we know they are usually the hardest hit by increased rail fares," he added.

Rail fares go up by 15 percent from April 1, along with domestic air fares.

"Anyone over 60 who happens to be in South Africa may use the plan. They must complete an application form - available from any SAR ticket office from next Monday - to submit two black and white photographs 32 cm h x 25 cm and produce documentary evidence that they are over 60.

"Applications will be processed at SAR headquarters in Johannesburg and a special card, valid for 12 months, will be issued within a week," said Mr Coetsee.

The concession will be valid on all main line trains, except the luxury Blue Train and the Brakpanberg Express, from April 23 to June 23, August 3 to September 21, October 14 to November 2 and January 17 to March 31 next year.

The discount applies on all first class commuter trains from April 1 to March 31, next year on all service departing after 9 am.

"We cannot extend the 40 off scheme to the third class (used by the vast majority of blacks) as these fares are still well below even the discounted first and second class fares," Mr Coetsee said.

Examples of one way fares are:
- Johannesburg-Pretoria ordinary R2.50, "40 off" R1.25;
- Germiston ordinary 55c, "40 off" 35c;
- Benoni ordinary 65c "40 off" 40c

Johannesburg - Durban (ordinary first class) R4.15, "40 off" first class, R2.50; ordinary second class, R2.80, "40 off" second class R1.80.

Johannesburg - Cape Town (ordinary first class) R3.65, "40 off" first class R2.20, ordinary second class R1.75, "40 off" second class R1.25.
In theory, clinic fees are worked out on the income, but in practice, everyone, whites paid 50 cents for a visit. This fee is not prescribed.

Utilisation of the clinic was as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Visits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whites</td>
<td>5%</td>
</tr>
<tr>
<td>Africans</td>
<td>5%</td>
</tr>
<tr>
<td>'Coloureds'</td>
<td>90%</td>
</tr>
</tbody>
</table>

Since the white population of Mton Bethesda is about 4% of the total, the figure for whites is average. Africans comprise 12% of the community, and the number of visits per capita is therefore higher, as is the case with the 'coloureds'.

During a twelve month period:

- 27 whites attended ANC clinics
- 2 Africans (5%)
- 269 'Coloureds' (90%)

These figures are interesting in that they show a high level of utilisation by whites and a low level by Africans.

During the same twelve month period:

- 2 African women were confined in Bethesda
- 19 'Coloured' women

For the post natal clinic attendances were as follows:

- 18 white women (3%)
- 29 African women (5%)
- 573 'Coloured' women (92%)

Figures for family planning were not available.

The figures for the administration of the clinic are also interesting. The number of attendances varies with the seasons. The highest attended in the summer months, and the lowest attendances in the winter months. This is due to the fact that the clinic is open only on Monday and Thursday. The highest number of attendances was in the summer months, and the lowest in the winter months. This is due to the fact that the clinic is open only on Monday and Thursday. The highest number of attendances was in the summer months, and the lowest in the winter months. This is due to the fact that the clinic is open only on Monday and Thursday. The highest number of attendances was in the summer months, and the lowest in the winter months. This is due to the fact that the clinic is open only on Monday and Thursday. The highest number of attendances was in the summer months, and the lowest in the winter months. This is due to the fact that the clinic is open only on Monday and Thursday.
'No rail raises after the election'

Parliamentary Staff

Tariffs had to be increased if the Railways was to continue to serve the growing needs of the country, the Minister of Transport Affairs, Mr Hendrik Schoeman, told the Assembly yesterday.

He said, however, that he could assure farmers there would not be another rail tariff increase in the next 12 months.

Replying to the second reading debate on the Railways and Harbours Act Appropriation Bill, Mr Schoeman rejected Opposition arguments against the proposed rail tariff increase announced by him earlier this week.

He said rail tariffs were increasing more slowly than the rate of inflation.

Salary Increases

Taking 1970 as base, the consumer price index had risen by 270 percent and rail tariffs by 165 percent.

Opposition members could not demand salary increases for Railway employees and still expect tariffs to remain unchanged.

Mr Schoeman rejected a suggestion from Mr Harry Schwarz (PPP, Yeoville) that rail tariffs might be increased again after the General Election.

'If we wanted to be dishonest, we could have held over the present increase, coming into effect on April 1, until after the election,' Mr Schoeman said.

In future, the tariffs on uneconomic services of the Railways would have to be raised at a higher rate than those for economic services.

Reacting to criticism from Mr Rupert Loeimer (PPP, Orange Grove) about the lack of bar facilities at Cape Town station, Mr Schoeman said: 'We have enough other priorities to worry about the building of bars for the honourable member.'

The Minister also dismissed an Opposition plea for more protection for passengers on suburban trains against crime.

He said 165-million passengers were transported on suburban trains a year and there was only one crime every 165,000 passengers.

Replying to Opposition criticism about congestion and inadequate facilities at airports, Mr Schoeman admitted that mistakes had been made in the past in the planning of facilities.

'Explosion'

But there had been an 'explosion' in air transport and this could not have been foreseen, he said.

Much of the overcrowding at airports was caused by people meeting and seeing off passengers. Consideration would have to be given to charging such people an entrance fee at airport buildings.

The Railways would consider extending to families the travel concession at present granted to the aged.

Both Opposition parties opposed the second reading of the Bill during a division. Opposition amendments were rejected and the Bill was read a second time.
SAR is cheated out of millions

By JEREMY BROOKS

SOUTH African Railways is losing between R15 million and R20 million — 10% of passenger revenue — every year because passengers fail to pay correct fares or deliberately mislead officials, according to the SAR & H report for 1980.

Management have decided that the present system of face collection from mechanical ticket machines and the examination of tickets no longer effectively controls revenue.

They are considering replacing it with an automatic fare collection (AFC) system using magnetically encoded tickets and automatic barriers.

Passengers, said the report, were evading fares by:
- Entering platforms on low-value tickets and claiming at the exit to have travelled from a nearby station.
- Holding tickets — especially season tickets — valid for the first and latter part of a journey, but travelling free on the central section.
- Re-using tickets handed back through fences or over barriers.
- Multiple use of single and return tickets and reuse of expired tickets, and forging tickets.

Examination of tickets at barriers was not always easy because collectors were pressed for time by long queues of commuters, the report said. This made it difficult for them to dispute explanations offered in cases of invalid tickets.

A pilot scheme has been launched by the SAR to determine the reliability of AFC and its acceptance by the public on the Stilfontein/Kutlo/Kwanele section north of Germiston.

Railway headquarter announced yesterday that from April 1 any person of 60 and older, and of any race, will be eligible for a 60% discount on off-peak rail travel if in possession of a "60-off Card."

The card will be valid for one year and can be obtained by handing in a completed application form at any ticket office with two recent black and white photographs (25mm by 32mm) and IDI9 (postal order, cheque or cash).

Applicants must show proof of identity and age — Sapa
Lorimer charges denied

The Minister of Transport, Mr. Hendrik Schoeman, yesterday denied an opposition allegation that South African Airways had allowed 600 tons of export grapes to rot last December.

He was replying to an accusation by Mr. Rupert Lorimer (PPP, Orange Grove) who said he had been told by an airline in a pool partnership with SAA that the grapes had rotted at DP Malan airport because SAA could not handle the load and had refused to allow another airline to carry the cargo.

Mr. Schoeman said he had had the allegation investigated and it was devoid of truth. "Not one ton of grapes rotted."

Replying to Mr. Lorimer's criticism over the proposed new administrative building for the South African Railways, Mr. Schoeman said a large percentage of the R17 million budgeted for the block would be spent on an underground computer centre.

The computer centre would be built underground for security reasons, he said — Political Correspondent and Political Staff
SAR is not inefficient, says Schoeman

HOUSE OF ASSEMBLY — Rail tariffs were increasing more slowly than the rate of inflation, the Minister of Transport, Mr Hendrik Schoeman, said yesterday.

"Taking 1960 as a base, rail tariffs have risen by an average of 332 percent while the consumer price index rose by 466 percent," he said in the second reading debate of the Railways and Harbours Part Appropriation Bill.

Mr Schoeman said that with 1970 as a base, the CPI had risen by 270 percent and rail tariffs by 195 percent.

"Tariffs had to be increased if the railways were to continue growing to serve the needs of the country. Opposition members could not demand salary increases for railway workers and still expect tariffs to remain static."

Train commuters were being subsidized with R200m and carried only 27 percent of the costs of their own transport.

The government was introducing the tariff increases from April 1, before the general election, and could not be accused of economic recrimination.

In future, tariffs on uneconomic services would have to be raised at a higher rate than those for economic services.

Mr Schoeman said South African Airways could not be blamed for any shortage of tourists in the country.

"The problem of tourists lies not with SAA but with private enterprise. There is not enough hotel accommodation. Private enterprise must be encouraged to provide more SAA can transport tourists left, right and centre."

"Mistakes had been made in the past in the planning of airports, mainly because the explosion in air travel could not have been foreseen. New airports would in future be planned differently."

Problems with flight reservations by telephone were being sorted out. Mr Schoeman said delays in flight departures last year were caused largely by hail damage to one-third of the SAA fleet.

Overcrowding at airports during weekends would have to be lessened by the imposition of an entrance fee for people other than passengers.

The railways were considering extending to families the concession at present granted to the aged.

South African Railways could not be accused of inefficiency. Its productivity had risen by 3.2 percent since 1971 while there had been an overall decline in productivity elsewhere — Sapa
Rail increases ‘only half the story’

Parliamentary Staff

The Minister of Transport, Affairs, Mr Hendrik Schoeman, was urged in the Assembly yesterday to give an undertaking that there would be no further rail tariff increases after the General Election.

Mr Harry Schwartz (FFP, Yeoville) asked whether the tariff increases announced this week were ‘only the tip of the iceberg’ and said he believed the Railways mini-budget told only half the story of what was awaiting South Africa as far as inflation was concerned.

Speaking in the second reading debate on the Railways and Harbours Post Appropriation Bill, Mr Schwarz said the Minister had announced the tariff increases without producing a set of accounts or any figures to justify the Government’s action.

UNDERTAKING

“All he says is that he wants this little increase now. What is going to happen after the election?” Mr Schwartz asked.

He said the Minister should give some undertaking as to what would happen during the rest of the year.

“We want that undertaking from him and we are not going to let him off the hook in this regard.”

The Minister had said that the 13.8 percent increase was substantially below the anticipated inflation rate.

Mr Schwarz challenged the Minister to say what the inflation rate was that he anticipated for the rest of this year.

Mr Schoeman interjected: ‘Not more than last year.2

Mr Schwarz: ‘Not more than last year. So what in effect the honourable Minister is saying to us is that perhaps meat will go up to the same extent, perhaps food will rise by 30 percent. Is that what he is telling us?’

Mr Schoeman: ‘The inflation rate will remain at about 15 percent. It will not be more.’

Mr Schwarz said the Minister was, therefore, prepared to tell the public that they had to face an inflation rate of at least 15.8 percent overall and that food prices might increase to the same extent as it did last year – another 30 percent and 87 percent.

If I want the Minister to say that from every platform when he goes to the country,” Mr Schwarz said.

The Government had to go to the people and tell them precisely what was going to happen after April 29.

The people had to be given the true picture because there was a reason why certain things were going place and why the election was held.
Fewer whites on trains since old station closed

Finance Reporter
There has been a marked fall-off in the number of white passengers using the suburban rail service into Durban since the closure of the old Durban station last year.

The difficulties commuters are experiencing in reaching their places of employment in the centre of town as a result of the relocation of the main suburban passenger terminal to Berea Road is being blamed for the decline.

The system manager of the Railways in Natal, Mr G D van der Veer, confirmed yesterday the volume of white passengers using the suburban service had declined since the change took place in November.

He said officials were busy conducting a survey to see the extent of the decline.

Conversely, the number of blacks using the train service had grown by more than 12 percent last year — largely due to the improved economic climate and the availability of jobs, he said.

R805 000
The fact that people are shunning the train service because of problems in arriving at central city destinations could be used as a strong argument for the provision of the rail shuttle service along the Victoria Embankment.

The Minister of Transport, Mr Hendrik Schoeman, has already set aside R805 000 in his Railway budget tabled in Parliament this week for the provision of such a service should it be found to be necessary.

Recently, the Durban Corporation which is providing a bus service for train travellers from the Berea Road Station to the city, reduced the number of buses used on the route because of poor patronisation — further evidence of the dwindling number of white rail commuters.

Under review
But yesterday, Mr van der Veer emphasised the Railways would not take the decision to provide a rail shuttle service along the Victoria Embankment on its own.

He said the whole question — including the corporation’s decision to provide a bus service for rail commuters and the alternative of the Victoria Embankment rail link — was under review by the Metropolitan Transport Advisory Board and they would report back later this year on the best solution to these problems.

“We are not going ahead on our own. We are falling into the broader city planning framework. If MTAB makes a positive recommendation about the Victoria Embankment rail service, and all parties are in agreement, we will go ahead and build it. All the minister has done has streamlined the administrative work by voting the money for it in advance.”
CRITICISM of the Government's increases in train fares was inevitable in view of the undeniable inflationary effect these will have on the economy. However, it is difficult to see how Mr Hendrik Schoeman could have done otherwise in view of his need to garner funds to meet the huge wage bill arising from the decision to raise salaries from the beginning of April.

It is the taxpayer, of course, who will have to foot the R225 million bill by paying more for a wide range of commodities which will be affected by the cost structure changes which can be expected within the next two months. These extend from petrol and agricultural goods right through to passenger fares and the products of heavy industry. Unfortunately their impact is bound to increase the cost of living still further.

Passenger fares are also going up, but we believe these cannot reasonably be called excessive. The weekly third-class fare between Durban and Kwa Mashu, a distance of 21 km, will increase by only 14c, but this financial burden will be more than compensated for by the 15 percent pay rise granted to races other than the white group.

Bearing in mind that the overall passenger services operated at a deficit of nearly R600 million last year, and that the State is to contribute R241 million towards wiping out the shortfall, it is difficult to escape the conclusion that the black commuter's share of the burden is modest. Hardest hit will be air travellers, whose fares have been raised substantially.

All this is not to say that the Railways Administration should not introduce economies wherever possible and increase productivity in all departments.
Industry starts counting cost of rail tariff rises

By GERALD REILLY
Pretoria Bureau

INDUSTRY is beginning to count the costs of the higher railway tariffs which come into operation from April 1.

And the Progressive Federal Party spokesman on finance, Mr Harry Schwarz, claims another hike in tariffs is possible later in the year in the main Railways budget.

In the Assembly yesterday Mr Schwarz asked the Minister of Transport, Mr Hendrik Schoeman, to give an undertaking that there would be no further increases this year.

Mr Schoeman replies to the Railways mini-budget debate today.

Icor, a corporation spokesman said, has estimated that its transport costs will rise by R30-million a year because of the new tariffs.

The corporation's works use about 6 400 000 tons a year. Of this amount its own mines supply 1 400 000 tons.

More than 5-million tons have to be purchased from other sources, and the 16.8% hike in coal transport charges will add more than R7-million a year to Icor's coal Bill.

Another R4 500 000 of the R28-million will result from transporting export steel to the coast. The higher costs will mean Icor's annual steel price rise in the middle of the year will have to take into account the higher transport payments.

From a Government source in Pretoria it was learnt, too, that an adjustment in the price of coal was likely, to compensate for the higher costs of distributors.

Coal, it was pointed out, is a bulky cargo, and transport costs constitute a big percentage of the consumer price.

The source confirmed the new tariffs would have a wide ripple effect, and obviously strengthen the claims of producers of products price-controlled by the Government.

In Klerksdorp today the National Mealie Producers Organisation meets to formulate price recommendations for what is probably the largest mealie crop ever grown in South Africa.

The recommendation will be based on an agricultural production cost index of about 20%, and although the new rail tariffs will not be a major factor -- they come into operation too late in the season -- they will have an effect on the transport of the crop from farms to silos, and for export.

The director of the Motor Industries Federation, Mr Janie van Huysteen, said the the higher tariffs would ultimately have to be taken into account by assemblers and manufacturers.

But most worked on an inventory of about six months, so it would be some time before the new tariffs affected prices.

The executive director of the Building Industries Federation of South Africa, Mr Lou Davis, said the higher tariffs would certainly raise building costs.
Fuel costs send air fares up

Staff Reporter

In 1969 the cost of Argus (Johannesburg) trolley fuel was 17 cents per litre. In 1972, the price of Argus (Johannesburg) trolley fuel was 32 cents per litre. Prices differ marginally at different points on the Road.

In 1972, just before the fuel crisis, Argus had gone up to 11,500,000 litres and the Airports Authority had the lowest price at 2,950 litres.

In 1977, prices had shot up to 52,200,000 litres for Argus, and 50,000 litres for Airports Authority.

This year Argus costs 86,000 litres, and Airports Authority 57,500 (including GST).

A spokesman for EAA said the price the airlines were paying for fuel was "not available for publication".

However, it was clear that fuel costs had increased 11% of operating costs before the fuel crisis in 1972.

This had risen to the present-day level of between 35% and 55% of operating costs - a threshold increase.

In general, the soaring fuel costs have led to an increased cost of living. However, the increased cost has led to a reduction in competition between airlines. However, the government is considering measures to reduce the impact of fuel costs on the economy.

A single ticket (economy) from New York to Boston, a 5,500 mile, costs $120. A single ticket from Johannesburg to Cape Town is $114. A single ticket from Johannesburg to Durban is $85.

The government is expected to announce a decrease in air fares in the next few weeks. The government is considering measures to reduce the impact of fuel costs on the economy.

Higher air fares will dent tourism

Staff Reporter

EXPOSURE: Domestic air fares, coupled with steeply escalating international fares, and a 30% rise in hotel and land travel costs, will severely dent South Africa's image abroad, according to the president of the National Association of South African Travel Agents (NATSA) said in Johannesburg yesterday.

Mr. Robert T. Greenfield was commenting on the 10% rise in internal fares announced by the Minister of Transport, Mr. Hendrik Schoeman, in the railway min-budget on Monday.

Mr. Greenfield and overseas travel agents were already cancelling South African tours. Tour operators blamed the inexorable increase in accommodation costs and the pressure on the rand.

Mr. Greenfield said that the cost of an average European tour had increased by 10% since the start of the year. He said that this was due to the increase in air fares, which had been caused by the increase in fuel costs.

The government is considering measures to reduce the impact of fuel costs on the economy. This will be seen to be in line with the government's policy of promoting tourism.

The government is expected to announce a decrease in air fares in the next few weeks.

The government is considering measures to reduce the impact of fuel costs on the economy.
R23m Surplus
Railways Run to
Railways budget

4.1981
R225m boost to pay of SAR staff

The government has announced a R225 million boost to the pay of South African Railways (SAR) staff.

This is in line with the government's commitment to improving the living standards of workers.

The increase will affect about 45,000 SAR employees, who will receive a 10% raise in their salaries, effective from April 1. This move is expected to boost the morale of SAR workers and improve their overall job satisfaction.

The government has also committed to increasing the number of SAR staff by 10% over the next three years, to further support the railway industry and improve service delivery.

The minister of transport, Mr. Xolile Ntsiate, said the increase will help to attract and retain talented staff, improve service delivery, and contribute to the overall efficiency of the railway network.

He also noted that the increase will help to address the challenges faced by SAR employees, who have been hit by a series of industrial strikes and disruptions in recent years.

The minister added that the government remains committed to working with SAR management to ensure that the increase is translated into improved service delivery and a better working environment for employees.

The boost is part of a broader strategy by the government to support the railway industry and ensure its continued growth and development.

The minister also thanked the unions for their cooperation in negotiating the increase and for their continued support in improving the performance of the railway industry.
'An excuse for another round of price rises'

By HELEN ZILLE
Political Correspondent

HOUSE OF ASSEMBLY. — The Railways' mini-budget was an "inflationary spendthrift" measure that would push up the price of every commodity in South Africa and pose a grave threat to the economy, Mr Rupert Lorimer, chief Opposition spokesman on transport said yesterday.

Mr Lorimer was speaking in Parliament shortly after the Minister of Transport Affairs, Mr Hendrik Schoeman, had announced sweeping tariff increases, ranging from up to 50% on Blue Train tickets to 15% on rates for certain parcel categories.

"Inflation begins with transport costs and this spendthrift-budget gives an excuse for another round of price increases on virtually everything."

"Another jump in the cost of living is now inevitable and I believe this will bring the inflation rate to at least 20% in the coming year."

"I find it difficult to believe that a government, supposedly committed to fighting inflation, could consider presenting an inflationary budget such as this."

"The Government has shown it is incapable of containing the threat of inflation which is the gravest threat to South Africa's security," Mr Lorimer said.

At the same time, Mr Lorimer hit out at the Government for failing to make adequate provision for Railways employees, whose increases would not enable them to keep up with the rate in the cost of living.

Mr Lorimer was commenting on the 15% increase in the salaries of white Railway employees and the 15% increase in the salaries of other races, which, he said, would fall short of the expected rate of inflation in the coming year.

"With this increase there is just no way that Railways employees can possibly keep up with the rate in the cost of living and the inevitable result is that living standards will go down for most the people working for Railways, airways, harbours and pipelines."

The increase in transport costs would have a ripple effect throughout the country's economy which could burden the economy beyond its capacity, he said.

Transport was a part of the cost structure of every single item produced or marketed in South Africa and people could now expect to pay more for everything they bought.

Mr Schoeman told a Press conference yesterday that he did not know the exact effect the increases would have on the inflation rate.

He pointed out, however, that the tariff increases were less than the current inflation rate.

This had been achieved in spite of 12.5% staff salary increases and higher-prices the Railways had to pay for major items such as steel, electricity and fuel.

Mr Schoeman estimated that the increased cost of livestock transport would add less than 1c a kilogramme to the retail price of meat.

Prices varied according to distance and the type of Railway truck used, but on a 300km journey the price increase worked out as 0.3c a kilogramme for beef and 0.7c a kilogramme for mutton.

He thought the farmers could afford the increases.

"Farmers had a price increase of around 70% for mutton and beef in the past six months," he said.

The increase in air fares was caused solely by the rise in fuel prices which had gone up by 188% in the past two years.
Transport monopoly' criticised

THE ASSEMBLY - An Opposition MP accused South African Airways yesterday of allowing 900 tons of export grapes to rot at Cape Town airport last December.

Mr Rupert Lorimer, chief Opposition transport spokesman, said he had been told SAA were too busy, yet it had refused to allow other airlines, with whom it had a pool partnership, to handle the cargo.

He said during debate on the Railways mini-budget that this was typical of the Railways' "dog-in-the-manger attitude" in freight transport, passenger services and road haulage.

When the Railways needed more competition, and the Government was ostensibly committed to free enterprise, it ran a State transport monopoly worse than in some socialist countries.

Mr Lorimer said SAA was damaging South Africa's tourist industry by refusing to allow private competition, such as that run by Sir Freddie Laker of Britain, on passenger routes.

Nobody in Britain "except those with more money than is good for them" would holiday in South Africa when they could fly to New York for R44 and Singapore, for R16.

The Railways was also extending its road transport operations, refusing road haulage permits to private operators instead of letting them take some of the business.

\[
\text{Mark: obtaining the highest average for the first year student \text{A E I C Prize}}
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L Meneagado

DRAWN

As best performance in Engineering

awarded to the student with the

Sammy Sachs Memorial Prize

\[
\text{J H Rees}
\]

CIVIL ENGINEERING

Students in Land Surveying or

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Professor George Menzies Prize

B F Mitchell

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Miss G Littlewood

Second Year (Bronze Medal)

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For the best student in each

Corporation Medal

Faculty of Engineering
Necessity of R57m SAR building questioned

By HELMEL ZILJE
Political Correspondent

THE ASSEMBLY. — Mr Rupert Lorimer, Opposition spokesman on transport, yesterday hit out at the Government’s plan to build a new central office block for the Railways in Johannesburg at an estimated cost of R57-million.

The proposed building, which Mr Lorimer described as a “romantic folly”, would add to inflation which would probably hit at least 36% during the coming year.

The plan to build the administration centre, including a centralised computer system at an estimated cost of R57-million, revealed in the additional appropriation’s “brown book” tabled in Parliament recently.

Mr Lorimer dismissed as “inadequate”, the explanation of the Minister of Transport Affairs, Mr Hendrik Schoeman, that the centre was necessary to bring all the Railways’ administrative operations under one roof and provide sufficient space for computer facilities.

Mr Lorimer said that although he agreed it was better to have all operations under one roof, the overpricing question was whether the country could afford this type of development at a time when inflation was running rampant.

Mr Lorimer also disclosed that he had been told several years ago that the Railways could not afford to build the old Eastcom building in Braamfontein for R3 500 000 to R4-million.

“It is not so, the administration must be very sorry that it did not take advantage of the offer,” Mr Lorimer said.

“If they could have bought building for R4-million or even R5-million what sort of building are they going to build for R57-million — a palace?”

An Opposition member interjected: “It will cost more than the Pretoria Opera House.”

Mr Lorimer said R57-million worth of capital expenditure on a building was “an enormous investment.”

“Of course it would be very nice to have a new Rosies Loubser Building or whatever it is to be called, but aren’t we really just indulging in a little empire building?”

“Is it so vital to the smooth running of the Railways that we have to go ahead with it in the middle of a major battle against public enemy No 1 — inflation?”

“I believe this smacks of empire building,” Mr Lorimer said.

It was natural that the Railways authorities would ask for the very best. But it was the Minister’s responsibility to go through a major scheme of this nature with a fine toothcomb to make certain that the building was an absolute essential.

Total expenditure on the capital account for all services at March 31, 1980 was R1 565 000-million, R7 000 000 more than a decade ago.

Tariffs had been increased regularly to help finance the tremendous increase in capital expenditure, he said.

Laingsburg line: detour requested

Political Staff

THE ASSEMBLY. — The Government was urged yesterday to make an alternative rail route between Cape Town and the interior because the route through Laingsburg had proved vulnerable.

Mr Rupert Lorimer, chief Opposition transport spokesman, said the Saldanha-Saldanha route could serve as an emergency second route.

The plan was not yet up to mainline standards, but the recent flood disaster had shown the vulnerability of the route through Laingsburg.

The wassaws had cut off the line to the Cape for a week.

Mr Lorimer expressed his sympathy with the Minister of Transport, Mr Hendrik Schoeman, for those who had suffered losses in the disaster and with his appreciation of the work done by the Railways in repairing the line.

Mr Schoeman said in the Assembly that when Laingsburg and the surrounding areas were struck by the disastrous floods on Sunday, January 25, the Railways once again had to contend with an emergency situation.

More than 1 000 workmen were called in to work for long hours to repair, within a week, the damage to Railway property during the Karoo floods.

“I personally visited the scene and the manner in which the staff went about the problem was a great source of encouragement to me,” he said.

NRP warns of ripple effect

THE ASSEMBLY. — The Railways mini-budget would have a ripple effect throughout the economy, increasing prices in all sectors, Mr Brian Page (Umhlanga) said yesterday.

“Today has not been a happy one for South Africa. This budget is not going to be good in the long run,” he said during debate on the Railways and Harbours Appropriation Bill.

Part of the reason for the 70% increase in the price of red meat in the past year had been increased transportation costs and yesterday’s increase would cause further meat price hikes, he said.

Mr Page moved that the House decline to pass the Second Reading unless the Minister of Transport, Mr Hendrik Schoeman, gave an assurance that the administration would:

○ Review the operating accounts of all services with a view to economising by eliminating all unnecessary expenditure and curtailing, wherever possible, services which could be offered more economically by the private sector;

○ Review all projects on a capital account with a view to reducing its demand for capital funds to bare essentials and;

○ Make every effort to raise productivity and profitability to a level where tariff increases no longer acted as a spur to the inflationary spiral.

Mr Page said that with the increases announced on domestic air travel, the public was not getting the value they deserved.

SAA was becoming sloppy in its attitude to customers, not in the air but on the ground.

Groundstaff were unable to cope because they had a space problem.

Darwin airport was “hopelessly inadequate” and it had only been announced that it would soon host a direct flight to Launceston and it would cope then when it could not do so now.

The Airports concourse at Jan Smuts Airport was “no better than an open cattle truck” and booking there was chaotic.

“The restaurant is insufferable.”

“The Minister must realise what this is doing to visitors from abroad.”

Although this was a private sector enterprise, the Minister or his staff could do something about the situation.

“Why must they be allowed to continue oppressing people like that? It’s atrocious,” he said.

— Sapa.
Scrap Railways 24(48) 26

apartheid

—— PFP

Political Correspondent
THE ASSEMBLY — The Opposition yesterday attacked the Government for providing inadequate facilities for black commuters on the South African Railways.

Calling for apartheid on the Railways to be scrapped, Mr. Rupert Lorimer, Opposition spokesman on transport, gave several examples of inadequate facilities for blacks on the SAR.

These included:

- The use of a "leaky" tarpaulin over "unsightly" scaffolding to shelter black commuters at Johannesburg station.
- The lack of any catering facilities for blacks on a train travelling a round trip between Johannesburg, Nelspruit, Howespruit, Nelspruit, Pietermaritzburg and Johannesburg.
- Inadequate rolling stock for black passengers, leading to overcrowding and inadequate train services.

Mr. Lorimer also hit out at the statement by the Minister of Transport, Mr. Hendrik Schoeman, that rail tariffs for blacks in Soweto were only increasing by less than half a cent a kilometre.

It was because of the Government's apartheid policy that blacks had to live so far away from their places of work, Mr. Lorimer said.

Fare increases for people living on the breadline were not marginal — they were very important, Mr. Lorimer said.

"These people have been pushed way out of town by Government ideology and have to be transported immense distances because they have no alternative," Mr. Lorimer said.

Giving examples of what the average fare increases of under 15% would cost the black Soweto commuter, Mr. Schoeman said a person travelling the 18km between Johannesburg and Debe stations would face a fare increase on a weekly return fare from R1.07 to R1.30 — an increase of 25%.

Faculty of Engineering

1. Craig

2. P Mngqadlo

3. C Traill (Engeneering student in Land Surveying or Mathematics) for the best student with the Sammy Socks Memorial Prize

4. J. Rees

Fifth year (Gold Medal)

B. F. Mc Kelvin

D P Wekes

1st Commendation

P. S. Jordan

Fourth year (Gold Medal)

Miss N. Davidson

Third Year (Silver Medal)

Miss C. Littlerowt

Second Year (Bronze Medal)

*For the 2nd, 3rd and final years, for the best student in each Corporation Medal.
8 escape in crash landing

UMTATA — Eight people narrowly escaped serious injury when a Transkei Airways Britten Norman Islander aircraft crashed near here at the weekend after both its engines had cut out.

The plane was flying government officials including the Works and Energy Secretary, Mr. V. Dube, back to Umtata after a prison-opening in Lusikisiki.

No one was injured in the landing, a kilometre from the airport here, except the pilot who cut his lip.

One of the passengers, a Queenstown architect, Mr. C. H. Crouch, said yesterday: "If we had crash landed five minutes earlier, we would most certainly all have died."

He said the plane had been enveloped in heavy cloud soon after take-off from Lusikisiki.

“We were still in thick cloud, and the aircraft began plummeting 1,800 m like a stone. I saw the altimeter unwinding at an unbelievable rate.

"Then, when suddenly, a gap in the clouds appeared, and the pilot dived through that. Somehow he managed to pull the plane up just above the ground."

"We hit a ditch, which took the right-hand wheel off, and slewed to a halt."

"Although it was terrifying, we all remained outwardly calm because it happened so quickly. The pilot handled the crisis fantastically."

"When it was all over, we threw our arms around each other and thanked God we were alive."

The passengers included Mr. Charles Wilsenach, Mr. Chris Flanagan, Mr. Jerry Erasmus, Mr. Aubrey Mbabi and Mr. Dube. They had to walk to the airport building because a bus sent to fetch them got stuck in the mud.

"All in all it was a very trying trip," Mr. Crouch said.

"Even before take-off from Lusikisiki, the passengers had to push the Islander over a male hill before it could start.

The managing director of Transkei Airways, Mr. Phe, could not be reached for comment last night."
Rail, air fares likely to rise in mini-budget

SELECTIVE increases in air and rail fares are expected to be announced in the railway mini-budget today.

As with the main Budget, the railway budget will be introduced after August.

This gives the mini-budget an added importance, as it must be used to run the railways until the session of Parliament following the election.

The debate will be the first dealt with by the new Minister of Transport Affairs, Mr Hendrik Schoeman, and should give some insight into the way he intends to handle the portfolio.

He has asked for R4.900-million in the Railways and Harbours Part Appropriation Bill.

It is expected to announce increases in travel fares to pay for an increase in costs incurred by the railways, harbours, and airways.

Salary increases are expected to be the same as for the rest of the Public Service.

The railways are the biggest employer in South Africa, and staff can expect increases ranging from nine to 12 percent, with those in the top scales getting the lower percentage.

Professor George Menges Prize

Professor George Menges Prize

B P McDougall
H Drens
D P Weeks
J L Cumming
M Solomon

Fourth Year (Gold Medal)

Third Year (Silver Medal)

Second Year (Bronze Medal)

For the best student in each faculty of engineering
New expanded air-link service for E Cape soon

Owa Correspondent

FORT ELIZABETH. — A new freight and commuter air service linking Port Elizabeth with Grahamstown, East London and Transkei is to begin scheduled daily flights on March 17.

The service will be offered by Border Air, which already runs daily flights on the East London - Umtata route.

Border Air's managing director, Mr Peter Church, said it appeared there was a strong demand for the service from a wide sector of the community.

"People really need it," he said. "But in turn we're going to need support to get the thing off the ground."

Mr Church said his company was granted permission last month by the National Transport Commission to extend its operations to Port Elizabeth and Grahamstown.

He said flights, usually using a nine-seater twin-engined aircraft, would leave Port Elizabeth at 7.45 am every weekday, stop over at Grahamstown after a 25-minute trip, and go on to East London and Umtata, arriving at Umtata shortly after 10 am.

Flights would leave Umtata at 4.15 pm and arrive in Port Elizabeth at 6.30 pm.

Butterworth would be included in the service when Trankei completed the lengthening of the runway.

Commenting on a criticism that the Grahamstown airfield became mucky in wet weather, he said a R250,000 operation to concrete the runway and install a beacon to enable aircraft to land in cloud, should be completed by the end of this year.

The fare from Port Elizabeth to Grahamstown would be R25 single and R50 return, and from Port Elizabeth to Umtata R92 single and R185 return.

"We've kept return fares as low as possible to encourage people to make use of the return service," said Mr Church.

Border Air would probably open an office at H F Verwoerd Airport shortly before it began flying the new route. There would also be freight handling facilities and an office dealing purely with freight.

Mr Church said Port Elizabeth holidaymakers would also be able to take advantage of Border Air's weekend flights to the picturesque Wild Coast resorts of Seagull, Trenny, Wavecrest and Maziqapa Bay.
R200m for 'monster' new freeway

By SEAN O'CONNOR
City Editor

A MONSTER R200-million highway which will eventually have 10 lanes — two for buses — is planned to link Sandton and Pretoria's western industrial area, and connect up with Johannesburg’s Western Bypass.

Property owners who might be affected by the freeway have not yet been advised of possible expropriation.

According to the latest PWV Transportation Study, the highway will be required by the year 2000.

It will be named the 'PWV9m and details were disclosed in the Transvaal Provincial Council this week by the MEC in charge of roads, Mr Theo Martins.

The road will enter the Sandton municipal boundary at the Olifants River and pass to the east of Lone Hill, to the west of the Bryanston Equestrian Centre, and link up with Western Bypass just south of Blue Heaven Township.

Mr Martins said property owners, who might be affected, had not yet been advised of possible expropriation because the "processing of the relevant information to be dispatched to the owners of affected properties has not been finalised yet".

The MPC for Bryanston, Mrs Patricia Rensberg, said yesterday that she hoped the province would tell owners of affected properties as soon as possible so that if there are objections, they can be voiced before it is too late.

But Sandton’s Town Engineer, Mr Jack Kendall, said yesterday that he did not believe there would be serious expropriations.
Chemical Engineering

The best student in each of the following years:

- 2nd Year (Bronze Medal): Dabrowski
- 3rd Year (Silver Medal): E. Swartz
- 4th Year (Gold Medal): Lach

Each prize for the most meritorious First Year Chemical Engineering Student

Rickland

Institution of Chemical Engineers Silver Medal for best performance in the, design and practical put into the 4-year course at the University.

Common

Civil

LTA Construction Prize
For the final year Civil Engineering student submitting the best thesis.

G. P. Mitchell

S A Federation of Civil Engineers Contractors' Prize
For the best final year design showing constructional merit.

K. N. Hvidsten

S A Institution of Civil Engineers Student Chapter Prize
For the best written report submitted in C E 214, design

P. C. Watt
3. Investigate low-level health technology, to allow for more sophisticated services on the periphery. This may extend to doing operations without access to electricity. Ways of coping where there is inadequate conventional equipment are being evolved in many areas, especially China and Vietnam. Use should be made of these methods and they should be researched for local application. Research into the pharmacological properties of local plants (e.g. for analgesics) could provide a cheap additional source of medicines.

If such developments were to be implemented, the expected deterioration in the health care system could yield productive results and lay the groundwork for a system which is ultimately more successful, by increasing the capacity of South Africans to participate more in their own health care.
A scheme by a Port Elizabeth bus company to ease early morning traffic congestion by providing more buses for schoolchildren of all races was discussed by Johannesburg’s Transport Department yesterday as unsuitable for the city.

A survey by the PE Transport Co showed that 13,000 motorcars in the morning were committed to transporting children to school. To alleviate this congestion, the company started a project on January 29 whereby every suburb was served by a bus going to every school.

The general manager of the company, Mr. Cecil Coetzee, said the buses did not travel direct but went via other points — where they linked up with buses from other suburbs and ended up with one bus at every school.

This meant that children changed buses at certain points until they reached their respective schools, he said. On the return route the buses zigzagged through the suburbs so that children were dropped off as near to their homes as possible.

Mr. Coetzee said the project was growing rapidly and was extremely successful. There had been no problems raised by the fact that different race groups caught the same bus.

But Johannesburg’s deputy traffic officer, Mr. E. P. Oliver, said only a small percentage of the city’s motorists took children to school in the morning.

"Our main congestion is caused by traffic moving to the central business district at peak periods," he said.

The manager of operations for Johannesburg’s Traffic Department, Mr. P. M. Malan, said the Port Elizabeth project was completely unsuitable for Johannesburg.

"Our main responsibility is to cater adequately for commercial people working in town. We do not cater for primary schools, nor do we encourage children to go right across Johannesburg to a specific government school — and in any case, because of zonings children have to go to schools within the area where they live."

A scheme started in Handeport last year whereby children changed buses proved a ‘total flop’, Mr. Malan said.

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Staff Reporter
‘Root out racism on the Railways’

Parliamentary Staff

THE South African Railways was sending money down the drain if it continued to spend millions of rands on perpetuating apartheid, Mr Rupert Lorimer (PF, Orange Grove) told the Assembly yesterday.

Speaking during the second reading debate on the Railways and Harbours Additional Appropriation Bill, Mr Lorimer said the Government would do South Africa a great service if it rooted out apartheid on the railways.

He objected to a provision in the bill allowing for the establishment of separate inquiry offices for blacks and whites.

"Why not rationalise the situation — provide one inquiry office for all?" he asked.

By moving away from the idea of separate facilities, the Minister of Transport Affairs would strike a blow against inflation.

Mr Lorimer objected to increasing railway tariffs, which also contributed to the runaway inflation that gripped the country. He said transport costs were at the root of high prices — everything sold in South Africa had to be transported, sometimes for long distances, usually by train.

Replying to the debate the Minister of Transport Affairs, Mr Hendrik Schoeman, said he was not a racist but his aim was to protect minority groups.

Whites were generally outnumbered at stations and wanted and needed protection. All groups were protected.

Mr Schoeman also said the Railways was a viable business undertaking and had to make ends meet. Opposition members should not be upset if he announced tariff increases.

"The Railways is not a charitable organisation," he said.

The Bill was taken through all its stages.
SAR has to make ends meet, says Schoeman

"We have to carry on with the job and investigate new schemes." A home for the manager THE Railways and Harbours Additional Appropriation Bill makes provision for R380 008 for the purchase of a house in New York for the manager of the South African Railways. The Minister of Transport Affairs, Mr Hendrik Schoeman, said that because of rising rents in the US it had been thought advisable to buy rather than continue renting a house. The rent for the house before the purchase was R1440 a month, he said. — Sapa

Mr Schoeman was closely questioned by members from both sides of the House on details of the proposals, but said that time did not permit full replies and that all questions would be answered in writing at a later stage. — Sapa

"We have to carry on with the job and investigate new schemes." "We have to carry on with the job and investigate new schemes." A home for the manager A home for the manager THE Railways and Harbours Additional Appropriation Bill makes provision for R380 008 for the purchase of a house in New York for the manager of the South African Railways. The Minister of Transport Affairs, Mr Hendrik Schoeman, said that because of rising rents in the US it had been thought advisable to buy rather than continue renting a house. The rent for the house before the purchase was R1440 a month, he said. — Sapa

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FACULTY OF ENGINEERING

Corporation Medals
For the best student in each year:
- Second Year (Bronze Medal): Miss G C Littlewort
- Third Year (Silver Medal): Miss N C Davidson
- Fourth Year (Gold Medal): P M Salmon

Professor George Menzies Prize
Awarded on the results of final examinations in Civil Engineering.
- J H Rens

Sommerville Memorial Prize
Awarded to the student with the best classwork in Engineering Drawing:
- J H Rens
State to probe passenger transport

Transport Reporter

A COMMISSION of inquiry into all aspects of passenger transport -- both road and rail -- subsidies, lay operating companies and their structure, is to be announced in Parliament, probably this week.

The Director-General of the Department of Transport Affairs, Mr A B Eksteen, has confirmed that a commission is to be appointed but that the terms of reference are still being settled. He also could not say who the members of the commission would be.

Today The Argus learnt that Professor Neil Wellard, head of the department of transport economics at the Rand Afrikaans University, had been approached to head the commission.

ROCKED

The uncertainty, which has rocked the industry since the June 1979 fuel price increase, and the subsequent fare increases, has brought the spotlight to bear on all aspects of the industry -- not the least of which is the subsidy system.

Points, likely, to come under the commission's inspection are:

1. How and in what manner or part of the road passenger transport industry is the government planning to make the best use of the resources of private and public enterprises.

2. How to improve the structure of bus companies. Should there be one giant umbrella organisation incorporating all services whether by private or public enterprises, and should this be a profit-oriented organisation or purely a social service?

3. The subsidisation system, which needs to be modernised, should a new policy for bus pass subsidy be established, to ensure a more equitable distribution of subsidies, should there be increased to a level more compatible with the number of fares paid by private passengers and how should they be multiplied and allocated?

4. The National Transport Commission and its appointed officers in the local road transportation board, as they are presently structured, still competent to handle an issue which is rapidly becoming a major political bone of contention?

5. The present policy of government ownership, with the SAR entrenched as the primary urban, suburban and intercity transport facility for the majority of the population by statute, law, having the capacity to block all alternative transport forms, still pertinent or should it be revised?
SAR plans R3,9m works in Border

CAPE TOWN — The South African Railways is to launch a large capital works programme in the Border and Transkei totalling R3.9 million.

Although no indication has been given yet when this development — the biggest in recent years — is to take place, provision for nominal sums of expenditure has been made in the additional estimates for the 1980-81 financial year.

Once adopted by Parliament, this will mean that the projects have been approved in principle and capital sums for them will be made in future budgets.

Much of the development is to take place in East London, East London Harbour and Cambridge.

One of the developments is an improved dust extraction installation at the grain elevator on the West Bank.

Other projects include a R47 400 office building in Butterworth, a R882 000 telecommunications depot in Queenstown, a R174 900 waiting room and toilet facilities for blacks at Sterkstroom, R51 800 carrier equipment between Stormberg and Rosmead, and a R48 600 power plant at Mbashe.

In East London, the railways will spend R68 900 on a telecommunications depot at Cambridge, R76 400 on washing facilities for permanent black staff, R354 500 on a workshop at the mechanical-maintenance depot at Cambridge and R82 000 on concrete surface for railway sidings.

Projects proposed for East London Harbour include R30 700 for container facilities, R28 400 for a central fire protection depot, R1 150 300 for an improved power supply, R108 100 on an improved dust extraction installation at the grain elevator and R54 700 on the transfer of two wharf cranes from Cape Town to East London. — PC.
Port Elizabeth harbour

192. Mr T. ARONSON asked the Minister of Transport Affairs:
(a) Whether there are any changes in the stages in which the development of Port Elizabeth harbour is planned and (b) estimated amount to be spent on each stage in the financial year 1980-81, as indicated in his reply to Question No. 259 on 4 March 1980, if so, in what respects.

(2) What was the amount spent on the development of Port Elizabeth Harbour in 1979-80?

The Minister of Transport Affairs:

(1) (a) No.
    (b) Yes:

Estimated Expenditure—

<table>
<thead>
<tr>
<th>Fixed Facilities</th>
<th>Handling Equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>RM</td>
<td>RM</td>
</tr>
<tr>
<td>1980-81</td>
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</table>

(2) R4 718 777
Mitchell's Plain-Nyanga-Cape Town railway line

Mr C W EOLIN asked the minister of Transport Affairs:

1. When was the railway line between Mitchell's Plain and Nyanga opened?

2. (a) How many trains ran on the Mitchell's Plain-Nyanga-Cape Town railway line on each weekday? (b) How many such trains reached their destination (i) on and (ii) after the scheduled time? (c) What was the average delay, and (d) what were the main reasons for such delays, in each month since the opening of the Mitchell's Plain-Nyanga railway line?

THURSDAY, 19 FEBRUARY 1981

The minister of Transport Affairs:

1. The line between Strandfontein and Nyanga was opened on 30 June 1980.

2. (a) 90 trains

<table>
<thead>
<tr>
<th>Month</th>
<th>(i)</th>
<th>(ii)</th>
<th>(c)</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 1980</td>
<td>1262</td>
<td>808</td>
<td>14 minutes</td>
</tr>
<tr>
<td>August 1980</td>
<td>1341</td>
<td>549</td>
<td>12 minutes</td>
</tr>
<tr>
<td>September 1980</td>
<td>1524</td>
<td>430</td>
<td>11 minutes</td>
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<tr>
<td>October 1980</td>
<td>1349</td>
<td>695</td>
<td>12 minutes</td>
</tr>
<tr>
<td>November 1980</td>
<td>1242</td>
<td>558</td>
<td>8 minutes</td>
</tr>
<tr>
<td>December 1980</td>
<td>1534</td>
<td>458</td>
<td>7 minutes</td>
</tr>
<tr>
<td>January 1981</td>
<td>1583</td>
<td>371</td>
<td>11 minutes</td>
</tr>
</tbody>
</table>

(d) The main reasons for the delays were signalling and motor coach defects as well as speed restrictions due to maintenance work. Delays were also caused by the theft of signal cables and passengers parting electric cables between coaches and melding with the bell signal apparatus on trains.

Port Elizabeth harbour

Mr T. ARONSON asked the minister of Transport Affairs:

1. Whether there are any changes in the (a) projects in which the development of Port Elizabeth harbour is planned and (b) estimated amount to be spent on each stage in the financial year 1980-81, as indicated in his reply to Question No. 269 on 4 March 1980, if so, in what respects?

2. What was the amount spent on the development of Port Elizabeth harbour in 1979-80?

The minister of Transport Affairs:

1. (a) No.
   (b) Yes,

<table>
<thead>
<tr>
<th>Estimated Expenditure --</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Facilities Hardware Equipment</td>
</tr>
<tr>
<td>RM</td>
</tr>
<tr>
<td>1980-81</td>
</tr>
</tbody>
</table>

(2) R4 718 777
The rigours of being a black train commuter

Story: DERRICK THEMA
Pictures: ALF KUMALO

When Mr Joseph Nkomo returns home from work in the evening, his wife, Nompumelelo, is sure to be waiting for him at their home in the township. She is excited to see him after a long day at work. Mr Nkomo spends most of his time traveling by train, which can be a physically demanding experience.

The journey is particularly tiring due to the long distances Mr Nkomo has to cover. He often has to wake up early in the morning to catch the first train to his workplace. The long hours of sitting and standing can be exhausting, especially after a day spent in a stressful workplace.

Victims

Mr Nkomo's wife, Nompumelelo, is one of the many victims of this tiring journey. She often has to stay up late to prepare his meals and make sure he has everything he needs for the next day.

The railway's overcrowded trains mean that passengers have to stand for long periods, which can be a strain on the body. Mr Nkomo's legs often feel heavy and achy by the end of the day, and his back can become stiff.

The journey can also be stressful for Mr Nkomo. He often has to deal with noisy and crowded trains, which can make it difficult to focus on his work or even to get some rest.

However, despite the challenges of the journey, Mr Nkomo is grateful for the opportunity to be able to provide for his family. He is determined to keep working hard and to make sure that his family is taken care of.

The railway's management has been aware of the problems faced by its commuters for some time. They have been working to improve the situation, but progress has been slow.

For now, Mr Nkomo and his wife will have to endure the rigours of the journey, hoping for better times to come.

Daredevils

The dangers of the journey are not just physical. There are also the dangers of the criminal element that often lurks on the trains. Mr Nkomo and his wife have been lucky so far, but they know that they can never let their guard down.

They have heard stories of other passengers who have been targeted by thieves and other criminals. Some have even been0


The railway's police force has been stepping up its efforts to prevent these crimes, but Mr Nkomo knows that they can never be completely sure of their safety.

Despite the challenges, Mr Nkomo remains determined to keep working hard and to provide for his family. He hopes that one day the railway will improve, making the journey safer and more comfortable for passengers like him.

For now, he will just have to keep plugging on, hoping for better times to come.

- End -

Derek Thema - 28/2/93
Railways & Harbours Past Appropriation
Bill - 2nd reading

Hansard 5 Cls. 2089 - 2265


+ Cols. 2331 - 2351

25/2/81

3rd reading Cols. 2478 - 2520

26/2/81
High-speed trains are on the way

CAPE TOWN to Johannesburg by train in 12 hours or so and Durban to Johannesburg in five hours, and this by 1986 — these are some of the prospects raised by the Railways’ plan for high-speed travel published in its annual report.

A task group has been created to investigate and introduce high-speed suburban and intercity passenger trains, says the Railways’ general manager, Dr J H Loubs

An action plan has already been drafted whereby high-speed trains will be introduced gradually over the next four to five years.

He says investigations have led to the conclusion that passenger train speeds of 200 km/h are technically feasible and economically justifiable provided initial 150 km/h results show appreciable public support.

In its investigations the task group is studying aspects such as energy consumption, capital outlay and maintenance requirements.

The decisive factors in the operating of high-speed trains are the costs of capital, energy and track maintenance on a seat-trip basis.

Phase two entails the introductions of 150 km/h pilot trains, probably during 1982.

In phase three, it is planned to extend the 150 km/h pilot trains to full commercial service and establish the nucleus of a high-speed intercity network.

Phase four will comprise the introduction of international standard 200 km/h train sets in the network built up in phase three.

The task group is investigating the technical, economic and social implications of such high-speed train services, says Dr Loubs.
Engineers assessing airport extensions

PLANNING engineers have begun assessing extensions for Durban's Louis Botha Airport following the joint announcement by SAA and British Airways of a direct Durban/London flight from April 1.

The airport — which has often been described as inadequate — will initially have to handle an extra 400 passengers a week.

Louis Botha station manager Mr C. Schutte said: "The department is aware of the situation and is attempting to do something about it. In fact, officials have already been out here."

Response to the new flights has been 'exceptionally good' according to Mr T. van Zyl, district sales manager for British Airways. South African Airways' acting regional manager. Mr Phil Unterhorst, felt it was a little early to assess the flight's true worth but from the reaction to flights so far it looked as if it could become popular.

Durban travel agents felt the same way, one saying his passengers preferred to use the new flight. Another said some people had cancelled their previously booked flights and rebooked on the new service because of its convenience.
Argus Correspondent

DURBAN—South African Railways this week imposed an embargo on goods traffic between Komatipoort and the Mozambique port of Maputo.

A spokesman for the SAR in Johannesburg said Mr. Theo du Toit, and the embargo had been imposed, as trucks bound to South Africa were not being returned as fast as they used to be.

"The embargo will last until such time as the trucks bound to the Rand are returned," he said then there can be no further rail traffic between Komatipoort and Maputo," he said.

Mr. du Toit said the Mozambique railway authorities had on Monday requested an embargo on all export goods, except coal and perishables, from South Africa. This had been adhered to.

He believed the embargo was only temporary and would be lifted soon.

He strongly dismissed speculation that the move had any political motive.

"I am sure that the situation will iron itself out in a matter of days," he said.
Rail traffic will roll north soon

THE embargo on rail traffic to Zimbabwe and Botswana from South Africa would be lifted soon, a spokesman for the South African Railways said yesterday.

The embargo, enforced by the SAR on February 5 at the request of the Zimbabwe National Railways, has relieved congestion.

The railways' spokesman in Johannesburg described as "premature" an announcement from Bulawayo yesterday that the embargo would be lifted today, but said confirmation of the lifting could be expected within the next two days.

A problem facing Zimbabwe is how to transport the bumper maize crop. But a Zimbabwe railways spokesman said a plan had been devised to make the best use of combined road and rail traffic to cope with the maize crop, expected to be between 1,600,000 and 1,900,000 tons.

Zimbabwe's new Minister of Transport, Mr. J. Chinamano, told Parliament this week that the railways were unable to cope with the increased traffic and would have to be aided by road transport.

He said the problems facing the railways had been caused by a number of circumstances, including the withdrawal of some South African wagons bound for Zambia and Zaire.

But the railways' loss in movement capacity had also been caused by the depletion of coal stocks as a result of the Wankie colliery strike, unrest in Bulawayo, and a locomotive artisans' strike.

Mr. Chinamano said there had been a 25% increase in traffic offered to rail transport -- and this figure did not take into account the agricultural crops.

The railways' capacity was also hit by too few serviceable locomotives because artisans were badly needed. A campaign to recruit artisans has been launched in Britain.
RAILWAY TARIFFS

Price sting

Steel, coal and agricultural prices will rise, producers' profitability could drop and exporters be at a disadvantage as a result of last week's announcement that railway tariffs will increase by as much as 16.5% on April 1.

The transportation costs for lecor will be 16.1% higher. Coal producers will have to pay 16.8% more for transportation, while farmers' products will cost 15% more.

Overall, the tariff increases will push up the consumer price index by 0.9% - according to the research director of the Federated Chamber of Industries (FCI).

Jan de Jager.

Coal producers say the impact of the tariffs will not be felt by the producers themselves, but by the consumers who pay the railage costs. Richard Bird, MD of the Transvaal Coal Owners' Association, says that because the demand for coal is relatively unrealistic, demand will not be affected to any significant extent.

In 1980, about 109 Mt of coal were produced in SA, and 5 Mt of that had to be shipped more than 100 km to usage sites. In total, SAR & H shipped some 52.7 Mt of coal in the 1979-80 financial year, up 21.2% from the year before. The great bulk of that increase was due to the strong demand for coal exports, which rose 53.7% in 1979-80 from the year before.

By making it more expensive for exporters' agents to acquire SA coal, Bird says, domestic producers could become less competitive with other countries.

And domestic users will have to pay more, thus making their final products more expensive. Already, a Cape Town manufacturer has to pay up to R38/t more than twice the coal's average pithead cost of R11/t - to ship from the Witbank area, where the great bulk of SA coal is mined.

Bird would not estimate what price increases in coal will result from the tariff increases as 'it varies too greatly from region to region and depends on the consumers' location.'

But the consumer again who will have to pay for this increase, Bird says, 'Manufacturers have no choice. The only alternative for them is to burn oil, and even with the tariff increase, oil is just too expensive for them.'

Lecor will also have to pay vastly increased costs for transport. Shipping its iron ore to its three steel factories will cost R17.4m more after the increase. The cost of transporting dolomite will rise R900 600, while coal shipment will cost an additional R7m. Railage for steel bound for export will cost R4.5m. In total, considering transporting both raw materials and finished product, lecor will have to spend R28.5m more after the increases take affect.

It is not known whether steel prices, which require Cabinet approval, will be raised to match the increased costs.

Agricultural leaders on the other hand have no doubt that the tariff increases will cause food prices to rise even more than other prices.

We expect that many of our farmers will be severely affected especially in the short term. The increased costs will not show up in increased food prices for quite a while, perhaps two or three years for some. What it means is farmers will be weakened even further. SA Agricultural Union president Jaap Wilkens says both farmers and consumers will be hurt. Nobody is happy about this.

Wilkens says as farmers' profitability is reduced, especially in price sensitive commodities like foodstuffs, the cost of increased tariffs will be passed on to consumers. The high rate of commodity prices, Wilkens says, is due to the fact that when a 10% increase is passed on to consumers, they are more likely to accept it than when it is passed on to producers.

Wilkens says that the increased tariff charges will cause the cost of agricultural products to rise by 12-13.5%. This is despite an earlier forecast for a record maize harvest of 11-12Mt when crop gathering starts at the end of March or early April. The 9.9Mt that went through the board last year was a record. This year's figure, about 2.7Mt, is expected to be lower.

SAR & H's subsidy programme is worse, as many of the goods produced by farmers are exported. The high rate of commodity prices, Wilkens says, is due to the fact that when a 10% increase is passed on to consumers, they are more likely to accept it than when it is passed on to producers.

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AN EMBARGO of goods traffic between Komatipoort and Maputo has been imposed by the South African Railways because SAR trucks are not being returned fast enough.

The number of SAR trucks in Mozambique exceeds 1,800 — the quota agreed on by a bilateral agreement between South Africa and Mozambique.

An SAR spokesman said yesterday that on Monday the Mozambican authorities had requested an embargo on all export goods — except coal and perishables — as their stations were blocked with loaded trucks.

"But when we investigated and found our trucks were not being returned as fast as they used to, we decided to impose a total embargo."

As soon as the excess had been emptied and returned the embargo would be lifted, the spokesman said.
South African Railways will not lift the embargo on goods traffic between Komatipoort and Maputo until satisfied with the rate at which more than 1,500 empty SAR trucks are returned to the Republic.

A Railway spokesman said today that Mozambique was retaking the trucks, but it was too early to assess whether they were coming back at an acceptable rate.

Apart from halting the flow of imported goods through Maputo to South Africa, up to 10,000 tons per day of South African exports had been stopped by the embargo.

The exports were mostly of chrome ore and coal. The move, he emphasised, was not political. Mozambican authorities have said the "unilateral embargo decision cannot be seen as a reaction to the attack on Matola on January 30."

The fact that there were 1,500 empty SAR trucks in Mozambique "made nonsense" of the Mozambican claim that South Africa had, during the last year, been sending Maputo and Matola-bound trucks to South African ports instead, said the spokesman.
Bomb on city-bound jet: Man found guilty

ROBERT Leslie Fennell, 18, was found guilty in Bellville Regional Court yesterday of attempting to jeopardise the operation of a Boeing 747 when he took out a home-made bomb shortly before the aircraft landed at D P Malan Airport on March 11 last year.

He was also found guilty of having under his control a harmful article without the permission of the aircraft operator.

On a third charge he was found guilty and acquitted of being in possession of an unauthorised explosive device or attempting to escape from custody, alternatively, being in possession of an instrument with intent to escape.

The hearing was postponed to March 23 for a police officer's report and sentence.

The magistrate, Mr J. Langenhoven, said that while Fennell was being taken in custody from the police cells in Randburg he could not be regarded as a prisoner.

'A police cell is not regarded as a prison.

'You were being taken from a police cell to a reform school and cannot be found guilty of attempting to escape from custody,' said Mr Langenhoven.

In mitigation, his defence counsel, Mr A. Veldhuizen, said Fennell's moral blameworthiness was not that serious as the act did not have the effect of jeopardising the passengers on board the aircraft.

He also asked the court to take into consideration that Fennell had been in custody — barring a few days — for one year. He did not have the benefit of the reform school.

Mr Veldhuizen said five years (minimum sentence for being in possession of an explosive) was ample time for the accused to rehabilitate himself and try to make something of his life.

Mr J T. Lockie represented Mr Veldhuizen.

Mr Veldhuizen was represented by Anthony Cohen and Shadforth.
SAR will not lift embargo

SOUTH African Railways will not lift its embargo on goods traffic between Komatiport and Maputo until it is satisfied with the rate at which more than 1,800 empty SA trucks are being returned to the Republic.

An SAR spokesman said in Johannesburg yesterday that Mozambique was returning the trucks, but it was too early to assess whether they were coming back at an acceptable rate.

Apart from the halt to import goods through Maputo to South Africa, up to 10,000 tonnes per day of South African export goods had been stopped by the embargo. The exports were made up mostly of chrome ore and coal, said the spokesman.

Asked about the effect on SA exporters, he said the embargo was "only a temporary measure. It will last until our empty trucks begin to be returned much quicker than they have been recently."

Congestion on the Mozambique rail system was made apparent last week when Mozambique authorities requested SAR to impose a partial embargo. They requested a stop to all export goods from South Africa other than coal and perishables. South African exports are handled from Komatiport by Mozambique railways.

"We adhered to this partial embargo, but when we investigated and found that our trucks were not being returned as fast as they used to, we decided to impose a total embargo ourselves," said the spokesman.
Nusas loss blamed on SAK Police

By MARTIN FEINSTEIN

The National Union of South African Students (Nusas) has blamed the Railways Police for a loss of hundreds of rand on thousands of student booklets which mysteriously went "missing" last year.

Nusas sent thousands of copies of "The South African Student's Handbook", a discount and travel guide, and "The Union is Strength", a trade union booklet, by South African Airways freight to English-language universities.

But none ever reached their destination, according to the latest edition of Satpu National, newspaper of the SA Student Press Union.

And at the time both SAA and SAR officials denied any knowledge of their whereabouts to the Nusas secretary-general, Mrs Sue Myrdal.

Soon after Nusas threatened to sue SAA, the Directorate of Publications declared both booklets "undesirable" - but the decision on the student handbook was reversed on appeal.

The union then received a letter from the Commissioner of Railways Police saying the booklets had been seized "as the commission of an offence was suspected".

"After a police investigation on December 19, 1980, the Attorney-General declined to institute any criminal proceedings," it said, and added that the handbooks were "available for delivery" at the airport charge office in Johannesburg, Cape Town, and Durban.

They have refused to release the trade union publication.

Miss Myrdal said the police had "deliberately misled Nusas".

"Either SAA was misled by the Railways, and/or the Security Police, or they were in on the whole thing from the beginning," she said.
KANTOOR VAN DIE VERSUH MINISTER

No 497
11 Maart 1981

Hierby word bekend gemaak dat die Staatspresident se goedkeuring gegee het aan die onderstaande Wet wat hierby ter algemene inligting republiek word:

OFFICE OF THE PRIME MINISTER

No 497
11 March 1981.

It is hereby notified that the State President has assented to the following Act which is hereby published for general information:
KANTOOR VAN DIE EERSTE MINISTER

No 496 11 Maart 1981

Hierby word bekend gemaak dat die Staatspresident se goedkeuring gegee het aan die onderstaande Wet wat hierby ter algemene weteboek publikasie word:

No 29 van 1981 Wysigerwet op Spoorwêre en Huurwêre 1981

OFFICE OF THE PRIME MINISTER

No 496 11 March 1981

It is hereby notified that the State President has assented to the following Act which is hereby published for general information:

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring gehad het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:


It is hereby notified that the State President has assented to the following Act which is hereby published for general information:

No 34 of 1981: Railways and Harbours Additional Appropriation Act, 1981
Union leader praises SAR labour policy

By Drew Forrest

More than 20,000 coloured, Indian and African workers are now doing jobs on Railways that were formerly done by whites and more will be needed if standards of service are to be maintained, says Mr Jimmy Zurich, chairman of the Federal Consultative Council of the SAR & R Staff Association.

Last night Mr Zurich, who is also chairman of the Artisan Staff Association, told the council's annual meeting in Johannesburg that the seven trade unions represented on the council were the most responsible in the country. Their approach, coupled with the dynamic leadership of the Railways management, had enabled the SAR to carry more goods last year than in any previous year with a smaller workforce.

The absorption of 20,000 coloured, Indian and African workers into the Railways workforce had been achieved without disturbing or upsetting race relations, he said. This was an example to the rest of the country.

Management would have to continue to consult the council about its labour policies, particularly when more than one personnel group was affected. And, to provide the service expected by commerce, industry and the public, greater use would have to be made of workers who were not white.

UNPRECEDENTED

The growing prominence of such workers on the Railways was shown last night by the unprecedented presence of observers from three coloured and Indian staff associations.

Last November the council's constitution was amended to allow "non-white" unions to affiliate to it. Because of this "momentous decision," Mr Zurich said, the way had been cleared for the coloured and Indian staff associations to become full members of the council.

"Should this happen it would make the council more representative - and this could only be in the interests of all Railway personnel," Mr Zurich said.
All-race buses called for in Durban

DURBAN — The desegregation of Durban's municipal buses would result in an improved level of service and great financial savings to ratepayers, the public and the city's transport department, the Local Road Transport Board heard.

The LRTB, in considering an application by the Durban Transport Management Board to desegregate its white and black bus services, was giving evidence general to the hearing.

Mr. Marshall Cuthbert said the application was "sensible and logical" from an engineering and operation point of view. It would economise duplicated services, which at present involved an additional R175,000 and 200,000 litres of diesel fuel.

The current situation means that we are operating separate buses on practically identical routes merely to cater for different races, Mr. Cuthbert said.

He told a packed boardroom that there had been a fall-off of passengers on the white service over a number of years "primarily because of the quality of life enjoyed in this country". This was due also to the increasing car ownership.

He said the LRTB estimated the loss on the white service to be R175m this year.

Mr. Cuthbert said the board was in favour of desegregating the white and black services at existing fare structures.

He said the main "racial mix" would be during valley (off peak) periods, over weekends and in the evenings, but it is not expected to be long.

EVIDENCE

A number of organisations and individuals were due to give evidence at the hearing. Those in favour of the application and who would address the board include Professor Gavin Masande on behalf of the University of Natal; Mrs. A. Cobden of the Domestic Workers and Employers' Province, Mr. A. W. Storerman, Diakonia; Miss J. A. Davidsen, Women for Peaceful Change, Mr. B. K. Bhulu, Durban and District Council of Churches.

Those opposed to the application include the right-wing organisation, the White Rhodes Club, Councillor L. H. Phillipps and private Indian bus operators in the northern and southern areas of Durban.
Note:
This total is 44 because some workers listed one previous job. Furthermore, four of them, who had also worked on farms before coming to Canada, listed above as having done work other than farming.

Although they have not been involved in agriculture, the above-mentioned workers have also worked in various other fields such as construction, fishing, and transportation.

The scheme has been accepted by all the employees, and they were interviewed.

Interest in discount tickets
Asthia London 96 53

East London — The Authentic ticket office is at 96 53 Asthia London.

This ticket office will offer a good selection of tickets for the discounted prices.

People over 60:
All discounted tickets are offered to people over 60.

People over 60 who are interested in the scheme can apply for a discount ticket on the application form. The discount ticket is valid for one year from the date of issue. Applicants must be over 60 and are required to submit a photo of their identification document.

The plan was for the plan to be approved by the Board of Directors, and the ticket office will be open to the public starting next month.
b) he notifies any movements, pregnancies, births, illnesses, deaths, unemployment or changes in employment of family members.

c) he keeps homes, belief

2. He helps by reporting

3. He carries example

4. He plays

5. He is able to apply first aid, how to against smallpox, how to collect specimens for examination.

6. He knows how to use social agencies in order to assist the people.

It can be easily understood from these duties, assistants played a crucial role in collecting community statistics, so badly needed for a proper assessment of the Health-Centre Service upon the local community because of the vital role they played as far as the preventive health service aspects were concerned be of fundamental value.

After 10 years in 1952, a full report of the Pholela Health-Centre Service upon the local area published by Kark and Cassel. (3) According to the intensive health service for the people living in a certain area had been gradually extended over the years to embrace finally some 8500 people.

The medical officers were each taking care of some 3000 people in a defined section of the intensive area. They provided curative and preventive services (by means of the

Bottleneck eliminated

There was a fairly rapid expansion program for new Health-Centres, after a vote of £50 000 was granted for this purpose by the government in 1944. The early favourable results obtained at Pholela certainly had contributed much to the Government's...
THE South African Railways pensioners discount scheme is useless to black pensioners because it does not in any way alleviate their problem, says Mr Tom Mantshata, executive member of Soweto Civic Association and a member of the Committee of Ten.

"As far as I am concerned, the scheme is useless to black pensioners. In fact, it is stupid. I do not think any pensioner in his right senses would use a first class coach. Where would he get the money? Consider the fact that he or she has to pay rent, buy food and clothing with the R61 he or she earns in monthly. Do you think he would have any money left to afford a R1 ticket to town (it will be 40c under the scheme)." said Mr Mantshata.

The railways introduced the "40 off" scheme at the reading of the budget last month. All pensioners over 60 will be entitled to a 40 percent off-peak train fare reduction. The scheme is for first and second class commuters only. It is open to all races.

Mrs Marjorie Mangana, chairperson of the Khokomeleng Organisation for the aged which represents more than 1000 pensioners in Alexandra, says the scheme is useless and should be called off.

"What is the use of having a scheme that is not helpful to people who need it most," she said.

"Let us forget the scheme and do things that are more important for the pensioners. Look around you, you will see elderly people dirty, starving and miserable. Help them and you will have done them a service," she said.

The public relations officer for the Railways, Mr J C van Rooyen, says the scheme is meant for all races, but if black pensioners cannot afford it they will have to use the third class which is even cheaper than the reduced first and second class fares."

He said he was unaware that black pensioners would be excluded because of money problems.
3. As the garden was established in late 1977 production is as yet too low for marketing problems to have been encountered.

4.2.2 UNTHI COMMunal GARDEN

1. This garden is in a very fertile valley with abundant water. The village is isolated. The communal garden was started in 1970, it is six morgen in extent. (Apart from this garden and Abali the other gardens are about 1 morgen). There has been a significant drop in membership from 90 in 1970 to 10 at the present.

2. This garden is more communally run than most. Because the garden is so big, dry land crops are grown. These are communally cultivated and communally distributed amongst members. Vegetables also grown on individual plots although members from work parties to cultivate each other's plots and seed comes from a central pool. Cash from vegetables sold at the Idolhupane market is pooled for capital improvements. (However the total for the whole garden was only R40 for the summer months of 1977-1978).

3. Marketing. The way in which a limited market restricts production is clearly shown here by the vegetables which women do not even bother to harvest, rotting in the fields.

4.2.3 KHOXO COMMUNAL GARDEN

1. This garden is in N.M.'s home area and is one of the oldest surviving (1966) communal gardens in the Idalhupane district. It started with a very heavy Benezile input. Initial membership was only open to Benezile members but because it was so little used (in fact not used at all in 1974-1976) it was opened to everyone recently and since then there has been a slow growth of membership.

Longer Jumbo coal trains

SAR gears up to haul bigger loads to Richards Bay

S.A. INDUSTRIAL WEEK

March 17, 1981

Page 3
Inquiry into incidents at City station

Staff Reporter

The Railways will launch a full inquiry into incidents at the weekend when coloured commuters were allegedly told to leave the "non-white" carriages and make way for white passengers.

The incident, involving conductors and railway policemen, occurred on Saturday morning after the University of Cape Town’s Rug procession through the City.

Reports that a white man had been arrested at Cape Town station in connection with the incidents could not be verified yesterday.

A weekend newspaper reported that at Cape Town station after the procession "non-white" carriages were suddenly designated "whites only" when hundreds of people arrived to go home by train.

According to one witness quoted in the newspaper the conductors "ordered hundreds of coloured passengers to get out so whites could take their places".

White passengers apparently remonstrated with railway officials but were told the trains would not move until the coloured passengers had either left the train or used another carriage.

Yesterday the assistant chief superintendent of the commercial section of the railways, Mr T Moore, said it was "common practice to change over the name boards when you get a great crowd of one race outnumbering the other race".

"You can equate this with what happens at stations after soccer and rugby matches. Trains run every three to five minutes and if the passengers had only been patient and waited for the next train to come there would not have been any incidents," Mr Moore said.

He said the decision to change the boards designating certain carriages to a certain race group was often left "at the discretion of the man on the spot to exercise his judgment to the best of his ability".

The "man on the spot" was best-trained to deal with these situations, Mr Moore said.

He said the incidents would be investigated.

"We don’t take this sort of thing lying down. We are finding out all the pros and cons and if there are any culprits on our side we will see to them."

Complaints concerning Saturday’s incidents can be directed to Mr Moore at 218 2885.
Blood

OWN

I SCRUBBED

THE ACCUSED: Petrus Nkomagwana, Hosty Mema and Consenable
on the floor of an office where he had been assaulted.

Testifying before Mr P M Jacobs at the Orlando Magistrate’s Court, Mr Mavi said his face was puffed up and he was bleeding through his nose and a wound in his head, when his assailants ordered him to scrub his blood on the office floor.

In the dock were three railway barrier attendants, Mr Constable Mbole (30), of Orlando West, Mr Petrus Nemaguvhuni (38), of Jabulani Men’s Hostel and Mr Rusty Moema (30), of Jabulani.

They appeared on a charge of assault with intent to do grievous bodily harm. The State alleges that they assaulted Mr Mavi on January 17 this year.

In his evidence, Mr Mavi said he had a weekly Khuptown ticket when he alighted at Inhlanzane railway station on that day. The barrier attendant, Mr Mbole, had told him that he would have to pay some amount of money to go through. Before Mr Mbole could tell him how much it would be, another barrier attendant, Mr Nemaguvhuni said it would be R1.

Mr Mavi said the two men told him that he would be arrested if he did not pay the R1. By then, said Mr Mavi, Mr Nemaguvhuni instructed Mr Mbole to telephone the police.

He said Mr Mbole left the scene, but on his return he spoke to Mr Nemaguvhuni and Mr Moema but he did not hear what they were talking about.

Mr Mavi said Mr Moema then instructed his two colleagues to take him to some staff room or waiting room in the premises. He said when he was taken there, a man called Sergeant Mkele slapped him on the face.

Mr Mavi said he was assaulted by Sergeant Mkele after he said he did not have R1. The other barrier attendants joined in the assault. Mr Mavi said they kicked, punched him with their fists and hit him on his head with sticks.

Mr Mavi said when his wrist watch fell while he was being assaulted, Mr Nemaguvhuni picked it up and put it in his pocket. He said he was repeatedly assaulted and these men went through his pockets and took some documents and pens he had with him.

Mr Mavi said his face was swollen and he was bleeding through his nose and had a wound on his head. He felt pains in his body as a result of having been kicked and punched. Then he was forced to scrub his blood on the floor, he said.

He said he was at one stage forced to lie on the wet floor. When he got up, he said, he was told to get to the gate and beg for money from the other passengers as they alighted from trains. He said he did so and collected money that amounted to R1.

Mr Mavi said Mr Mbole then wrote him a R1 ticket, but when he demanded to see it, Mr Nemaguvhuni assaulted him, saying “why do you want to see the ticket.”

Mr Mavi said he got a chance and fled to Jabulani police station where he reported the case.

The case continues on May 7.
‘Back to coal’ for S A ships

Shipping Reporter

COAL-FIRED ships could be operating on the South African coastal and short sea trades by 1983, said the chairman of Unicorn Lines, Mr Murray Grindrod, at the international coal symposium being held in Durban yesterday.

‘Only way out in energy crisis’

Mercury Reporter

COAL utilisation is the only practicable way South Africa can ride out the energy crisis, Prof M R Judd, head of the Department of Chemical Engineering, said last night at his inaugural speech at the University of Natal.

‘Most of the world’s oil will be consumed within the lifetime of children born within the decade since 1965. We no longer can say if the oil runs out but when it runs out.

‘If we are to keep our economy growing then we have to fill the gap in the energy picture in the next 20 years by using our only proven energy resource, coal,’ said Prof Judd.

Research

He said although it was usual to pursue academic research at universities, he believed it necessary for universities’ chemical engineering departments to become involved in applied research as well.

‘We need to use what manpower we have and not wait for better days. We are in an energy crisis and have only a few years to sort it out.

‘The traditional applied research laboratories at CSIR, FHI, Sasol are stretched to the limit because of manpower problems,’ he said.

The symposium, at the S A Sugar Terminal, was organised by the South African Institute of Marine Engineers and Naval Architects, with the assistance of the Transvaal Coal Owners’ Association.

‘When I started in shipping in 1957, the companies which made up what Unicorn is now, were operating eight coal-fired ships made between 1918 and 1936.

‘The last of them was scrapped in 1957, and 20 years later — 1983 — may well see coal-burning ships being operated once more,’ said Mr Grindrod.

In a paper entitled ‘RSA Short Sea Tote and Coastal Operations and Costs’, Mr Grindrod spoke of a feasibility study that Unicorn Lines had conducted into coal’s potential.

‘We are very seriously considering the coal option, but have to consider a number of other factors the price of the diesel alternative, the time spent steaming, the future cost of coal and the future cost of diesel.

Short routes

‘We also have to consider the possible loss in versatility should a coal-fired vessel need to be re-deployed.’

Mr Grindrod said the strategic value of coal to a South African shipowner who has a vessel able to use a domestically-produced fuel could not be ignored.

‘We could successfully operate coal-fired ships on the South African and short sea trades — if the economics looked right. We believe that these routes lend themselves to the use of coal.

He cited Durban as a good bunkering port, with vessels on round voyages turning and filling up with coal here.

The round-trip routes that Mr Grindrod mentioned in this respect were all about 3000 nautical miles and 12-16 days in duration: Walvis Bay, the Northern Mozambique port of Nacala and Mauritius.

Coal price

Mr Grindrod concluded by appealing for some commitment on the future price of coal. At the moment, export coal sells for considerably more than locally consumed coal, and to a certain extent, the exports subsidise South African consumers.

Mr Mike Harris, general manager (technical) of the Transvaal Coal Owners’ Association, who presented a paper entitled ‘Types of Fuel Coal’, was enthusiastic about the fossil fuel to power ships and said that he estimated that South Africa had reserves sufficient for 300 years.

Supplies

The USA will continue to be the world’s major coal producer and exporter, with Australia and South Africa playing increasingly important roles in supplying the world with coal.

He said a realistic estimate of the country’s coal reserves was between 50,000 and 70,000 million tons and this justified the large-scale exporting of coal and participation in the international coal trade.

Mr Harris said Durban and Richards’ Bay were particularly well-placed as bunker ports for coal, as the Natal Newcastle fields were capable of producing the type suited to fire ships.
Coal
Back to
Shipping
But S & R main
Sounds calming
Andy Newby
Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word—


It is hereby notified that the State President has assented to the following Act which is hereby published for general information:—

End of the Line
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The average of R8.69 a week, collected by the Board of Control for Statistics, is divided by the number employed in each group, and the average is then applied to the different groups. The average for the week, collected by the Board of Control for Statistics, is divided by the number employed in each group, and the average is then applied to the different groups.
Detailing some of the projects on which the amounts already approved by Parliament (of the R218.5 million and the R4.4 million) are to be spent, Hagen said by far the biggest project was the Richards Bay coal line on which R470 million is being spent to virtually double its capacity by 1986. In that year phase three of the harbour, which will enable it to handle the 44 million tons of coal to be exported a year, is due for completion.

"By then our trains will each be compiled of 200 trucks and will be 2.4km long," said Hagen. "Carrying multi-purpose cargo handling facility in the harbour has already been spent. This does not include the R8.7 million that is to be spent by 1986 on an additional berth.

The section of line between Volkrust and Newcastle is being almost completely doubled at a cost of R79.5 million, of which R17 million has already been spent.

Hagen said the Durban-Witwatersrand line was as important as the Richards Bay coal line and its capacity was being doubled. The Volkrust-Newcastle section, due for completion in 1983, was the last link in this plan.

"When work on doubling the capacity of that line is completed, we will be able to ease the congestion in Durban Harbour considerably and we will be able to offer a faster service between Durban and the Reef," he said.
Work is needed to bring in coal

**IN PORT**

| Mean: R16 | Range: R3, |

A SUCCESSFUL and sustained revival of coal as a mineral fuel will require extensive development and innovation in vital areas of marine design, said Mr. P. Holbrook of Lloyd's Register, U.K., at the international coal symposium ending in Cape Town today.

Mr. Holbrook presented a paper entitled The Role of the Classification Societies in Coal-Firing Ships, stressing that efforts would have to be made in the following areas:

- Structural design, to maximize the load of cargo space resulting from the necessarily larger fuel bunkers being situated in prime cargo space.
- Safety, to achieve greater assurance in coal bunker storage, particularly as lower graded coals are used.
- Boiler designs — systems such as fluidised bed boilers will have to be proved.
- More sophisticated thermodynamic cycles will have to be adopted, etc.

The control and monitoring of boilers and machinery will have to be extended.

'The world growth rate in terms of population and standard of living is vitally dependent on a secure and consistent source of energy,' said Mr. Holbrook.

Industry's success in achieving and maintaining this may now be directly related to developing the infrastructure needed to efficiently exploit the world's vast reserves of coal as an energy source.

'This will demand immediate decisions by governments, financial institutions and private enterprises to increase coal production, develop land transport facilities, provide extra port handling and unloading capacity and continue the advances in user technology related to combustion, gasification and liquefaction which will reflect a high standard of health, safety and environmental protection.'
New

Shipping

Andy Newby

Developed

Paint

Container

Testing at Ferguson's on the new single-coat paint for containers.
Tariff rises hit W Cape industries

Staff Reporter

A PROVISIONAL body to reverse the flow of industries from the Western Cape region should be set up urgently... Mr Brian MacLeod, secretary for the Cape Town Business Chamber of Commerce, said today.

Commenting on the effects of the rail and air tariff increases which came into effect today, Mr MacLeod said that because of the distance of the Cape from the main trading centres, local industries were at more of a disadvantage than others producing similar goods elsewhere in the country.

"This will increase the trend of disindustrialisation of the Western Cape region which has been a major problem for a long time."

I cannot understand how the authorities have failed to initiate the action to institute the 'Wegrow concept.'

The municipalities and local authorities in the regions stood to gain the most, and, led by the 'Cape Town City Council, should make the moves to form the body, Mr McLeod said.

We need to actively promote the Cape and have the body with access to central Government to 'investigate' laws which increase this disadvantage. Private industry will back any such body with money and, if necessary, manpower. But the initial move must come from the local authorities.

The rail and air fare details — Page 18.

Table 23

Distribution of houses according to number of rooms, average per house

<table>
<thead>
<tr>
<th>Number of Rooms</th>
<th>Average Number of People in House</th>
<th>Number of Houses</th>
<th>Number of People Living in Each Type of House</th>
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These figures show the number of people living in each house, the number of rooms in a house, and the price of each house.

-- Page 18.
The increases, which were announced by the Minister of Transport (Mr Hendrik Schoeman) in his mini-budget speech in February, are expected to send inflationary ripples through the entire economy of the country.

Mainline tariffs have been increased by an average of 15 percent and freight rates vary between 13 and 16 percent.

The passenger fare increases are applicable to first, second and third classes.

The following table indicates the extent of the increase in fares:

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<td>Pretoria-Nyanga-Cape Town</td>
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<tr>
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<td>R0.94</td>
<td>R4.15</td>
<td>R15.05</td>
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<tr>
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<tr>
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In the farm, the wage force is divided into three main categories:

1. Farmers
2. Farm hands
3. Domestic workers

The percentage increases in wages for the farm hands are as follows:

<table>
<thead>
<tr>
<th>Railways</th>
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<td>Monthly</td>
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<tr>
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Air fares up 15 pc

Aviation Reporter.

South African Airways' internal air fares and freight charges rose by 15 percent today, to add to the inflation spiral.

The travel industry fears that this will lose valuable tourist, business, and foreign currency from the overseas market.

INDIVIDUALS' use of air freight facilities, particularly in the Cape, will mean that local prices will be worsened.

JUMP:

Air fares between Cape Town and Johannesburg, Port Elizabeth, and Durban, jump from R168, return, to R226. Flights between here and Cape Town, Port Elizabeth, and Durban, will go up by R20 from R130 to R150, return.

This will have a severe effect on tourism to Cape Town, Mr Brian MacLeod, secretary of the Cape Town Chamber of Commerce, said. The increase in travel and rail costs mean that the Cape again loses out industrially compared with industries located closer to the Reef, where the main markets lie, Mr MacLeod said.

Fuel Bill:

There is likely to be further de-industrialisation of the Western Cape as a result.

Airways said last month that their fuel bill, which had increased by 125 percent in their last financial year, was the main contributor to their need to increase the fares.

Overseas fares, which went up by 11 percent in November, in accordance with IATA (International Air Travel Association) tariffs, were not directly affected.

AAA's new internal air fares between Cape Town, Port Elizabeth, and Durban, are as follows (old fares in brackets):
Boosting coal exports

To bring annual coal exports from the present 28 Mt to 44 Mt by 1985, South African Railways (SAR) will be speeding at least R780m to increase track, rolling stock and harbour facilities.

The projects slated are
- The completion of partial doubling, and upgrading of axle loading of track, between Ermelo and Richards Bay at an estimated cost of R470m.
- Updating rolling stock at an estimated cost of R240m.
- Expansion of Richards Bay facilities at an estimated cost of R70m.

Helmut Hagen, SAR chief superintendent (Planning), says new trucks with an increased axle load are to be ordered on open tender. Thus means the gross weight (the truck's weight and its load) will increase from 74 t to 104 t. "We need 3 468 26 t axle load trucks which today cost about R30 000 each."

Also to be acquired are 85 11E 25 000 volt alternating current electric locomotives costing in excess of R22m each. Hagen foresees no problems in achieving the rolling stock targets by the beginning of 1986.

To date, R1.1 billion has been spent on coal export facilities. Further expenditure of R780m will make provision for new berths, strengthening of the existing coal line (lightening of the gradient on the inland-to-coast rail line from the present 1 in 66 to 1 in 160), and further rolling stock and traction power.

Money for the projects will be included in SAR's capital budget, which has increased from R1.6 billion to R1.8 billion for 1981/82. Gross investment in 1981/82 is "R1.5 billion out of our capital budget," says Hagen. The 1980/81 operating account was R4.3 billion. It is estimated the 1981/82 operating account will be R5.4 billion.

Where will the money come from?

SAR line...being strengthened to carry more coal

SAR chief superintendent (Financial), Thomas Greeff says individual capital projects "are not directly linked with specific sources of finance. The total investment is being taken into account in an integrated capital budget."

The 1981/82 budget is being financed from the following sources: Treasury 40%; external loans 10%; internal sources 50%.

Coal contract rates might go up as a result, intimates Greeff, who says coal carriage rates are based on cost "and are subject to escalation."

He admits that, at present, SAR is operating at a loss on coal carriage because of the high fixed costs involved in the expansion project. "We hope to break even in the not too distant future because of the economies of scale."

Hagen says talk that coal exports might be increased to 60 Mt a year is pure speculation. The SAR works on a five-year plan and "further large-scale expansion to existing facilities could in all probability not be completed before 1987/88." He says "there's a limit on resources in terms of physical capacity. If new expansion is interposed in the present five-year plan, it means rescheduling other capital projects.

What has to be done first has to be considered in terms of its "profitability index," says Hagen. "The whole thing hangs on what is the market for coal and international prices. We welcome all traffic but it has to be authorised traffic."

Asked about the rumoured development of two railway projects involving Botswana, SWA, Namibia, Swaziland and SA, both linked with coal mining developments, Hagen says: "Negotiations are still on the go with Swaziland. No decision has been taken yet."

Hagen says no "direct application" has been received from Botswana for the SAR to convey potential coal exports.
Big boost for containerisation

The South African Railways is to boost its investment in containerisation transport by R140-million. This was announced by the Minister of Transport Affairs, Mr Schoeman, when he officially opened Grindrod Container and Distribution Services' new container depot at City Deep near Johannesburg yesterday.

So far, the public and private sectors had spent between R2 000-million and R3 000-million on containerisation.

"Of this amount, huge sums have been spent on container ships and the building of depots like this one. The Railways itself has so far invested about R55-million to prepare its harbours, terminals, and service equipment and rolling stock for containerisation," Mr Schoeman said.

Grindrod's new depot had been built at a cost of R1,3-million and the complex was designed for the simultaneous working of 18 road vehicles and 20 containers on a 24-hour-a-day basis.

"Containerisation has come to stay. It is the most efficient, economic and modern mode of transport for export, import or domestic purposes," Mr Schoeman said. — Sapa.
At Groote Schuur, general outpatient attendances have declined since 1973. The number of physiotherapy treatments has also declined — either due to changes in the care of patients (most likely) or suggesting that the Day Hospitals have taken responsibility for much post-operative physiotherapy treatments. The number of diabetic patients also declined. At Red Cross, the total number has declined (although the short time series is of limited length). The data is such that strong inferences cannot be drawn.

The Groote Schuur Hospital staff report resulting from the existence of the Day Hospital that the data is such that strong inferences cannot be drawn.

The attendances at Day Hospitals are shown in Graph 1. It appears that it took nearly 2 years to educate the population about the new role of Day Hospitals. Since 1971, the number of attendances has increased rapidly (also as the number of Day Hospitals has increased) particularly among the 'Coloureds' — 75% of the patients now seen at the Day Hospitals are 'Coloured'. Some of these patients might have previously attended outpatient departments, some might previously have not received medical treatment through ignorance or poverty or may have consulted a doctor less often, and others might have been attending private doctors. It may also be that the capacity of the community for self-care has declined, owing to the cheapness and proximity of professional help.

**Graph 1: General Outpatient Attendance Figures**

**Graph 2: Attendances at Red Cross**

**SAR to spend R140m on containers**

By Simon Willson

The railways plan to buy 140,000 containers, and have already placed an order for 11,000 from Japanese manufacturers. The SARB has cited the high cost of containers, but Mr. Schroeder said that the SAR would improve the situation if more containers were available. The SAR has not yet decided whether to buy more containers, but it hopes to increase its container fleet to 200,000 by 1982.

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THE Energy Endurance, a 205 808 ton supertanker, has lost her bulbous bow off Port St Johns, and is limping — fully laden — towards Port Elizabeth spilling oil as she steams.

Three of Safmarine's five-strong anti-pollution Kuswag fleet have been dispatched to the area and so has Safmarine's big anti-pollution tug John Ross. Two of the Kuswag vessels left Durban yesterday and the third departed from Port Elizabeth.

The danger that faces the master of the supertanker is whether she is in a seaworthy condition to reach the sheltered waters of Algoa Bay before she starts to break up.

If she does, the Transkei, Border and Eastern Cape coastline will be threatened with the worst oil-pollution disaster in South African waters because the Energy Endurance is carrying more than 200 000 tons of Gulf crude.

It would be the biggest tanker accident ever to take place off the African coast if this oil did spill.

The plight of the Energy Endurance has galvanised into action salvage men from Durban to Cape Town. But late yesterday, none knew the extent of damage.

"This could be very serious indeed," said a salvor. There have been a lot of aircraft passing over the ship, but we still don't really know how badly she is damaged.

"We are all standing by and the telex machines are going mad." Although the Port Captain's Office in Port Elizabeth was reluctant to elaborate on the situation, the Assistant Port Captain confirmed that the vessel was slowly making for Port Elizabeth. He believed the oil spillage to be only bunker oil from the Energy Endurance's damaged forward fuel tanks.

Crippled

However, another salvor who flew over the region said the slick indicated that the spill could be more serious than a bunker oil spillage.

The weather is on the side of the crippled tanker. A spokesman for the Weather Bureau said yesterday that a light wind would probably continue to blow off the eastern coast. The tanker's troubles began about 20 nautical miles off the coast.

The Department of Transport is remaining tightlipped about the threat.

"When we have established what is happening we will tell you, but at the moment there is nothing to say," an official of the Marine-Division told the Mercury. Members of the Durban Marine Division flew over the tanker yesterday.

The Energy Endurance is making for Port Elizabeth rather than Durban which is closer, because Algoa Bay is suitable for large oil transhipments.

Several such transactions have taken place in recent years, one of them from the supertanker Venpet after she collided with her sister vessel Venoil off the Cape coast.
Crippled supertanker threatens giant spill
Years to Deading

Busmen Have Five

Edited by Johann van Rheede

BUSRA INDIA
tract the investment capital it needs.

"Municipalities are not dependent upon continuity of service for their income — services are paid for by the ratepayers whether they are profitable or not. Private operators, on the other hand, can only continue if they are profitable. It is this profitability factor that influences investment decisions by private management.

"The industry is at a stage where it needs to look at its very foundations to find the root causes of its difficulties. Standards for training of employees, and the people who will be doing the training, are badly needed."

"We have to sit down and try to come up with some kind of uniform standard for the entire workforce, starting from the very bottom and going right through to the top management, including the

Co-ordination of industry growth demands co-operation between private enterprise, local authorities and the Government.

"The foundation has been laid by South African Railways and the Corporation for Economic Development (CED) jointly Sabon and setting alongside private operators. This is the first time in the history of the local passenger transport industry that this has happened.

"The industry is now discussing the needs and problems of all operators for the first time, and discussion is usually the starting point of larger co-operation," said Dr Prinsho.

"Ten years from now we

"There may, on the other hand, be no specific view at all," said Dr Prinsho.
Passenger transport industry to mark time

While inquiry reverts up
Passenger transporters to get training board

It is virtually certain that the consolidation of all training laws embodied in the Apprenticeship Act and In-Service Training Act — as envisaged by the Weichsliz Commission — will result in the passenger transport industry having its own National Training Board, working at regional level and supervised by the Department of Manpower Utilisation.

The present Apprenticeship Board — which has operated for some years in the interests of industry generally — will be disbanded.

The NTB will handle the training of apprentices, registration of training schemes and centralisation of all training aspects, where possible.

This is expected to exclude driver training which, because of cost factors, is likely to be organised regionally.

The need for driver training is also considered to be so urgent that the sheer size of a centralised unit would work against it.

"The number of people involved, and the facilities they would need, would cost an astronomical sum of money," said one operator.

"We are talking about 300 drivers a month which means that there would need to be accommodation and classrooms for 150 people. Add to this the travelling expenses involved and the time that drivers will have to spend away from work, and one can see the size of the job that lies ahead."

Tying in with the NTB is the need to develop industrial relations within the industry. The possibilities of forming a national employer body under the Industrial Conciliation Act are being studied, so that employers and trade unions may be brought together within one negotiating body.
"Manufacturers who invest in product design and development programmes deserve all the encouragement available," says Richard Collins, manager of the Design Institute, South Africa.

For Mugabe

Breaks on for unto the boom on Zimbabwes SAR lowers the boom on Zimbabwes SA Indian Wind Week

(23) The Mining Industry: Evidence and report of the Industrial Commission of Inquiry, with an appendix. (Witwatersrand Chamber of Mines, Johannesburg, 1897). This is henceforth abbreviated to ICIQ 1897.


(15) NMR 1903, p. 26, q. 161, evidence of Dr W. Rogers.

(16) Ibid., p. 26, q. 130-131, evidence of Dr W. Rogers.


(18) Merriman Correspondence, 1912, No. 213, 'Papers on the Miners' National Bill Draft Report.'


(20) ICIQ 1897, pp. 18, 21, 22, 218, evidence of G. Albu, E. Way, R.H. Catlin, H. Jennings.

(21) Ibid., pp. 15, 16, 30, evidence of G. Albu, R. Catlin, T. Lategan.

(22) Ibid., p. 251, evidence of T. Lategan. See also, ibid., p. 308, evidence of A. Pyffe.

(23) Ibid. See also ibid., p. 27, evidence of J.P. Fitzpatrick.

(24) Ibid., p. 68, evidence of S. Jennings.

(25) Ibid., p. 81, evidence of E. Way. See also ibid., p. 27, 28, evidence of J.P. Fitzpatrick. T. Lategan.

(26) Ibid., pp. 218, 299, 309, evidence of H. Jennings, A. Pyffe. See also ibid., p. 119, evidence of C. Goeldner.


Gold Mining on the Witwatersrand (Johannesburg, 1956), v. 1, pp. 235 ff; Irvine et al., op. cit., p. 5. Make the statement that it can barely be said that the dust was not injurious. Cf. Feather, C.E., and Koen, G.K., 'The Mineralogy of the Witwatersrand Reefs,' Mineral Science and Engineering, v. 7, No. 3, July 1975, pp. 198-200, pp. 199-200, which describe the composition of all the ore-bearing rocks, both outcrop and deep level.


(31) Jeppe, op. cit., v. 1, p. 177.

(32) Payne et al., op. cit., p. 2.

(33) NMR 1903, p. 15, q. 27, evidence.

(34) Jeppe, op. cit., v. 1, p. 23.

(35) Ibid., p. 177.

(36) ERA, H.E., v. 255, file 182, dealing with the Blight (miners).

(37) NMR 1903, pp. 103, 111, q. 4, 42, and G. Blight (miners).

(38) Ibid., p. 29, q. 60, evidence.

(39) Payne et al., op. cit., p. 25.

(40) Oliver, T., Diseases of Occupations and Medical Points of (cited Oliver (2)).

(41) Merriman Correspondence, 1912, No. 1914. See also Payne et al., ibid., pp. 251, evidence of T. Lategan.

(42) RH 1905, p. 1, q. 1.

(43) Transvaal Mines Department, Engineer ... ending June 1921.

(44) Transvaal Mines Department, Engineer ... December 1921.

(45) Z.A. H. Witten, Law 12 of 1921, dealing with Mines, Works and Machinery Regulations, 1921, Section 91, 12.

(46) ZAR Wetten, Law 12, of 1921, par. 52; Transvaal Law Dealing with Mines, Works and Machinery Regulations, 1921, par. 52.

(47) Irvine et al., op. cit., p. 5; Payne et al., op. cit., p. 5.

(48) Oliver(s), op. cit., p. 379.
Five trucks derailed and bridge damaged

Rail line bomb blast

Simon Hammerton

EMPOLKD... an explosion derailed five coal trucks on the main railway line between Richards Bay and Vryheid on Tuesday night, destroying about 20 m of line and damaging a railway bridge.

The explosion occurred as a fully laden train, travelling from Vryheid, was crossing a bridge.

One truck was thrown over the side of the bridge, taking the bridge wall with it, and four others were thrown off the rails just past the bridge.

The bomb, which appeared to have been packed in a tin box, was detonated as the locomotive crossed the bridge and the brunt of the explosion was borne by the first five coal trucks.

FROM first light yesterday workers began their struggle to clear and repair the railway line.
Railway deficit
R40-m a month

TH 2 monthly deficit of Railways and Harbours widened to just over R40-million in February as imports continued to slow down and the effect of the decline in exports became more marked.

With a month to go before the Railways' March year-end, it looks as if its February surplus in hand of R12,639,383 will be wiped out.

Harbour activity, having peaked in June last year, has now moved to a lower plateau, and February revenue was just a shade ahead of income in February 1980, according to the latest SAR statement of revenue.

In fact, because of a book adjustment in income from dry-bulk installations — involving a refund to Icer on Saldana operations — total harbour income for February this year is slightly lower at R20,565,928 against R20,658,286 in February 1980.

This accounting adjustment reduced income from bulk-handling installations to a mere R24,558, with the refund to Icer accounting for the bulk and the fall-off in mineral exports for the rest.

By Elizabeth Rouse

In February a year ago operations at the Durban, Port Elizabeth, Richards Bay and Saldana dry-bulk facilities brought in R2,317,002.

The biggest single income item — wharfage — was up 11.6% to R14,206,348 from R12,930,769 in February a year ago.

Nevertheless, previous surpluses on imports in particular have boosted wharfage income by 35.7% to R122,226,892 in the 11 months from April 1980 to February 1981 from R134,364,653 in the previous 11 months.

Total harbour revenue has increased by more than 23% to R166,671,837 in the 11 months from R216,045,338, which helped considerably towards the Railways achieving a surplus of R32,639,383 in 11 months compared with the previous 11-month period's deficit of more than R72-million.

Total imports for January and February still reflected a good advance of 36% to R2,521-million from almost R1,690-million in January-February last year.

Imports of aircraft, vehicles and vessels showed the biggest leap of 78% to R397-million from just over R230-million in the first two months of last year as SAA took delivery of its new aircraft.

Machinery remains the biggest single import item at R652-million, up more than 45% on the R459-million in the first two months of 1980.

Prepared foods, beverages, spirits and tobacco imports, although a small proportion of the total, soared by 77.7% to R39-million from R23-million. Imports of frozen fish must have contributed to this jump.

On the other hand, South Africa's exports of food, beverages, liquor and tobacco declined significantly by 45% to R44-million from more than R108-million in the first two months of last year.

South Africa's total exports fell by 17.4% to R2,936-million from R3,564-million in January-February 1980.

Export areas which still showed increases were animal and vegetable fats and oils; mineral products (up a minor 0.3%); precious and semi-precious stones; precious metals, imitation jewellery and coins.
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MEDICARE IN A "COLOURED" TOWNSHIP - THE PATIENT'S VIEW

Introduction

Ocean View came into being in 1968 to accommodate the 10,000 coloured people living in the area south of a line between Kalk Bay and Chapmans Peak on the Cape Peninsula. At that time the coloured people lived in three distinctly different sorts of community. The largest concentration, at least half the total coloured population, lived in or very near Simon's Town. They were English speaking for the most part, and most worked in the naval dockyard or fishery. The women were largely engaged in domestic work and the town, despite its cleanliness, was very powerful and crowded accommodation, rather closer to nature. Simon's Town and Fish Hoek provided employment for most of the men, but people also helped themselves by growing vegetables, keeping small stock and exploiting the natural resources of the area for firewood, wild flowers and herbs. These communities were also predominantly English speaking and affiliated to the "English" churches (Anglican, Methodist and Roman Catholic) or to Islam.

On the western side of the peninsula, mainly in the broad valley between Fish Hoek and Noordhoek, there had been an Afrikaans speaking rural community with a small complement of coloured workers. After 1945, both by natural growth and from immigration from impoverished and overcrowded areas elsewhere, the population grew into two large shanty areas, occupying farms at Dassenberg and Sunnydale. Most of the men and women worked in Fish Hoek, although some worked on the disbanding number of active farms and in the growing agro-businesses (battery chicken and mink farms). Most were Afrikaans speaking, affiliated to Afrikaans churches (NGS.K. or Apostolic) and very poor.

Simon's Town was served by some well established private doctors, by its own hospital and by the district surgeon who was resident in the town. In the 1960s, the small, but still burning resentment that they were forced to leave their homes a decade ago, the former residents of Simon's Town recall their hospital as being a good one, well served by kind and efficient professional staff. Their memories of their doctors, are relatively "Alpha and Gamma"

Noordhoek was less well served. It had a clinic served by a dedicated public health nurse, a midwife who was kept very busy and doctors who would come from Fish Hoek and Simon's Town to treat its sick. The journey to a doctor was not easy. Nor was the hospital close at hand until the new False Bay Hospital was built at Fish Hoek and the Simon's Town Hospital closed. Whatever advantages of economy, privacy and small space the latter's urban shanties recall, and they recall many, most found the medical facilities inadequate or difficult of access despite their high regard for those who provided them.

- 1 -

This background is important if we are to understand the nature of Medicare facilities available to the people, and the attitude of the people towards them. Medicare is a set of resources defined by its function, which is to maintain and restore the health of a community, the individuals in the community, defining "health" in their own terms for the most part. As such the expectations of the community concerning physical and social life, and the knowledge and skills existing within the community, are vital components. The people of Ocean View brought with them a fund of folk wisdom, learned from their parents and their peers, and a set of expectations about the behaviour of doctors and the operation of hospitals, as well as ideas about normal levels of discomfort to be tolerated and normal levels of well-being appropriate to different age groups.

This paper treats Medicare as a set of resources to be drawn upon by members of the community to exchange for some other valued element - time, money, humilation or first place make ration physical we are not to sacrificed monetary de own values.

Part 1

Ocean View some econo lapsed, all Simonstowntown religious, quite quick the aging population, most time

Those who h some there the Covenant and live ci necessarily suffer as a not lost on refering to any minor ailment. Those who note their every ache soon find that the aches multiply (Jerome 1963: Ch. 1) to one should ignore little ache is its name. "Avoid draughts, have plenty of sleep and eat the right sort of food," was another bit of advice. A diet which includes plenty of vegetables and fruit (both more plentiful when people had their own walled garden and plots in the peri-urban shanty settlements) not too much "greasy food" or starch, and not too "strong" i.e. heavily spiced, food is a fair concensus of the popular recite for good health. Exercise, whether in the form of hard work, as recommended by a lady who had had at least five children under the age of ten living with her for all of the past twenty years, or in a more congenial form, was also recommended. The longevity of the old folk mentioned both. The still alive and those who had lived in the past, was ascribed to the physical toughness of their lives and the absence of vehicles to carry them about. One old man ascribed his failing health to the fact that
The Harvest Canna was bought in France by the Sea Harvest Corporation of Saldanha Bay to fish off the West Coast. The five-year-old Harvest Canna, a fresh fish trawler, caught 100 tons of hake and other assorted fish on her maiden voyage last week.

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**SAR to spend R140 million on containers**

By Brian Grobler

The South African Railways which has already spent about R456 million on containerization terminals in Cape Town, Port Elizabeth, Durban and Johannesburg, has plans for a further R140 million investment.

This was announced by the Minister of Transport Affairs, Mr Hendrik Schoeman, in Johannesburg on Friday.

Mr Schoeman said that the private sector's efforts to boost the economic infrastructure of the country through the provision of additional containerization facilities was equally if not more important that those of the public sector.

He was speaking at the official opening of the R150-million Grindrod container depot at City Deep, near Johannesburg, which is a part of a countrywide packaging, consolidation and distribution service known as Intrelink.

Mr Schoeman said that the South African containerization system was probably the best in the world with its economies of scale, time and labour. At the ports, the handling of freight in containers was 18 times more efficient than in man-hours by conventional means. Scheduled container trains operated between Johannesburg and Durban in less than 24 hours.

Mr Schoeman, who emphasized the liaison, co-operation and understanding between the public and private sectors, commented Grindrods' for its container consolidation services both in the local and export spheres. The new Intrelink distribution centre, which was fitted with practical reasons situated adjacent to the SAR container terminal at City Deep, was designed for the simultaneous working of 18 road vehicles and 20 containers on a 24-hour-a-day basis.

Grindrods which operates the largest fleet of private container cranes in its field, offers door-to-door delivery throughout South Africa for less-than-container loads (LCL) cargoes.

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**TANKER holed on both sides**

**Own Correspondent**

**EAST LONDON** — Divers who carried out an intense survey on the capsized super tanker, Energy Endurance, at the weekend have found her bow to be badly holed on both sides.

Before the vessel entered Algoa Bay last Thursday, it was believed that Energy Endurance had received a 12-metre gash on the port side.

It has now been discovered that the freak wave which struck the vessel 50 nautical miles off East London 10 days ago caused one hole on the port side measuring 14 metres square and another measuring 14 metres by 7.5 metres on the starboard side.

The holes, which are in the forepeak area, have led to the rupturing of the forepeak tanks, used for carrying fresh water or for ballasting. The bulbous bow and keel plates are still intact.

Sensor pollution officer for the Department of Transport's Marine Division, Mr B Broekman, said that the holes would not affect the transfer of the vessel's cargo of 250,000 tons of oil to a Norwegian tanker now on her way from Durban. The empty tanker is expected in Algoa Bay today.

A 24-hour watch is being kept on the tanker by a Kuusjyf antipollution vessel, and aerial surveys are made every morning to check for oil spills.

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**HARBOUR LOG**

**ARRIVALS**

*Montevideo — H Borth*

*Buenos Aires — H Borth*

*Asuncion — Universal — D Borth*

*Duston Hargreaves — UV 3*

*Den Helder — Q Borth*

*Gothenburg — Q 603*

*Falkland Islands — Q 624*

*Stella Polis — Q 600*

*Alvord — A Berth*

**LATE ARRIVALS**

*Gulf of Guinea*

**SAILINGS**

*Alvord*

*Halky*

*Breda*

*SA Witsburg*

*Buchan II*

*Go Gin* Bank*

**EXPECTED:**

*Bank Line Ltd (John T Rennie & Son)*

*From Far East*

*Colombo — April 24*

*Bank Line Ltd (African Coaling and Exporting Co, Cape)*

*From USA*

*Hamburg — May 1*

*Cape Naval Line*

*Capetown — tomorrow and April 28*

*East Anson Shipping Co (Marrakat Line)*

*From Far East*

*Marrakat — April 29*

*Markham Mess— April 29*

*Ellerman & Backlund Line Services*

*From British and European*

*SA Settlers — April 25*

*From Portugal*

*Rio — April 26*

*From Mediterranean*

*From Far East*

*Glenbervis — April 28*

*Grindrod Shipping*(

*River Urania Line)*

*Gundelinger*

*H Sappho — April 28*

*Frankfurt Express — April 26*

*From Far East*

*Glasgow — April 27*

*Kong & Sons, Durn & Co*

*From Far East*

*Monaco — Tomorrow*

*Chubu — April 27*

*Hollande Spirit and Europe — April 29*

*Hollande Horn (From Mediterranean)*

*From Far East*

*Lykons Lines (John T Rennie & Son)*

*From US Gulf ports*

*Artelis Lykes — April 27*

*To US Gulf ports*

*Charleston Lines — May 9*

*Moore McCormack Lines (Robin Line Service)*

*From US Atlantic coast ports*

*New York Company — April 27*

*From US Atlantic ports*

*Nedlloyd Agencies SA*

*Salomon Nedrebro (From Australia) — April today*

*From Japan and Far East*

*From USA*

*Safmarine*

*From Europe*

*Greece — April 28*

*From Mediterranean*

*Bremen — April 26*

*SA Settlers — April 29*

*SA Settlers — April 27*

*To Far East*

*SA van de Sype — April 29*

*Ocean Assurance — April 28*

*To USA*

*From USA*

*SA Othland — April 28*

*South and South-East African Conferences Lines*

*Container ships to Europe*

*SA Settlers — April 27*

*To Mediterranean*

*SA Othland — April 28*

*Unicorns Line*

*Unicorns Line (From South America) — April 27*

*Crassell*

*Alta and Gaucho — today*

*Dunker — April 23*

*Maske — April 24*

*Bono — April 26*

*Gansbaai — April 28*

**For latest information**

*43 2160*
HEALTH EXPENDITURE IN SOUTH AFRICA.

1. Introduction.

Health expenditures account for a relatively small proportion of expenditure in most economies. Despite this, their importance as a determinant of the benefits which can be derived from other forms of consumption expenditure, and improved health as an important factor contributing to economic growth and development(1) is indisputable.

Any study of expenditure is likely to raise questions relating to demand and supply relationships as well as questions relating to quality, quantity and price. In section 2 of this paper, the sources of supply of health services in South Africa are described. Section 3 considers total expenditures on health from 1959 to 1971. In this section an international comparison is made where possible. A universally acceptable norm for determining the optimal level of supply of health services does not exist, and comparisons with other countries cannot establish such a norm, but they do provide a useful benchmark for judging the level of the flow of resources - to move from one low to another.


**Assocom container plan**

**Industrial Reporter**

A SIX-POINT container plan has been drawn up by the Association of Chambers of Commerce (Assocom) and submitted to the Department of Transport's committee of inquiry into the Reel's container-handling problem.

The inter-departmental committee of inquiry set up last month in response to a request from the Reel's container terminal earlier this year.

The Assocom plan, outlined in the Johannesburg Chamber of Commerce's newsletter, consists of six central recommendations:

1. The government should investigate import documentation. The terms of reference should include the simplification of documentation and other means of Customs-clearing import processes.
2. There should be more flexibility in the system by which FCL (full container load) containers are handled at the SAR terminal at City Deep. This would involve direct loading on road trailer for delivery, or left at South African Container Depot (SACD), where there are three-day holding periods at City Deep or the Railways should establish satellite stacking areas for held containers.
3. Communication between City Deep operators and the carriage contractors should be encouraged by an operations liaison committee.
4. Urgent consideration should be given to extending warehouse facilities by leasing more private-sector warehouses.
5. The Competition Board should be asked to investigate the cost-efficiency and expand SACD's facilities by allowing more competing depots.
6. The government should appoint a research body to study container movements in and out of South Africa, and the level of capacity use of the present facilities. This body should project annual projections of container flows relative to handling facilities.

In theory, clinics are works out on the basis of 80,000 people per annum, but in practice, everyone, on the move, is included all medicine.

These figures are interesting in that they show that this rural clinic was used to a high degree in Christchurch. It is 40 miles from the next town, and for the health department, it carries a valuable asset to their own families.

The dollar clinic was utilized to a high degree by 157 pregnant women who used to attend the clinic, 40 miles from the closest town, and were considered the clinic a valuable asset to their families.

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Company gets R27m railway contract

Finance Reporter

A R27 MILLION contract for the manufacture and supply of heavy-duty concrete railway sleepers to the South African Railways has been awarded to Saldanha Precast.

The company is building a R4m sleeper factory in Vryheid, similar to its Saldanha-Sisheen factory. Time allocated for the erection of the factory and its infrastructure to final commissioning is six months. Rated

Rated for 30-ton axle loads, the sleepers will be used for the Railways' upgrading programme for the Witbank to Richards Bay line to increase the operating lengths of the trains as part of its more that R1245m project up to 1986 to expand rail and harbour facilities in Natal.

Another R360m is to be spent on additional rolling stock for the Richards Bay coal-export rail line, 50 locos and 3000 trucks, allowing the Railways to run 200 truck trains with export coal from Erinello to Richards Bay.

Saldanha Precast (Pty) Ltd is a consortium formed by Grinaker Precast and Durabon Concrete, who are jointly supplying more than 6,000 concrete sleepers to the Railways daily.

New jobs

With 150 new jobs in Vryheid created by the building of this factory, Saldanha's Precast envisages an on-going sleeper industry in the town. Vryheid is reaping some of the benefits of the vast expansion of the Transvaal and Natal coal exports and the resultant spending of hundreds of millions of rands by the S A Railways on virtually doubling the Witbank/Richards Bay railway line capacity.

In the first three months of this year, building plans worth R6.1m have been passed, compared with R10.3m for 1980. Vryheid Town Clerk, Mr Piet Grabe, said.

Housing for new families takes up a large portion of the increase, although there are currently large contracts operating for a new United Building Soci-
engines career off track

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Six Hurt

One coach and the

Robert Pauling

Picture by John Pauling

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In an attempt to come to grips with the flow and handling of containers at SAIR's City Deep terminal and SA Containers Depot (SACD), the inter-departmental committee chaired by the Department of Transport is now considering evidence from interested parties.

The Association of Chambers of Commerce (Assocom) has submitted to the committee a six-point plan which could go a long way to smoothing operations at City Deep.

For the moment, the previously troubled SACD has no problems with the flow of container traffic, MD Tony Yull says. "There's lots of slack holding capacity. Since March, operations have been totally fluid. Resources are, in fact, underemployed."

After the December-January container congestion, SACD, says Yull, is working at no more than 30%-40% of capacity.

Present tighter trading conditions have impacted on both demand and imports, says Yull. He expects the second half of 1981 to show a 10% decline in imports compared to second-half 1980, and as much as 20%, down on first-half 1981.

"Depot facilities and depot demand for services obviously fluctuate very dramatically with the import situation."

To prevent a recurrence of the Christmas period crisis, Yull says SACD is spending "in excess of R3m before the end of the year to develop an additional 4000 m² of shed space and container handling capacity. The yard area will be further developed to accommodate handlers."

Assocom's container plan recommends:

1. A government investigation into how present customs clearance documentation can be simplified. It also suggests that alternative means of imports clearance should be found.

2. A three-day holding period at the SAR container terminal for FCL (full container load) containers, or establishing satellite stacking areas to which containers could be transferred pending delivery instructions. At present, FCL containers arriving at the SAR terminal at City Deep are either loaded directly onto road trailers for delivery to the importer's premises or moved immediately to the SACD. Evidence suggests a major reason for the SACD chaos was the unprecedented year-end influx of undeliverable FCL containers.

3. The establishment of an operations liaison committee to improve communications between SACD operators and container contractors.

4. That warehouse facilities be extended and additional private sector warehouses be licensed. They should be equipped with adequate handling facilities to maximise space utilisation and reduce costs.

5. A Competition Board investigation into the cost of exploiting existing facilities. Some operators feel that the apparent SACD "monopoly" results in inefficiencies and high costs.

6. That government appoint a recognised research body to provide regular statistics.

Even though SACD is experiencing no difficulty at the moment, certain users believe it is imperative to create "at least three additional mini-depots" in the short term. According to Pat Henegan, MD of Heneways Freight and chairman of the Surface Division of the Johannesburg Shipping, Forwarding and Clearing Agents Association, the consortia that owns SACD - Rences 25%, Freight Services 25% and Grindrods and Mitchell Cotts 10%-12% - are favoured. He claims that small agents are at a disadvantage and wants to see three depots (probable cost roughly R3m per depot) built by a consortium of smaller companies.

"Competition is always good. We could provide a quicker, more efficient service. Alternatively, there could be agent-owned facilities in a large central depot."

But Gordon Cannan, chairman of SA Shipping and Forwarding Agents Association (SAFSA), points out that facilities cannot be overcapitalised at the expense of importers. Unless there is intelligent utilisation of facilities, handling costs must escalate."
By Hennes Ferguson
Farming Correspondent

The Government will soon
be faced with a 2-million
ton maize headache —
and there is nothing it
can do about it.

This has come about
because the South African
Railways has the capacity
to move only two-thirds of
the current maize export
surplus.

A Railways spokesman
said that of the expected
7.5-million tons of export
maize, only 5-million tons
could be handled during
the 1981/82 maize market-
ing year.

Even this figure was
conditional. It depended
on the grain silo staff of
local cooperatives work-
ing seven days a week
and the Maize Board
maintaining a tight ship-
loading schedule.

Economists say this situ-
ation represents the effect
of bad planning by the
Treasury in 1978 projects
that had already been in-
cluded in the SAR budget
were cancelled to cut
State expenditure.

The lack of foresight
was causing a major trans-
port crisis.

It took three years to
order and build maize
trucks, lengthen train
crossing points and adapt
signal systems. This could
not be improvised — and
South Africa was now
stuck with a major bun-
gle.

It was elementary eco-
nomics for the State to
phase capital expenditure
into economically slack
times.
Swarts denies that the order stems from fear of competition for SAA's own cargo operations. He claims that Sky Couriers, SA's largest courier and the only one with a regular scheduled service, was causing delays in loading aircraft. Couriers, he complains, would arrive at the check-in counter with up to 20 pieces of luggage.

Swarts adds, however, that "people cannot come and use our facilities for their own business. We do not operate this airline for the benefit of people trying to make a profit from our services. This is not common practice for airlines in the Republic."

Spokesmen for British Airways and Air France, both state-owned like SAA, confirmed that their airlines do allow couriers on all internal flights. In fact, London's Heathrow Airport has a "courier clearance centre" to facilitate deliveries and pick-ups.

Sky Couriers MD Peter Myburgh refused to comment on the order, saying only that "this is a very sensitive issue and I do not want to go public with it."

In a letter to his clients, also obtained by the FM from another source, Myburgh wrote: "We consider (SAA's) decision to be a massive blow to free enterprise."

The FM has learned that Myburgh had a meeting on February 22 with representatives of SAA, including marketing director Thene Willems, in which Myburgh proposed at least seven guidelines to eradicate the "operational problems."

These included a minimum two-hour check-in for his couriers, paying the excess baggage charge for all Sky Couriers shipments regardless of volume, and a guaranteed payment for each SAA flight, even if no courier showed up.

Willems says: "We have studied the proposals" and "decided against them."

About two years ago, the FM has learned, Myburgh approached SAA for permission to fly courier trips to London. An SAA official reportedly said at the time that the airline would refuse permission as it was "considering" starting its own overseas courier service.

Meanwhile, Willems claims that "we are not trying to put Sky Couriers out of business. It is just that they started to convert our passenger terminals into quasi-cargo terminals."

He says that allowing Sky Couriers to continue could "affect our public image."

The FM has also discovered that Sky Couriers is now chartering aircraft to continue its door-to-door service between Johannesburg, Cape Town, Durban and Bloemfontein. The unofficial word is that the company is considering an application for its own licence to operate a scheduled cargo service under its own name.
Firms try to block SAA bid to ban Couriers

Own Correspondent
CAPE TOWN — Hundreds of South African businesses have put pen to paper in an effort to restore SAA services to a Cape Town-based air courier service whose business the airline is trying to grab.

The scheduled service, Sky Couriers, was given 11 days notice that it would be banned from using SAA flights from March 1 because of what the airline termed "serious operational problems".

More than 4000 firms make use of the facility. Initial response to an appeal for help has already elicited more than 100 letters in its support from a wide range of companies.

According to SAA, excessive mass and volumes in the form of Sky Courier baggage offered at the last minute had placed it in an "unfair predicament".

After an in-depth investigation and a careful consideration of other factors, said the airline, it would no longer be able to accommodate the urgent door-to-door traffic.

In order not to disrupt this facility, the airline would like to promote the utilisation of its own express cargo service, which will permit the door-to-door service to continue," it said in a letter to Sky Couriers.

"We've used their services a lot and it would be very upsetting if they are allowed to be squeezed out by a monopoly which is nowhere near as efficient," said a partner in a firm of consulting engineers which uses the facility. Mr Bert van der Meulen. "SAA says they can't take the extra weight, but then they also say 'don't use them, use us', so who will be carrying the weight? I hope we can get them on the road again."

An attempt by his firm to compare the efficiency of the two services by sending similar packages through both with the same period of notice met with failure when SAA declined to even pick up the package intended for it.

The managing director of Sky Couriers, Mr Peter Myburgh, said the move by the State-owned airline was a massive blow to free enterprise, which the Government purported to support.
TRIBUNE REPORTER

LONG WORKING HOURS

OVER WORKING HOURS

FREEMEN STEAMED UP

S. Thursday 8/5/18
More steps for station to beat rush hour crush

By ELLIOT TSHINGWALA

TSHIAWELO station is to get the additional flight of steps to ease overcrowding at peak hours, it has been decided at a meeting between Soweto councillors and Railways officials.

"We have sent our people to investigate the possibilities of extending steps on the overhead bridge, but we cannot specify when the building is going to start," said the Railway's liaison officer, Mr De Vries.

Trains going to and from Vereeniging or Bank, and those which turn at Nancefield may have to stop at Tshiawelo and proceed to Midway in future.

The man behind those changes, Councillor S Hanyane, who represents Tshiawelo, says the renovations are necessary to accommodate the large number of people who use the station.

"The number of people using Tshiawelo station has grown considerably in the last few years," said Mr Hanyane.

"We now have people from as far as Mapetla and Sengoane using the station. At peak hours conditions become so crowded that respectable and old residents have to disgrace themselves pushing their way through the barriers, sometimes losing expensive objects," he said.

Mr Hanyane has also asked for additional toilets to be built at the station, that a coal-yard be established and the whites-only gates at Klipfontein station be opened to blacks.
We lobbied for ban, say freight agents

Own Correspondent
CAPE TOWN. - Air freight agents indirectly competing with an express delivery service yesterday admitted they had lobbied for its recent ban from SAA flights, a move which is threatening to put out of business the service used by more than 4000 firms.

SAA yesterday stood firm in the face of mounting opposition to its action, which was coupled with an appeal to shippers to use its own service. "I very much doubt that we will take another look at it," said a spokesman in the airline's public relations office, Mr John Smith.

Free enterprise champion Mr Raymond Ackerman, chairman of the Pick 'n Pay stores chain, is to meet this morning with the managing director of the Sky Courier service, Mr Peter Myburgh, in an attempt to save its operations.

The vice-chairman of the Transvaal Air Cargo Agents Association and managing director of Rennies Air Freight in Johannesburg, Mr Des Williams, yesterday confirmed that they had objected to the service at a meeting with SAA before the suspension was announced.

"The industry felt it had a responsibility to point out to SAA the risks they were taking," said Mr Williams. "If I was a passenger I would be upset at flying with a lot of cargo that hadn't been declared and face delays at the baggage counters.

"If you're offering a service with factors outside your control, you have to face the crunch if it comes," he added.

Sky Courier's Mr Myburgh disputed the undeclared cargo danger and said his company had previously offered to check in its baggage two hours before flight departure, compared with 30 minutes required by SAA's express cargo service.

The managing director of Johannesburg-based Quickair freight agents, Mr Jack Moore, agreed, saying he believed Sky Couriers had been given "a raw deal". Quickair confirmed they would continue advising their customers that the courier service would be discontinued even before SAACouriers was aware of the SAA decision. His firm had received a photo-copy of an SAA letter to the Cape Town Shipping and Forwarding Association, dated February 12th, announcing the suspension. Mr Moore noted that Sky Couriers was not a member of the association and wondered why it had forwarded the advice.

There was no reply to calls to the association's Foretrust Building offices in Cape Town yesterday.

Sky Couriers, said Mr Myburgh, was informed of the action in a letter of the same date, but it did not receive it until five days later, when it was already getting feedback from clients suggesting it was being closed down.

The SAA spokesman, Mr Smith, reiterated the airline stand that the service could not be allowed to continue because of serious operational problems. Passengers' baggage, he said, was limited to personal effects; so even if the service checked in well ahead of flight departures, it would be contravening regulations.
Air freight agents asked for courier ban

By GORDON KLING

AIR FREIGHT agents indirectly competing with an express delivery service yesterday admitted they had lobbied for its recent ban from SAA flights, a move which is threatening to put the service used by more than 400 firms out of business.

SAA yesterday stood firm in the face of mounting opposition to its action, which was coupled with an appeal to shippers to use its own service.

"I very much doubt that we will take another look at it," said a spokesman in the airline's public relations office, Mr John Smith.

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"The industry felt it had a responsibility to point out to SAA the risks they were taking," said Mr Williams. "If I was a passenger I would be upset at flying with a lot of cargo that hadn't been declared and face delays at the baggage counters."

"If you're offering a service, with factors outside your control, you have to face the crunch if it comes," he added. "You can't blame SAA. They have a service of their own that caters for this type of service."

Sky Courier's, Mr Myburgh, disputed the undeclared cargo danger and said his company had previously offered to check in its baggage two hours before flight departure, compared with 30 minutes required by SAA's express cargo service.

Monopoly

Aside from the unfairness of a government-owned monopoly forcing out private enterprise, growth in turnover of more than 100 percent a year for each of the past five years indicated there was a need for the facility, he maintained.

More than one hundred letters had been received in support of the service in the last few days after the suspension was announced and the number was rising fast.

The managing director of Johannesburg-based Quickair freight agents, Mr Jack Moore, agreed saying he believed Sky Couriers had been given a "raw deal".

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Transport inquiry

Staff Reporter

Work will start in the second half of this year on a comprehensive inquiry into all aspects of the South African passenger transport industry by the Welgemeend Commission which is expected to be gazetted soon.

According to the Rand Afrikaans University magazine, RAU-Rapport, Professor P J Welgemeed, head of the Department of Transport Economics at the university, will be the chairman of the inquiry.

The other members of the committee are not yet known, but according to the magazine they will consist of representatives of transport supply organizations as well as commuters.

Among issues the commission will investigate are:

- Tariffs and the basis on which they are determined; their announcement and adjustment, the effect of this on internal and "inter-state relations";
- Subsidizing of commuters and a future policy for the industry;
- The influx of taxis and minibuses into areas served by buses; a co-ordinating policy for each urban area and its desirability, and the need for a bus transport corporation.
Incident on train leads to big claim

Our Correspondent
DURBAN—A £300,000 claim has been made against the Railways by the parents of a teenage boy whose brain was damaged after he was allegedly pushed by a conductor from a moving train near Mood River two months ago.

The Mannenburg local attorneys acting for Mr Alphonse Nolan, the father of the child, confirmed today that the claim was lodged with the Railways' Systems Manager.

A criminal docket had been opened.
AN explosion occurred on the railway line in Cottondale, near Hoedspruit at about noon yesterday, a spokesman for the South African Railways said in Johannesburg.

Mr J Hugo, of the Public Relations Office of the SAR, said at this stage the cause or nature of the explosion was not known.

Train service have been delayed while workmen cleared the line. Police are investigating. — Sapa.
Huge claim over brain injury

BURNIE: The expert evidence of a loco engineer who was damaged after he was deliberately pushed from a moving train by a member of a police force has been heard at the Nkosi claim. The claim, which is before the SAR in Johannesburg, is from the legal advisors of Mr. Mqondi Ngxumza, the father of the victim, who fell from a moving train near Mozambique while returning from school two months ago.

Railways Police are investigating the incident in which two and a friend, Khenphwe Zulu, who was flung from the deck, are alleged to have been struck from the moving train by a railway official for not being able to pay their fare.

The victim was treated at Idenza Hospital for brain and eye damage and is now back home in Mdumbi township. Mozambique.

His friend, Khenphwe, is still being treated at the hospital and is paralyzed. — Sapa.
 Improving the main maine line will enable SAR to run on a regular basis 50 truck trains. At present 50 trucks are used only on an exceptional basis. Regular runs utilise 20 trucks.

SAR's main challenge for the next few years will be to increase capacity generally. "He asks, "Not specifically for maine exports." Only the last few years showed a slight increase in maine exports. The present export surplus of 300 million rand could be reduced or eliminated by present methods. The future trend ofmaine exports is upwards, but it could be prevented by many factors, such as the increase in fuel prices and the decrease in demand for maine products. The maine line is not conducive to big traffic, but it can handle traffic more efficiently if it is expanded.
The Train Ride That Ended in Brain Damage and Paralysis

R300 000 claim after horror fall from train

Sunday Times, May 1981
THE South African Railways have awarded a contract — of more than R18 million for the second stage of the new Durban mainline station — to LTA Construction (Natal). LTA was also awarded the first contract of R8.2 million.

The new contract calls for the erection of a concrete structure to the north and south of the structure now being built to the east of the existing parcels depot and a concrete structure for plant rooms.

LTA will complete, including finishes, the mainline station and RTS terminal, complete with plant rooms.

The new structure will be 55 metres wide and will include elevated roadways and ramps. It will comprise reinforced concrete pile caps (on existing piles), columns, beams, including pre-stressed beams, and slabs with brick and lightweight partitions.

Internal finishes will include brick facings, brickwork, plaster and paint, and other applied materials with suspended ceilings of various types, rubber, vinyl, asbestos and other flooring. LTA will also build two concrete-framed structures with cantilevered roofs and raised island platforms by existing tarmac paved roadways to serve as police checkpoints.

Roadways with associated services are included in the contracts and the supply, installation and commissioning of escalators connecting the six existing suburban platforms with existing by-pass bridges at concourse levels.

The duration of LTA's contract is 33 months, with partial completion after 15 months.
Puzzle as top SAA staff transferred

SEVERAL top officials in South African Airways Cabin Services department have been suddenly transferred - amid serious staff discontent.

Among those transferred are the former Assistant Chief Air Hostess (training), Miss Dina Taute, who has 27 years service; former Cabin Services manager, Mr Paul Thompson, former Assistant Cabin Services manager, Mr Coen Brand and Mr "Apie" Radley, who was formerly responsible for SAA flight rosters.

Mr Thompson has been transferred to the Property/General Services division; Mr Brand to the Organisation and Methods Division and Mr Radley to the Engineering Division.

The Sunday Express was told by several sources that Miss Taute had been moved to a less prestigious position in the technical library.

Mr Thompson, Mr Brand, Mr Radley, and Miss Taute have refused to discuss the transfers with the Sunday Express.

A staff member who did not wish to be named said she had been transferred by the personnel department, which gave no reasons.

Sources within SAA told the Sunday Express the changes had come as a direct result of serious staff discontent and a strike threat by cabin crews in December last year. Wide Press coverage was given to the staff discontent.

Shortly afterwards, the Minister of Transport, Mr Hendrik Schoeman, made a visit to the department and SAA set up an investigating committee.

And during the mini-budget debate in Parliament, the MP for Amanzimtoti, Mr G S Bartlett, quoted from a letter sent by a Miss M Smith to the Chief Executive of SAA under a heading: "Excessive Rest Periods Being Granted to Cabin Staff".

The letter reads: "I happened to overhear a conversation between roster clerk Bosman and casual air hostess Abhis allowing her to work Flight SA 341, departing 7.06am for Cape Town on February 14, and returning only late on Sunday afternoon on February 15 and thereafter work flight SA 307 on February 27 to New York and only returning after seven days on March 6, whereas others (cabin staff) have to return the same day from Cape Town or after only three or four days in New York.

"Why this preferential treatment for casual staff? (Females) and casuals are allowed longer rest periods and hotel accommodation than others with long service, only because roster clerks evidently get presents and the airlines expenditure is unnecessarily increased. This upsets other loyal staff."

In Parliament Mr Bartlett asked: "Is it possible that these casual staff members are having nice holidays all around South Africa and all over the world at the expense of SAA Airways?"

Public relations director, Mr Gla Grange denied there had been irregularities in the department and said the current inquiry into Cabin Services "is not a disciplinary inquiry, but a committee which is looking into the department, as part of the management schedule".

The Director of SAA, Mr Albert Bothoff, said: "This is purely a domestic matter and I'm not prepared to discuss it."

Mr Grange said a committee had been directed to look into Cabin Services "because there were a lot of complaints about long hours."

He further claimed that the Minister of Transport's visit had nothing to do with Press publicity about cabin staff discontent.

"The new Minister wanted to see the place, so we took him virtually throughout the SAA premises."

But SAA sources told the Express the former departmental heads became unpopular in their handling of staff grievances over long working hours, poor pay and sex discrimination.

"For some of us, it was just the end of the line," said one.

"People were resigning and it stood to reason that the top boys wanted to know why."

Mr La Grange has denied that any of the people transferred were demoted.

But questioned about Miss Taute's new position, he did not deny she was working in the library but said: "She keeps the same money and works the same hours.""N

Miss Neil Haasbroek, who is said to have taken Miss Taute's old position, denied that she had done so.

"It's news to me."

Mr La Grange said people were transferred within SAA "all the time, and added: "Nobody has been punished, demoted or penalised. It suits our operation better to have these people where they are now."

He said the investigative committee had nothing to do with what Mr Bartlett had discussed in Parliament.

"That was an allegation made into fresh air and never proved."
State must bear cost of bus apartheid

By GEORGE MAHABEE

A CITV councillor has called on the Government to pay if it wants apartheid to continue on his city's buses.

His call follows the road transportation board's decision to turn down an application by the Durban Transport Management Board (DTMB) to run an integrated service.

The councillor, Mr Peter Corbett, said: "The present duplication of existing services costs the council R500 000 a year.

"And the DTMB has been forced to cut its services in white areas during the evening and weekends because of poor passenger response."

Whites without private transport were being denied a viable bus service.

"The Government should reimburse the council until desegregation is allowed. Segregation has cost the DTMB alone several millions."

"I have suggested that the council investigate the cost of providing a skeleton service to white areas. The council should also consider allocating sums to buy such a service from the DTMB," said Mr Corbett.

Mr H N C MacLennan, chairman of the management committee, said the proposals had been referred to the DTMB.

DTMB integration calls have received stiff opposition from a conservative group calling itself "the white rhino" and from councillor Lew Phillips.

"The white rhino" representatives and Mr Phillips have said they do not want an integrated bus service.

Mr Marshall Cathebert, general manager of the DTMB, confirmed that the "white service" was running at a loss.

The DTMB has now appealed to the National Transport Commission.
From profit to loss for SAA

By Marion Duncan

South Africa's national carrier suffered its biggest financial setback in years during 1978-79, registering a net loss of R54.2-million—a turnaround of R55.3-million on the previous year.

This result, compared with the 1978-79 profit of R42.3-million, is reported in the SAA annual report.

It came despite an overall growth in the number of passengers carried and other income sources.

Staff level is lower despite hiring drive

Fewer staff were employed by South African Airways at the end of 1978-79 than during the previous year, despite the "higher demands caused by the phenomenal growth in air travel," according to the airline's annual report.

Politics leaves air partnerships intact

Continued international congratulation of South Africa's policies did not affect SAA's pool partnerships during 1978-79 with 15 foreign airlines, including Air Malawi, Air Zimbabwe and Mozambique's DETA.

The SAA annual report also announced that South Africa handled 57 United States Air Force flights in the 12 months to March 1979.

Airline operation is complex, wide-ranging, fascinating; and some of the items included in SAA's annual report for 1978-79 certainly make the point.

Taste of the high life for millions

French Airlines, Air Gabon Cargo, United Air Lines, Air Botswana and Israel's El Al, which meant that South Africa no longer handled cargo on their behalf.

From August 1979 a number of Boeing 707 cargo charters were operated between South Africa and Zambia passenger and freight service agreements was also concluded.

Other interline agreements were signed with nine foreign carriers, including Air Zaire, Air Panama and Kenya Airways.

Airline operation is complex, wide-ranging, fascinating; and some of the items included in SAA's annual report for 1978-79 certainly make the point.

More than 600,000 breakfasts, nearly 500,000 lunches and almost 400,000 dinners were prepared during the year ended March 30, 1980.

The number of passengers served was down 1.5 percent on the previous year. The number of breakfasts was up 16.3 percent, dinners up 26.2 percent. The discrepancy is not explained.

In 1979, SAA became the first airline in the world to have a specially selected blooms named after it during the fourth World Rose Convention held in Pretoria. The event brought the airline's operations passengers.

Delivery was taken during the year of a semi-automatic luggage locker packer and cabin service, and two ice cube machines with a production capacity of 4,400 kg of ice in 24 hours.

About 3,000 sportsmen and entertainers travelled to South Africa with SAA in 1978-79. Congresses and trade fairs held in the country attracted 4,255 international passengers.

The Aviation Medicine Section at Jan Smuts airport, assisted by three specialists, acted as consultants, screened the fitness to travel of 3,732 invalid passengers and attended to 1,147 other people.

CAMPAIGNS

Recruitment campaigns were carried out throughout the year, and staff administrative procedures were computerised.

"Special campaigns" were undertaken to "motivate staff to the highest standards of passenger handling."

More than 4,000 students went through the commercial training centre at Jan Smuts Airport, and 276 staff from other airlines and agents attended various courses.
Prominent Soweto trade unionist Mr Joseph Mavi is suing South African Railways for R10,000.

Mr Mavi, president of the Black Municipality Workers' Union (BMWU), said he has instructed his lawyer Mrs Priscilla Jana to pursue the matter.

The suit comes after three SAR barrier attendants, Constable Mhlele (30), Petrus Nenglishwani (39) and Rusty Moena (30) all of Soweto, were this week convicted by a local magistrate.

They were each fined R300 or five months' imprisonment.

The Magistrate, Mr P J Jacobs, found that the three SAR attendants assaulted Mr Mavi after he could not pay for his train ticket on January 10 at Inhlanganana railway station.

They took him to their staff room where they slapped and kicked him until he bled profusely, he said.

Later, they made him scrub his blood from the floor and then took him to the platform entrance where they forced him to beg from passengers to make up his R1 fine.

As a result of the assault, Mr Mavi was admitted to Baragwanath hospital where he was treated for 'superficial injuries'.
THREE South African Railways attendants who assaulted Mr Joseph Mavi, a leading Soweto trade unionist, in March were on Monday fined R600 (or 12 months imprisonment) by an Orlando Magistrate.

Constable Mhlele (39) of Zendi Township, Petrus Nemaguvhini (35) of Jabulani Hostel and Rusty Moema (30) (no address given) were convicted by Mr P J Jacobs on a charge of assault with intent to do grievous bodily harm on Mr Mavi.

Mr Jacobs found that on January 17, they assaulted Mr Mavi after he had failed to produce his train ticket at Inhlangane railway station.

He found that instead of charging him 35c as a fine, they demanded that he pay R1. When he told them that he only had 50c, they and an unknown railways police officer took him to their staff room where they assaulted him.

They beat him until he bled "profusely" and later made him to scrub his own blood on the floor, Mr Jacobs said.

Mhlele was convicted on a common assault and was fined R100 or two months imprisonment.

Nemaguvhini and Moema were each fined R300 (or five months imprisonment).

The magistrate gave them today and tomorrow respectively as a deadline to pay their fines.
Container boom for Durban

By SIMON WILLSON
Industrial Reporter

DURBAN. — In another indication of South Africa's increasingly busy container trade, con-
tainer traffic handled at the SAR stockside terminal in Dur-
ban has hit the level projected for it in 1983.

Last month the terminal handled 23 302 TEUs (twenty-foot equivalent units, a stan-
dard container is 20 feet long) — an increase of more than 19% on the total for February.

In 1980 the terminal handled 310 103 TEUs, nearly 30% more than in 1979 and 25% more than the number handled in 1977.

Mr W S Havenga, manager of the terminal, said yesterday that the terminal might have to be expanded soon.

It was designed to handle projected container traffic until 2000, but these projections are proving to be way off the mark.

Container handling is growing faster at the coast than at the southern hemisphere's big-
gest inland port — City Deep in Johannesburg.

The SAR terminal is stacking containers three deep in its yards for the first time in its four-year existence.

"We have about 5 000 con-
tainers in the terminal at the moment, which is about 2 000 more than normal," said Mr Havenga.

"It's part of a general boom in container traffic. Containeri-
sation is catching on faster than anyone thought it would when it was introduced."

The handling facilities at South African Container De-
pots' premises in Durban were designed half the size of the SACD installations at City Deep, but by the end of the year SACD Durban's handling capacity will be bigger than that of SACD City Deep.

At the introduction of full-scale containerisation in 1977, SACD Durban had a 14-door unpacking shed compared to SACD City Deep's 20-door shed.

A second shed was added in Durban last November, increasing the door total to 22.

Traffic has continued to rise so steeply that a third warehouse is to be built by September this year, bringing its shed-door total to 30.

"Compared to the traffic flow at City Deep, which is underutilised, we are getting a lot of capacity here," Mr W A Smith, SACD's Durban regi-
nonal manager, said yesterday.

"Transport difficulties be-
tween Durban and Johannes-
burg mean that City Deep can spend days with its container facili-
ties underequipped. That doesn't happen here."

"However much the Europe-
an recession reduces South Af-
rican trade with the northern hemisphere, container trade with the Far East is increasing rapidly, and a lot of it is com-
ing to us."

Mr Smith said some of the containers coming to Durban should not have to be stored in the port because they were only in transit to customers inland.

"Too many containers on hold here are marked Joh-
nesburg via Durban, or Nels-
pruit via Durban. These con-
tainers should be sent straight through Durban and inland," said Mr Smith.
The SAR’s City Deep rail terminal is in near-chaos. Businessmen believe that six to eight trains are waiting to be offloaded and a backlog of 4,000 containers is stacked up waiting to be moved.

At least one train is said to be held up on route because it can’t get into Johannesburg and others, fully loaded, can’t leave Durban for the same reason.

Commerce is shelling out thousands for the delays. The Transport Consultative Committee (TCC) – an umbrella body representing Assocom, FCI, AHI, the Chamber of Mines and other organisations – is seeking urgent consultations with the Railways.

Yet the SAR denies conditions are untoward. No unit trains are standing at the terminal, asserts SAR assistant GM (commercial), Carel van Coller. He claims that only 2,564 containers are awaiting delivery on the entire Witwatersrand. “It’s very seldom,” he adds, “that there are less than 2,000.”

Commerce is less phlegmatic. “There’s a heluva backlog at City Deep terminal,” says one exasperated importer. He’s waited for more than two weeks for a container to be delivered from City Deep rail terminal.

The TCC has been told by the private sector that “there’s a very high volume of unmoved containers at City Deep. At least 4,000 are stacked. Railways is working hard, but it can’t reduce the backlog.”

The TCC has also been told that 6-8 trains are waiting to be offloaded at City Deep rail terminal. A spokesman says, “We think there is at least one, probably held up at Volksrust. And we are told there are several unit trains waiting in Durban because Johannesburg is short of staff and can’t handle them.”

The container backlog, which does not affect the container depot, dates back to the Easter weekend. Many black SAR drivers went to the homelands for the long weekend. Some did not return on the Tuesday and trickled back slowly by mid-week.

Aggravating the situation further was SAR policy to pay drivers their annual bonus at the end of April. Many immediately left for home which further diminished the manpower.

“Our information is that driver strength was down to 50% at the end of April. We believe it’s still 20% below strength at the moment,” says the TCC.

Bitterness in the private sector is widespread, because the SAR refuses to admit the extent of the problem. They’re clamming up. The feeling is that ‘it’s regrettable that the Railways is not seeking cooperation with the private sector. What they’re doing is hindering the problem and pretending it will go away.”

The TCC points out that financial implications of the container backlog are considerable. Money tied up in containers which are not being moved is substantial. The average value of a container is estimated at R10,000. On 1,000 containers, the value is R10m. The average importer is probably paying 13.5% interest on the cash.

“That’s R40,000 interest on 1,000 containers as a daily addition to the cost of goods. Cash is not turning over. To make up for lost business and lost cash flow, prices ultimately have to be inflated to compensate. The financial impact is very serious. You could term it a catastrophe,” says one importer.

The TCC points out that containers are stacked at random. “This makes them more difficult to get at. Delivery is further delayed because of the difficulty in handling stacked goods which continues because of the unrelenting flow of containers.”

Concern is growing because of the extended holiday weekend break at the end of May. With Thursday and Monday holidays, very little will be done from Wednesday afternoon through to Tuesday morning. The general feeling is that the position could be as bad as it was over Christmas/January.

Van Coller says there are currently 1,400-1,500 container movements a day – containers delivered to SA Container Depot or to consignees, movements into or out of private parktainers, and container movements between depots. “We hope to improve that to 2,000,” he promises.

Staff at City Deep will be increased, he says. At the moment there are 407 drivers. “We still have 150 vacancies, but we have 45 new drivers who have done their technical training and are now doing their practical. A further 75 are in training and we’re trying to recruit more.”

Van Coller asks firms to accept deliveries after hours, especially over the coming long weekend. “This will minimise the risk of further build ups.”

“We will be prepared to effect deliveries if firms are prepared to accept containers. If there’s a repetition of what happened over the Easter weekend when 1,500 daily movements trickled down to 300 or even less than 100, the bottleneck will be far worse.”

The TCC wants the SAR to agree without further delay to not oppose any applications for permits by the private sector to have containers moved by road transport from Durban.

Says one importer: “People are screaming for their containers and they’re sitting in bloody Durban. We’ve got to demand that Railways goes public on the extent of the problem. Low key is not the way to handle this.”
A R300,000 claim has been made against the South African Railways by the parents of a boy whose brain was damaged after he was allegedly pushed from a moving train, by a conductor, near Mool River two months ago.

'We have heard nothing further after the claim was lodged,' said Mr L Simmons, the Pietermaritzburg legal adviser acting for the boy's father, Mr Alpheus Ndlouvu.

Brigadier C Robbertze said that a criminal docket had been opened and that the incident was still under investigation.

'We are not sure what charges, if any, will be laid. When our investigations are completed we will present the docket to the Chief prosecutor who will then decide whether to prosecute or not and what charge will be laid,' Brigadier Robbertze said.

A friend of the boy, Khanyisile Ziqubu is still in the Edenvale Hospital paralysed from the neck down after the incident.

The boys, who were allegedly pushed from the train, claimed that the official was angry because they did not have enough money to pay their fares.

The public relations officer for SAR Mr Sappe de Vries, confirmed last week that the claim had been lodged.
Border ro-ro plea for Reef traffic

By SIMON WILLSON
Industrial Reporter

EAST LONDON. — Johannesburg importers could profitably reroute their break-bulk cargoes through East London instead of using congested container ports like Durban and Port Elizabeth, says the senior SAR & H executive in East London.

Mr. J. Joosser, the Eastern Cape systems manager, said East London's rail routes to the Reef were relatively underused compared with the worsening freight-traffic jams on the Durban line to Johannesburg.

Facilities at the City Deep container depot are now frequently idle awaiting delayed traffic being railed from Durban.

Mr. Joosser said, 'Johannesburg businesses could make more use of East London, especially as a port of entry. We could unload any kind of break-bulk cargo from vessels here and whip it up to Johannesburg much more quickly than is possible at Durban or Port Elizabeth.'

While containerisation has brought speed and efficiency to much of South Africa's trade, the concept is a threat to East London because it attracted trade from the port.

Flanked by Port Elizabeth and Durban — both have fully equipped container facilities — this port faces a serious trade loss through not being able to match the performance of containerised ports.

But another novel concept introduced to make sea trading more efficient has come to East London's rescue, and seems likely to keep it busy for years to come. Roll-on, roll-off (ro-ro) cargo handling has proved suited to East London's facilities and accounts for most of its European trade.

"East London was effectively left in a vacuum when Durban and Port Elizabeth were containerised four years ago," said Mr. Hugh Barnes, East London manager for the AFD forwarding agency.

"A lot of traffic from the Reef was simply rerouted from here to the container ports and our trade dropped suddenly."

But in April 1973 the first ro-ro ship called at East London, and since then the port has reoriented its facilities to accommodate ro-ro handling.

A ro-ro ship has a ramp which is lowered to the quay-side and allows access to its decks and holds for road vehicles, trailers and any kind of mobile cargo.

Ro-ro proved so appropriate for East London's facilities that the SAR & H spent R300 000 two years ago on a ro-ro berth. A dockside area was cleared and levelled so that cargo could be stacked for transfer.
PE promises early container delivery

By SIMON WILLSON
Industrial Reporter

PORT ELIZABETH. — The dockside container terminal in Port Elizabeth is busier than it has been in its four-year history.

But the port's container facilities are working at less than two-thirds of capacity. As container congestion builds up between Johannesburg and Durban, Port Elizabeth freight officials want a bigger share of container traffic to occupy their modern but underused equipment.

Captain C E Bragg, Port Elizabeth container operations manager for Safmarine, says businesses on the Reef need to be made more aware of Port Elizabeth's spare capacity.

"Some importers on the Reef are prepared to pay the extra inland freight charges (about R110 a container) to import through Port Elizabeth, but many more would do so if they knew about the easier connections we have with the Reef by rail compared with Durban," Captain Bragg says.

Ships from Europe by-pass Port Elizabeth to land their Reef-bound containers in Durban. But forwarding agents report that increasing problems on the congested Durban-Johannesburg railway line are delaying containers landed at Durban.

Captain Bragg says Port Elizabeth has the answer.

"Take a hypothetical case. If a ship lands a container bound for the Reef at Port Elizabeth, and sails on to land another at Durban, our container can be on the Reef a whole day before the one railed from Durban.

"We can rail containers from here to the Reef in about 30 hours. So our hypothetical container is being unloaded at a depot in Johannesburg, the container in Durban is only being discharged at the dockside with the rail journey still to come.

"Our rail connections also give us the capability which Durban has in theory — to rail containers direct to importers inland without using depots.

"Durban can't do this because of the rail congestion, but we can."

Port Elizabeth's monthly container throughput is 7,400, but the port's three advanced gantries give it a capacity of 10,000 containers a month. A planned fourth gantry would raise capacity to 14,000 a month.

Port Elizabeth owes much of its container trade to the three major motor manufacturers at Utzenhage — General Motors, Volkswagen and Ford.

Components and spares for these three companies account for about 2,500 containers a month.

Port Elizabeth container officials expect more trade soon from the expanding Zimbabwe market. The rail route from Port Elizabeth to Zimbabwe passes the Reef's busiest rail yards and goes north via Kasarree.

Port Elizabeth is also well placed to receive a major proportion of South Africa's growing container trade with the Far East and Australia.
Change mooted in SAR control

There would be merits in removing the management of South African Railways from direct ministerial and parliamentary control, the chairman of Wesco Investments, Dr A J J Wessels, said last night.

Speaking at the presentation of the SAR award for transport journalism in Johannesburg he suggested that SAR be placed under a more independent management similar to those of state corporations such as Foscor and Sascor.

Although such management would be appointed by the Minister of Transport and be responsible to him, it would provide the SAR with some independence and continuity, and the opportunity to draw people from the private sector with supplementary experience and specialised skills who could contribute to the prestige and management of the organisation.

Dr Wessels said there never had been a better time to consider the matter because the Government was stable, there was efficient management and a staff and work force with faith in management's labour policy, although they would never be entirely satisfied with their wages.

"With the absence of competition, we cannot expect fair and internal freight tariffs to be competitive," he said.

But, Dr Wessels said he was convinced that the management of the transport services had a progressive system of cost calculation and cost control.

He added that the efficiency of the transport services could be reflected in the complaints received, and this was where the Press played an important role.

"Any service organisation and repulsive State service organisations were fortunately hyper-sensitive about the Press and public criticism."

The ordinary complainant did not always know who specifically to complain to and could not easily approach the manager, the Minister or even the Cabinet, Dr Wessels said.

But when he complained through the Press, he had a measure of anonymity and could easily put his case forward.

"A responsible Press could play an important role in reducing shortcomings by bringing them to the attention of the manager, the Minister or the Cabinet," he said. "Saps
R64-million line steams into service

By ARNOLD DAVID

A R64-MILLION railway line that will enable export traffic from the north to bypass the Reef on its way to Natal's export harbours was taken into service on May 1. It branches off from the Pretoria-Germiston line at Olifantsfontein and sweeps through the R100-million marshalling yard being built at Raphoe, which South African Railways has decided to name Transrand, and flows on to Welgedag, a suburb of Springs on the East Rand.

From Welgedag traffic will be moved on to the Johannesburg-Darren line at Karelville over an exit line through Strand built by the government.

This is part of SAR's efforts to eliminate transit traffic from the Reef's rail system.

A line is also being built to link Welgedag with Glencoe, also on the Johannesburg-Darren line. This line is due for completion in December 1932 and is being built at a cost of R15-million.

A line to enable traffic from the north to bypass Pretoria is also being built at a cost of R10-million and is due for completion in 1931. This line leaves the Pretoria-Rustenburg line at De Wildt, crosses the Pretoria-Per- terburg line near Ben Accard, then sweeps south to cross the line from Pretoria to Witsbaai and Nelspruit at Greenway and then goes into Transrand.

A line to link Vereeniging, with Glencoe, on the Natal line, has just been started.

Later, a line will be built to link Malans, between Krugersdorp and Randfontein on the West Rand with Daleside, on the line being built between Vereeniging and Glencoe.

All these lines form part of the planning for Transrand, which was originally due to be completed in December next year but which will probably come into service in September of next year.

By speeding its construction by three months, SAR estimates it will save nearly R10-million in operating costs.

Helmut Hagen, SAR's chief superintendent (planning), said the line, commissioned on May 1, had considerably speeded up transit traffic from the North on its way to Natal.

It had also eased the burden on the Germiston marshalling yards and had so speeded up all other traffic that still had to pass through Germiston.

Increased coal traffic has traditionally caused a burden on the rail system during winter. The load this winter would be immense and it was doubtful whether SAR would have been able to cope had it not been for the new Olifantsfontein-Welgedag line.

Traffic from Zambwa, Zara and Zambian ores had been increasing steadily for years as the railways of Dar-es-Salaam and Beira fell further behind increased industrial and agricultural productin in our North was exported through Natal's harbours or is finding markets in Natal.
NEW RAIL LINES
TO BYPASS REEF

By DAVID PINCUS

The flow of rail traffic to Durban from the north, including Zimbabwe, is being accelerated by construction of new lines which bypass the Reef.

A new R64-million line came into service this month. It leaves the Pretoria-Germiston line at Optafonsesteyn and sweeps through Bagfontein — where the new R400-million marshalling yard due for completion next year is being built — to Welgedag which is a suburb of Springs, then on to Kavadele on the Johannesburg-Durban mainline.

Another line, which will shorten the journey even more, is being built at a cost of R55-million. This sum does not include the purchase of the ground. From Welgedag to Glenroy, also on the Natal line.

A line to bypass Pretoria is being built from De Wildt on the Pretoria-Rustenburg line, through Greenvale, about 30 km east of Pretoria on the Roodepoort-Witbank line, to Bagfontein. This line will cost R144-million to build and is scheduled for completion in 1984.

A line to link Glenroy with Vereeniging has just been started and there are plans to build a line to link Muldersdrift on the West Rand, between Krugersdorp and Randfontein, with Daleside on the Glenroy-Vereeniging line, when it is built.

Helmut Hagen, the SARB's chief superintendent (planning), said the new lines form part of the giant new Bagfontein marshalling yard which is due to be commissioned in September next year, three months ahead of schedule.

He said the line that was commissioned on May 1 has speeded up the transit time of export traffic from the north. It has also speeded up all other traffic flowing through Germiston by reducing congestion there.

Prior to its being built, all traffic from the north, including traffic from Zimbabwe, Zambia and Zaire destined for export through the harbours of Natal or the Eastern Cape, had to pass through Germiston.

Pressure of traffic from the north has been increasing steadily. Apart from South Africa's increased traffic from the Northern Transvaal, countries to the north are also sending more exports through its harbours now there is irrefutable proof that Tanzania’s harbours cannot cope with Beira, the northern Mozambique harbour, as in a similar position.

The system will also have an enormous additional need to cope with when Icords new Groote Schelde mine comes into full production.
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For: Professor D. Degner

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ORDER FORM

ORDER FORM
Imagine going to work by underground train

Johannesburg’s city engineer, Mr Eric Hall, retired from his post yesterday after 41 years in the city council’s service. One of the most highly regarded engineers in South Africa, Mr Hall told City Editor SEAN O’CONNOR what the future might hold for the country’s sprawling metropolis.

Imagine taking a bus ride from your home to the fringe of Johannesburg’s congested business area, and then a short underground train to within a few hundred metres of your office.

Whether this public transport system will one day become reality for Johannesburg commuters is too early to predict. But, Johannesburg’s retiring city engineer, Mr Eric Hall, discoursed yesterday this broad concept was being investigated by metropolitan planners.

In recent years, it has become crystal clear that Johannesburg’s metropolitan area is urgently in need of a rapid public transit system. Traffic snarled freeways and choked Central Business District (CBD) of Johannesburg are evidence of this dire necessity.

It is one of the world’s few major metropolitan areas where buses and private cars still play the predominant role in public transport.

The growing anxiety over a future solution to Johannesburg’s dilemma has given rise on several occasions to alternative transport schemes which eventually proved to be impractical, or unacceptable to the public at large.

These schemes—which included massive motorways and underground tube networks—often slipped into the public arena, then disappeared from sight as engineers struggled to come up with more suitable solutions.

So it is understandable that Mr Hall—retiring at the end of this month after 41 years in the council service, and nearly six years as city engineer—stressed that metropolitan planners were merely probing the broad concept of the combined bus and underground transit strategy. And he emphasised that this is just one of the concepts being examined.

But for other reasons, his disclosure is encouraging, because it indicates the following: long-term mass transport strategies for the city that Jomnet planners are slowly but surely moving closer to a solution.

Mr Hall, one of the most highly regarded engineers in South Africa—he is also prominent in international engineering circles—said the city was definitely facing a traffic crisis.

He had only to look to the present Uncle Charles intersection, he said. However, plans are going ahead now to build a new R16 million interchange at this southern gateway to Johannesburg.

“But once the traffic gets through this area, it is still flowing into an inadequate system in the city,” Mr Hall said.

“Personally, I believe that a rapid transit system is inevitable. The only question is when.”

A system of this kind took from seven to 10 years to become operational from the time it was given the go-ahead, he said.

He believes a rapid transit system would, essentially, serve Johannesburg’s congested CBD, which would not be able to cope with increased movement, whether it be car or bus transport.

One of the broad strategies being investigated by Jomnet planners is a system where buses would bring commuters to a depot or terminus—a carefully designed and undercover “transfer station”—just outside the CBD.

Commuters would then disembark and catch an underground train—or a similar form of rail transport—into the heart of the city, and to a point close to their destination. Mr Hall envisages a one-fare system, so commuters need only pay once for the entire bus/rail journey to or from the city.

He believes the overall system would have to provide good distribution in the city, with a series of stations probably interlinked with “two to three lines in general.”

Ideally, it would have to be a high frequency service running throughout the day, and not just at peak hours, so commuters would not have to wait for long periods.

Mr Hall said he believed any rapid transit system for Johannesburg would have to go underground. “Putting it above ground would be an environmental disaster.”

Giving an example to illustrate the overall concept, Mr Hall said a bus from Rosslyn would have to go underground “Put it above ground would be an environmental disaster.”

Giving an example to illustrate the overall concept, Mr Hall said a bus from Rosslyn would have to go underground “Putting it above ground would be an environmental disaster.”

A system of this kind took from seven to 10 years to become operational from the time it was given the go-ahead, he said.
A public transport scheme is presently being considered — linking suburban bus services at the fringe of Johannesburg's CBD to a rail system under the congested city centre.

He said local governments, or municipalities, did not have the necessary powers to cope with modern-day demands. They also had limited sources of revenue, deriving their small profits from only two main sources — tariffs and rates. Mr Hall’s views on local government finance are fully in line with those expressed throughout South Africa’s municipal fraternity.

Early last year, there was deep frustration and disappointment in municipal circles when the Crown Committee set up to probe the financing of local authorities recommended not a single significant alternative source of revenue for local government.

And it is common knowledge that municipalities today, particularly the larger ones, are hard-pressed to meet their financial requirements.

Mr Hall believes, though, that an autonomous metropolitan authority would be in a position to raise its own sources of revenue.

He said the availability of water would be a key factor in the development of the metropolitan area, and “quite clearly, one authority (metropolitan) with powers to act and raise sources of revenue, will be essential for the management of the water supply in this area”.

The supply of water could be integrated with the re-use of water to ensure adequate supplies for the metropolitan area, he said.

Under a new metropolitan system of administration, a charge could be imposed for water, made up from a levy for its supply, and also from the costs of purifying the water after it had been used.

As an example, the Johannesburg City Council paid the Rand Water Board for the supply of water in bulk, with the council levying a charge for the storage of water and its distribution. The council also had to cover the charges of collecting and purifying water.

“These costs could all be brought together, with the consumer paying one charge for water usage,” Mr Hall said.

Land-use planning would be another important field to be affected by the introduction of a metropolitan government. The Province, which ultimately makes decisions on the planning recommendations submitted by local authorities, tried to take an overall view of planning needs, he said, but it was too far removed to do this.

“Yet a metropolitan authority could determine the need,” Mr Hall said.

And dealing with the present situation facing transport planning in the Transvaal, Mr Hall said this was in essence the responsibility of the Administrator, who in turn appointed the core city (which is Johannesburg for the central metropolitan area) to carry out the planning.

The law made provision for the establishment of a metropolitan advisory board, which had “no teeth, or powers to control finances”.

“We need an authority with autonomy and its own sources of revenue,” he said.

Mr Hall, who is strongly in favour of public participation in general planning, said yesterday he believed that an authority should “plan with the people”.

“I believe any major plan, which has vital consequences for the future of an area, must be a plan which is OUR plan!”

The public must be as much part of the plan as the planners.

“It is not easy to ensure the public is properly involved, and we lack experience in how to go about it as planners, but I think we are learning fast,” he added.

Mr Hall will be joining a firm of engineering consultants in July, and will pursue at least two of his special interests: water purification and the conservation of the environment in engineering works.

“I believe I still have much I can do.”
New R7m freezing plant

By Tony Hudson
SOUTH African Railways is to spend more than R77-million on developing one of the most sophisticated fruit-container depots in the world.

Fruit exports, which earn more than R200-million a year in foreign exchange, are already being cooled at most major ports, but the shortage of space has led to the decision to construct a major terminal capable of taking 500 containers at a time in Cape Town.

The Railways has now taken the decision to construct a major terminal in Cape Town and has awarded the contract to Hall-Thermometer Tank for the design, supply and construction of what is believed to be the world's most sophisticated refrigeration plants.

The first stage of the operation will precool and store 500 containers at the Cape Town terminal, and is expected to be operational in about 18 months.
Jobus system aims at better public transport

By Deon Delpert
Municipal Reporter

An improved public transport system, integrating Randburg and northwest Johannesburg into the network and providing more buses and new shopping services, will be launched later this month.

The Jobus service, operated by the Johannesburg Transport Department, is expected to save money, time and effort and is regarded as an important demonstration project of the National Transport Commission.

Other improvements will include wider coverage of the area, better school services and detailed timetable leaflets for each route.

CONNECT

The brand-new bus network has been designed to encourage car drivers to drive as far as convenient to bus routes, park their cars and use buses to get to town.

Two areas in the network, Hendrik Verwoerd Drive opposite the Mall and First Street, Linden, have been planned for car users to connect with frequent services to a range of destinations.

The recently announced bus fare increases for Johannesburg included plans for a uniform tariff for all adults, children and scholars using Johannesburg Transport Department buses in the metropolitan area, including Randburg and Bedfordview.

The new fares will only become effective after approval by the Local Road Transportation Board, a process which is expected to take two to three months.

RANDBURG

A tariff for a fifth zone has been introduced because of the extension of bus services to outlying areas in Randburg.

The Randburg Town Council has requested that passengers travelling from Randburg to zone 2 or 3 be permitted to pay the ordinary fares applicable within Johannesburg.

According to a Johannesburg Transport Department report, “The cash fare for the internal off-peak services within Randburg remains at 20 cents for adults and 10 cents for children. Any losses incurred in the operation of services to and within Randburg will be made good by the Randburg Town Council.”
Private firms' bid to collect containers

With congestion at the City Deep container terminal still at crisis level, a plea has gone out to the railways to give private enterprise access to the terminal to take delivery of their own containers.

The appeal comes from the chairman of the Johannesburg Forwarding Agents Association (surface division), Mr Pat Henegan, after the failure of moves to alleviate the congestion at the terminal over the long holiday weekend.

"The railways will not get on top of the situation until they allow private enterprise to take delivery of their own containers without the SAR coming into the picture," he said after a visit to the terminal yesterday when he had discussions with officials.

"We need something like the facilities granted under licence to private enterprise in Durban harbour. We have access to the SA Container Depot at City Deep but we are not allowed into the rail-way terminal."

The crisis over congestion at the terminal arose following a computer breakdown and the failure of railway drivers to return to work from the homelands after the Easter holidays.

In a bid to alleviate the situation, the SAR granted certain concessions to importers if they took delivery of their containers after hours and over the long weekend.

But only 96 companies responded to the offer and had their containers delivered over the holiday weekend.

There are 77 clearing agents operating in Johannesburg, each with about 500 clients. Thus makes the response a mere drop in the ocean.

With 2,000 containers expected to be offloaded in the next few days, he estimates there are 6,600 containers in the pipeline between Durban harbour and Johannesburg.

The computer was still down yesterday and another 34 drivers — nearly half the full complement of 126 drivers — failed to report for duty.

Mr Henegan says candidates are being trained at the railways' drivers' school to replace those who failed to return to work.

Mr F C Stoop, the railways' container terminal manager, was not available for comment.

Mervyn Harris
SAA promises better service in face of boycott threat

By TIKS CHETTY

TOP SAA executives took a blow-heating from angry business leaders this week but managed to defuse a growing revolt over the airline's internal service by admitting their mistakes and promising a slicker, all-smiles service.

At a closed-door meeting in Durban they pledged to do better by providing more flights with more aircraft, adjusting schedules to meet demands, eliminating the possibility of cutting fares by foregoing meals on some flights, and by improving communications and relationships with passengers.

Earlier top company executives had slammed SAA's internal service as one of worst and most expensive in the world and some also threatened to harry SAA on its overseas routes if the airline did not improve its internal service.

They maintained the internal service was merely run badly because of SAA's monopoly of the country's air transport business.

An alarmed SAA flew a delegation to Durban, including Mr Ernie Piers, director of marketing and Mr Peter du Plessis, director of planning. They faced representatives of the Business Chamber of Commerce and the Chambers of Commerce.

The businessmen told the SAA delegation that delays on the internal service were costing companies in time and money.

They also asked the delegation to improve facilities at Durban's Logan
SAA would also adjust the summer timetable to provide more flights at peak hours. The Durban-Johannesburg run was also extended to include once-weekly flights from Durban. The new flights were put into operation over the next year, starting in July.

He said they would also look into the requests by some business-men to disconnect flights on the Durban-Johannesburg and Johannesburg-Durban routes, with a view to relocating the latter route to another main-airport, in addition to their complaints about SAA's internal service and com-petition - because of the positive response they had from SAA to their complaints.

Mr Bill Stewart, managing director of the Airline Commissions' Association company and one of the businessmen who complained bitterly recently about SAA's internal service, said he felt encouraged by SAA's positive response to their complaints. Some companies were seriously considering not to engage SAA in its overseas carriage because of their dissatisfaction over SAA's internal service. But of course, the kind of response we get from SAA changes things," he said.
Harrowing experience for blacks on train No 0062

By SELLO RABOTATHA

TRAIN No 0062 from Springs to Randfontein, which leaves Dunsward station at 7:15 am is a pain in the neck say commuters.

The train, which usually has two first class coaches for blacks. yesterday only had one and to add salt to injury, it only had one door for commuters to use.

Angry commuters at the Dunsward station, who could not board the train because it was already packed, realised that they would be late for work, stormed into the next coach which had about 18 comfortably seated whites.

There were about seven other half empty "white" coaches.

This scribe also followed suit and perched himself next to an obviously surprised commuter. The "invasion" did not last very long as the white ticket examiner came up and ordered us back to the blacks' coach. No amount of explaining could convince the man that there was no way that we could all be accommodated in a single coach.

At the Boksburg East station, the train stopped for an unusually long time, and as we were still wondering what was happening the white ticket examiner came in with a burly colleague who told us to get the 'bl... hell' out of the coach. A black woman told the examiner that he should rather call the police because then commuters would have better explanations to give to employers.

After he had been told to get the police, the examiner left the matter at that until the train reached Germiston station where a police reception was waiting for us. Every black was ordered out of the coach and told to either get into the third class coach, which would have been uncomfortable to sardines, or force into the single, overcrowded first class coach.

Needless to say, most commuters were left behind at Germiston station as they could not get onto any of the "black coaches". As for me, to avoid the wrath of my news-editor, I had one of the most uncomfortable journeys to work as I hung on the door of the train — frozen.

Mr J C van Rooyen, the South African Railways Pro, said that yesterday's incident occurred as the train scheduled at that time was not available and another had to be substituted and it unfortunately had less coaches.

Mr van Rooyen said: "What happened yesterday was really unfortunate because we also have to conform to the laws of this country. When the examiner told the people to get out of the coach, he was merely following the country's set-up. But then the matter will be looked into and we promise not to have such a situation again."
THE Prime Minister, P. W. Botha, this week met with Professor Wynand Mouton, chairman of the SABC board of control, to spell out Government concern over resistance in the corporation to the reform policies.

The meeting was also attended by the Minister of Foreign Affairs, Mr Pik Botha, who is responsible for the SABC.

It is believed that Prof Mouton was told by the Prime Minister that he did not believe the job could effectively be carried out in a part-time capacity. At present Prof Mouton is also rector of the University of the Orange Free State, which has just renominated him for another five-year term.

Prof Mouton was told he either had to take the job full-time and move to Johannesburg, or resign. Apparently the Government has already decided on a successor to Prof Mouton if he decides to step down.

Among the possible successors are Justice Tienie Steyn, the chairman of the commission of inquiry into the mass media, and Tony Vosloo, the editor of the Nationalist daily Beeld.

The Prime Minister is believed to have spelt out his concern that since Prof Mouton had taken over the verkrampte establishment, dating from the days of Piet Kemp, had become further entrenched.

He apparently feels that the SABC has shown very little support for the reformist policies of the Government and that a firm hand is now needed to slot the corporation more effectively into the "total strategy."

National Party sources claim part of Prof Mouton's indecision is differences in outlook between him and Mr Pik Botha.

Mr Botha is supposedly in favour of bringing the corporation under the direct and full control of his department, whereas Prof Mouton is determined to retain the little autonomy the corporation has.

Mr Botha is also sceptical whether an academic is the suitable person to break the grip of the verkrampte. He is thought to favour a person with a more clearly "political" background.

Prof Mouton said yesterday the only comment he could make at this stage was to say he had still not decided. He has until June 22 to inform the university of his decision.
The 50-odd group, comprising the European companies AEG-Telefunken, Alsthom-Atlantique, ACEC, Brown Bovens & Co, Société MTE and Siemens, has been awarded a further order worth R60 million, for 40 class 7E2 locomotives, bringing the total number of class 7E locomotives on order from this consortium by South African Railways and Harbours to 165 with 100 already delivered.
Congestion at City Deep now ‘10 times worse’

By Mervyn Harris

Congestion at the City Deep container terminal will come under discussion at the Transvaal regional congress of Chambers of Commerce which opened in Sandton today.

The Johannesburg Chamber of Commerce has tabled a motion urging the Minister of Transport to institute an in-depth investigation into the entire container operation to identify those aspects of the present system which contribute to congestion.

It wants the findings and recommendations to be made public and acted upon as a matter of urgency.

FRUSTRATED

The discussion comes at a time when angry and frustrated importers and forwarding agents say congestion at the railway terminal is “10 times worse” than over the long Republic Day and Easter weekends when it reached crisis levels.

Mr Pat Henehan, chairman of the Johannesburg Forwarding Agents’ Association, (surface division), told The Star today: “The situation has got so serious that the Minister of Transport should be approached about the matter.

“We cannot get our hands on containers going back to April. Importers are jamming the switchboards of forwarding agents asking for their goods.

“It is a most frustrating situation,” he said.

Mr C P van Goller, the SA Railways assistant general manager (commercial), has been holding discussions with various bodies this week and will report on latest developments at the congress today.

Another resolution at the congress calls for an amendment to the Income Tax Act to increase the qualifying portion of relief from the present 50 percent to 100 percent of expenditure incurred on workers’ housing up to R4 000.

SYMPOSIUM

The congress will be opened by the Minister of Education and Training, Mr F Hartzenberg. Other speakers will include Dr H J Reynolds, chairman of the National Manpower Commission, who will give a progress report on the commission.

The afternoon session will be devoted to a symposium on small business in South Africa.

related health hazards. These arise from machinery, and also, interestingly,
SAR may double cartage charges

By SIMON WILLSON
Industrial Reporter

CARTAGE charges levied by the South African Railways for delivering containers in the PWV area could be doubled later this year if a plan now being studied by SAR is approved.

No decision has yet been reached, but Mr Carel van Coller, assistant general manager of SAR’s commercial section, told the Transvaal regional congress of the Association of Chambers of Commerce (Ascoc) in Johannesburg yesterday that a doubling of existing SAR cartage charges was under serious consideration.

“We are considering this possibility because we have been told that private-sector hauliers could not make any deliveries outside normal working hours for the prices SAR is charging,” Mr Van Coller said.

He was speaking during a debate on the question of container congestion, in response to proposals from the Johannesburg Chamber of Commerce (JCC) to deal with the worsening congestion at the City Deep rail terminal.

Mr Van Coller flatly excluded the possibility, called for by the JCC, of allowing private hauliers access to the congested SAR container terminal at City Deep to help with the dispatch of the accumulated containers.

“We will never allow the private sector into City Deep and we have very good reasons for that which I can’t mention to you,” he said.

He listed the existing charges for SAR container delivery, and specified the new charges if the SAR plan to double charges was implemented.

The R10 charged for delivering a six-metre container within the standard PWV radius would become R120, and the 20% rebate for night-time delivery (reducing the charge to R96) would become a 15% rebate on the R130 (a charge of R96).

The delivery charge to a receiver unpacking his own container (now R60 after a 33% rebate on the R80 charge) would be unchanged at R50, even after the doubling of other charges, Mr Van Coller said.

SAR was also considering the levy of a further, unspecified premium on receivers who could only accept container delivery at certain times of day, he said.

Mr Van Coller gave a grim summary of the worsening container congestion at SAR’s City Deep terminal in the first five months of this year.

He said the position was “catastrophic” and still deteriorating, and that the Railways were taking “emergency measures” to deal with it.

Before the first public holiday in April, 2,362 containers were in the pipeline (stacked in terminals or on rail trucks in partide and inland settings) between Durban and Johannesburg.

But ever since that time the position had deteriorated.

By the end of April the backlog had swelled to 4,675 containers and at the end of May 5,856 containers were stalled in the Natal-Transvaal rail system.

Meanwhile, Mr Van Coller said, container deliveries by the railways over the public holidays had suffered.

During the three days of the first public holiday in April, SAR had delivered 389 containers. During the second public holiday, only 148 containers had been delivered.

In the 5-day long weekend last month, 363 containers had been delivered.

Mr Van Coller was despairing about the attitude of container receivers.

“Even in the pre-containerisation days at Katerne people didn’t respond to appeals to take deliveries after hours. How little has changed since then.”

“Because of the Easter weekend special efforts were made to clear congestion by approaching the users (about after-hours delivery). They were all earnestly requested to do something about it but nothing was done.

“You can’t eliminate a backlog if you bring containers into a terminal seven days a week and only deliver them on five days a week,” Mr Van Coller said.

He admitted there were problems with SAR administration of its container operations. The computerised container management system was new and it failed occasionally. There was also a shortage of qualified computer operators.

There were vacancies in all clerical grades at City Deep, and train-driver absenteeism was running at between 5% and 12%.
Container operation ‘near collapse’

By SIMON WILLSON
Industrial Reporter

INLAND container operation in South Africa was near to collapse and commercial confidence in the present inland container freight system was draining away, the Johannesburg Chamber of Commerce (JCC) said yesterday.

In a motion on container congestion submitted to the Asso- cecor congress, the JCC said a thorough overhaul of the container system was necessary.

"It is a continually growing problem," the motion said.

Proposing the motion, Mr. Alan How, vice-chairman of Assoccor's transport committee, said goods worth R275-million were now stalled in the container backlog in the Dur- ban-Johannesburg rail network.

This meant that the 850 Reef firms which regularly used containers to import goods were currently sharing a bill of R15-million in interest and service charges for every 28 days their goods stayed in containers on railway lines.

"You can't compel the Reef's businesses to work at night and over weekends just to receive their containerized cargo," Mr. How said.

"Already 203 Reef firms have agreed to receive container- ers after hours, which is pretty good going.

"But there are some businesses that, by their very nature, cannot work outside normal business hours. They might not be able to bring their staff in, and they might have security systems that cannot accommodate after-hours delivery.

"And anyway, even if they did gear up for work at night or over weekends, what guarantee have they that SAR could even deliver the containers? They might still be short of train drivers," Mr. Cowell said.

The JCC put forw ard seven proposals to ease the current container congestion:

- Examine domestic container traffic from City Deep and see if it can concentrate on international traffic.
- Set up facilities near the cricket ground to allow for emergency loading of containers.
- Create properly-equipped loading and unloading areas within each terminal for easy access to containerised cargoes.
- Establish a system of bonded carriers for the movement of urgent containers by road from Durban to Johannesburg.
- Issue, through the National Transport Commission, permits to these bonded carriers.
- Allow private haulers access to terminals jointly with SAR's own track fleet to help with the collection and delivery of containers.
- Establish a network of bonded warehouses, approved by Customs, to be commercially run by group operators under Customs licences, in which each operator can handle its own traffic.
By Mervyn Harris

Congestion at the City Deep container terminal has cost the Reef at least R11 million since Easter but opinion is sharply divided between SA Railways and businessmen over reasons for the situation which both say is now "catastrophic."

This emerged when the issue was debated at the Transvaal regional congress of Chambers of Commerce in Sandton yesterday. Delegates to the congress called for an overhaul of the system and passed a motion urging the Minister of Transport to institute an in-depth investigation into the entire container operation.

HOLIDAYS

However, Mr C.P. van Collier, the SA Railways assistant general manager (Commercial), threw the ball back into their court by blaming businessmen for not cooperating in taking delivery of containers over the long holiday weekends.

"There is no way we can eliminate bottlenecks if we bring in containers seven days a week and only deliver five days a week," he said.

The SAR was now considering the possibility of doubling the charge for the delivery of containers from the present R60 to R120.

Reductions would be given to people who took delivery of containers outside normal hours while those who placed restrictions on the railways by asking for delivery in normal work hours would have to pay a premium.

Mr Van Collier said it was the duty of all organisations to bring home to the receiver of containers the importance of accepting containers outside normal working hours.

Container movements over the past few months had been at a relatively constant level. At the end of March the position was fairly normal and satisfactory.

WORSENED

Containers in the pipeline from Durban to the Reef before the Easter holidays totalled 2,985. By the end of April the position deteriorated to the extent that 4,875 containers were in the pipeline. The position worsened at the end of May and there were now 8,500 containers in the pipeline.

All efforts to get commerce to help by taking delivery of containers outside normal hours were of no avail. Contributing to the congestion was the changeover of the railways computer system, the fact that the shortage of clerical workers had reached alarming proportions, and driver absenteeism which this week averaged about 10 percent.

Mr Van Collier concluded his reply to the debate. "We will co-operate with the private sector but we will not allow commercial people into the container depot terminal."

He said the railways had good reasons for this but did not elaborate.

Proposing the motion urging an in-depth investigation into the container operation, Mr Alan Cowell, a past chairman of the JCC transport committee, said the railways should recognise that public holidays were holidays which were government authorised.

NARROW GAUGE

"We are not soldiers in the army and the SAR is not our regimental sergeant-major. Commerce and industry are wealth producers and not servants of the railways."

He said the industry was constrained by narrow gauge thinking and planning. These included:

- A single terminal concept on the Reef.
- A single depot for the delivery of LCL containers.
- A single haulage system.
- A single customs clearing point for import containers in the PWV area.

CONSTRAINTS

The Road Transportation Act and Road Board were other constraints. "Why can't we have a much more flexible system?" he asked.

"We have no freedom of choice for the container user and no contingency plans in case of an emergency. The structure and system are being put to the test and, on the Reef, found wanting."

One delegate, however, said that some firms were keeping their containers at the terminal until they needed them even though they had the necessary documents to clear the goods.
Move on Govt Boeing attacked

DURBAN — A proposal to set aside a Boeing airliner for the use of the State President, the Prime Minister, other Cabinet members and VIPs was strongly condemned yesterday by Mr. Roy Swart, MP and the Progressive Federal Party's transport spokesman.

Mr Swart's condemnation follows an announcement by Mr. Hendrik Schoeman, Minister of Transport, that a Boeing was to be set aside for top ranking members of the Government and would have full conference facilities.

Mr Swart said he was amazed that it was found necessary for a jumbo aircraft to be placed at the disposal of the State President, Prime Minister and the Cabinet.

"What are they going to do with it? Are they planning to have National Party strivida or party congresses in the clouds?"

"This is another example of the fat-cat image of the National Party which caused concern among the electorate at the last election. "Obviously the Nationalists haven't learnt their lesson," he said — Sapa."
Move on Gaza, Boiling-attacked

DURBAN — A Proposal to the

Prime Minister, the President of the

Republic of South Africa

Mr. J. M. de la Rey

On the recent resolution of the United Nations Economic and Social Council, which has condemned the illegal occupation of the Gaza Strip, and on the subsequent threat of economic sanctions by the international community, I wish to express the following:

1. The resolution of the UN is a gross violation of international law and human rights, and the threat of economic sanctions is a form of blackmail.

2. The occupation of the Gaza Strip is a violation of the rights of the Palestinian people, who have a right to self-determination and sovereignty.

3. The international community should support the Palestinian people in their struggle for freedom and independence.

4. The European Union should lead the way in implementing the resolution of the UN, and imposing economic sanctions on Israel.

5. The South African government should support the Palestinian people and their struggle for freedom.

Yours sincerely,

Mr. J. M. de la Rey

Minister of Finance
Not a good ad for SAA

By RICHARD WALKER
New York

SOUTH African Airways has refused to pay R40 for an advertisement that a United Nations body published in bold defiance of the UN's anti-apartheid establishment.

The SAA ad, featuring a smiling beauty, appears in the current membership directory of the UN Correspondents Association - despite a heated protest from anti-apartheid committee chairman Bakporode Clark.

The association's executive committee, made up of journalists from all the world's political blocs, met privately to consider the Clark challenge.

Rebuff

It voted a crushing rebuff - declining even to discuss the issue with him.

SAA's pitch was duly inserted in the heart of the 1982 directory, assuring the unique readership of global diplomats and international organisation executives that "in South Africa, your welcome is as warm as the sunshine".

But now the association has received a bruque letter from SAA's advertising agents refusing to pay for the hard-won spot.

It had not been properly ordered and the text material was not up to date, they claimed.

"However, should you wish to approach us in good time before next year's edition, we would be happy to consider advertising again," agency vice-president Derek Hewitt wrote.

"It is extraordinary and distressing, particularly after what we did for them," said association president David Horowitz, of the World Union Press. Mr Horowitz also writes for the Jewish Press in South Africa.

Another Unca executive described the SAA stance as "nuts".

Clogged transport routes to Africa hit trade

BY NORMAN CHANDLER

BECAUSE goods cannot get through, due to the lack of transport routes to the rest of Africa, South African trade was hit in the first quarter of this year.

Trades with the rest of the world - especially with Europe - don't development market - dropped by a significant 15 percent, according to figures released this week.

It is the first time in several years that trade has declined, as shown by statistics compiled by the Department of Customs and Excise.

The biggest shock has been in South Africa's trade with Africa.

The South African Foreign Trade Organization's expert on African trade, Mrs. Sally R. Galbraith, says the reason for the decline is lack of transport routes.

"I do not believe there is any interfering of trade between South Africa and Africa. It is only because goods cannot get through that one report fewer have shown such a sharp drop.

"Something is going to have to be done - and done quickly - if South Africa wants to maintain the momentum in Africa.

"The routes through Zimbabwe - both rail and road - are clogged. As a result, Zim-

Recession

The fall-off in trade with countries other than those in Africa was blamed on world recession, although it appeared the contribution of merchandise exports to the overall trade statistics had remained about the same as in previous quarters.

Ships and aircraft stores (seven percent), unclassified goods (12 percent) and total merchandise (eight percent) all showed a decline.

With the other factors added, total trade was down 10 percent for the three months.

South Africa's total exports for the period came to R3 803.3 million.

However, the vital fresh produce and machinery and equipment sectors increased by 11 percent, continuing a trend noticeable for some time, experts said.
Goods pile up as backlog hits the SAR

By MARIA TUTT

THOUSANDS of containers carrying goods worth millions of rands are piling up at railway terminals because the South African Railways cannot cope with the flood of merchandise being imported.

Mr Carel van Coller, assistant general manager of the SAR's commercial section, and yesterday's general manager of the railroad's freight transport division, told how the problem had developed.

The container backlog had existed since the beginning of April. The public holidays were one of the causes of the backlog.

Mr Van Coller said the backlog could not be eliminated if containers were brought into the terminals seven days a week and only delivered on five days a week.

Firms would have to wait for deliveries. The SAR was taking emergency measures by training extra drivers and ordering more transport vehicles but the drivers and trucks were not the main problem.

He said it did not help to blame the private sector or the railways.

The problem would only be solved if there was complete cooperation between the private sector and the SAR.

Before the first public holiday in April, 228 containers were in the pipeline, stacked in terminals or on rail trucks in portside and inland sidings between Durban and Johannesburg.

Since then, the position had deteriorated and by the end of April the backlog had swelled to 875 containers. At the end of May, 5,910 containers were in the Natal-Transvaal rail system.

During the three days of the first public holiday in April, the SAR had delivered 399 containers but only 165 containers had been delivered during the second holiday.

In the five-day long weekend last month, 361 containers had been delivered and there had been 19 working days in May.

Mr Van Coller said people did not respond to appeals to take deliveries after hours.

There were also problems with the SAR administration because the computerised container management was new and occasionally failed.

In a motion on container congestion submitted to the Transvaal regional congress of the Association of Chambers of Commerce (Assocom) last Thursday, the Johannesburg Chamber of Commerce said goods worth R27-million were delayed in a container backlog in the Durban-Johannesburg rail network and the inland container operations in South Africa were near collapse.

The ACC said a complete overhaul of the container system was necessary.

Due to the backlog, about 850 Reef firms, which regularly used containers to import goods, were sharing a bill of R11-million in interest and service charges for every 20 days the goods stayed in containers on railway lines.

At the congress, Mr Alan Cowell, vice-chairman of Assocom's transport committee, said Reef businesses could not be forced to work at nights and on the weekend just to receive their containerised cargo.

The Johannesburg Chamber of Commerce said the SAR had existed for a long time and "various meetings have been held to discuss the problem".

Mr Van Coller said the situation was unsatisfactory and firms would not be able to carry out deliveries on time.

He said the congestion at City Deep existed mainly because the private sector could not take delivery on account of storage problems.

"A substantial effort should be made to ensure that the private sector is not at fault and the private sector should be prepared to receive containers after hours," Mr Van Coller said.

Mr Steenkens, executive director of the Afrikaanse Handels Instiënt (AHI), said: "The problem can only be relieved if there is closer cooperation between the Railways and the private sector."

He said the congestion at City Deep existed mainly because the private sector could not take delivery on account of storage problems.

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New train for Pretoria

By NORMAN NGALE

HAMMANSKRAAL train commuters have been granted an additional train to operate from Pretoria station to Pienaarstrip on Sunday afternoons, with effect from this week.

Mr Dan Fourie, SAR systems manager for the Eastern Transvaal said this train service which did not exist on Sunday afternoon along this line has been on an experimental basis for three months.

Mr Fourie announced yesterday that the South African Railways was considering adding another train between Pretoria North Railway station and Pienaarstrip to alleviate overcrowding of commuters during peak hours.

His announcement came after a report back meeting of the Morethead Transport committee under Mr M A Molemede where commuters voiced several complaints about the shortage of trains between Hammanskraal and Pretoria.

According to Mr Molemede, the people complained of overcrowding of trains during peak hours and that they were subjected to muggings and other forms of crime.

The meeting held in the Kudu Cinema, Temba Township was attended by Mr Fourie, Col PM Du Plessis, the head of the SAP police in the Northern and Eastern Transvaal and representative of the Bophuthatswana Bus Transport company.

Commuters also complained, Mr Molemede said, of poor bus transport between the township and Hammanskraal station as well as taxi transport between the station and Pretoria.

He said the main complaint about taxis was that they charged the high fares of R1.50 per trip, overloaded people and dropped them at the station where they had to board other means of transport or walk the rest of the journey back home.

Col Du Plessis said the commuters made the SAP police job of combating crime in trains difficult by not reporting the crime and appealed to commuters to come to the SAP police for help after being attacked.
SAA is to have black hostesses

By DON MARSHALL

Pretoria Bureau Chief

BLACK women are to be recruited as air hostesses by South African Airways, the Minister of Transport, Mr Hendrik Schoeman, announced last night.

More opportunities are also to be created for black women to become ground hostesses, the Minister said in a statement issued in Pretoria.

Black ground hostesses are already used by SAA at Jan Smuts, as well as in Durban, East London and Cape Town, but this is the first time in the airline's history that the Government has supported a move to train black women as air hostesses.

Mr Schoeman said in an interview last night that 25 black women would be recruited initially for training.

Asked whether SAA wanted only coloured and Indian applicants, he replied:

"There will be no discrimination. It will not depend on a women's colour, rather on her qualifications."

SAA's decision to use blacks in the air comes at a time when the airline reports no significant shortages of either ground or air hostesses.

"To enable the airways to cope with the expected growth, especially in passenger numbers, more ground and cabin staff must be recruited and trained to ensure that there will be no deterioration in the standard of service," Mr Schoeman said.

For the first time last year, SAA broke through the 6-million passenger barrier and the airline is expected to expand substantially during the next financial year with 17 passenger aircraft on order at a cost of more than R300-million.

Commenting last night on SAA's decision, Mr Ray Swart, PFP spokesman on transport matters, said he was delighted.

"I believe it is high time that our air crews reflect the true character of South Africa's population without any artificial barriers."

"The Indian ground hostesses that I have observed at Durban's Louis Botha Airport are courteous and efficient and they are obviously doing good public service," Mr Swart said.

For the second best student in the subject of Building Construction.

C W von During

For the second best student in the subject of Building Construction.

K Strong

Student Planners Award

For the student who has shown greatest promise at the end of the first year.

M P Morkel
SAA to recruit black hostesses

The Minister of Transport Affairs, Mr Schoeman, yesterday gave the South African Airways the go-ahead to recruit black air and ground hostesses.

Mr Schoeman said in Pretoria he had given SAA permission to proceed immediately with recruiting a limited number of black hostesses with the approval of the staff associations concerned.

Candidates would be subject to the usual selection procedures and would have to comply with the same requirements as other candidates.

More ground and cabin crew had to be trained to ensure the maintenance of high standards in spite of the expected increase in the number of passengers.

— Sapa

For the best work in fourth year, the best final year student, Gert Snyman, received their prize.

Grant H Price, the acting group chief executive, of the company, said the graduate's highest achievement was in the subject of architecture (or quantity surveying) for the best student of the year.

Mr Price awarded the prize to Mr Tredgold, in his third year, for the best woman student, Helen Gardner. He also presented the prize for the best student in the field of architecture.

For the best student in fine art and architecture, the prize for the best student in Cape Provincial Institute of Technology, Sixth Year, is:

FINE ART & ARCHITECTURE

ARCHITECTURE
TRANSPORT

Govt aid needed for white transport

BY JOHANN VAN RHEEDE

Continued by Johann van Rheede

BUS TRANSPORT
Municipalities also have not received any capital or revenue subsidies for the purchase or operation of buses as provided for in legislation except for specific demonstration projects considered to be of national importance.

"At present traffic congestion in our towns and cities is largely caused by cars driven by whites. The aim must therefore he to improve bus services for white passengers in order to save fuel, infrastructure costs and foreign exchange by attracting car users back to public transport."

According to him transport losses will be increased only if peak hour services are no longer running at full capacity and extra buses and crews have to be used.

He said this was a major reason why bus operators were reluctant to expand peak hour services.

"While bus services provided by company operators are contributing to traffic volumes, the municipalities are having to provide arterial roads, street works, traffic control and other facilities such as terminals, bus stops, lay-bys and a host of other services."

"They are forced not only to subsidise their own bus undertakings but also the company bus operators," he said, adding that although provision was made in the Urban Transport Act for subsidisation of direct facilities provided for public transport, little had been paid out to date.

Mr Dunn said that, while companies by their very nature must make profits or go out of business and therefore were profit-oriented, municipalities were expected to provide semi-social services such as subsidised travel for school children and pensioners.

"It is recognised overseas that travel for senior citizens is a national responsibility."

Referring to losses incurred, he said that the losses on municipal transport services had to be made good by the rate-payers or possibly users of electricity, but that these people were not necessarily the same people who benefited from bus services.

Municipalities were also expected to be model employers, and pay and conditions of service of operational staff were normally better than in the case of companies, thus increasing the cost structure of municipal operators.

"It is a well-known fact that an increase in tariffs can be an explosive factor with some sectors of the population, and it may at least induce existing passengers, particularly from the white group, to find alternatives to public transport. It may also discourage potential new bus passengers," he said.

Few people are aware of the fact that a bus passenger can be conveyed on about one-twentieth of the amount of fuel required to convey a single passenger in a car.

This highlights the counter-productive nature of commuters being conveyed by cars instead of bus.

It is also counter-productive from the point of view of the creation of traffic congestion which increases the cost of road works to counter the congestion as well as the fuel being used on congested roads.

Mr Dunn said that there also seemed to be some confusion concerning subsidisation of public transport and subsidisation in other spheres.

"Experience all over the world, except in perhaps the most under-developed countries, has shown that the conditions under which public transport can operate on an economic basis belong to the past because of technological advances and socio-economic changes."

"Relatively cheap, convenient and easy-to-use means of private transport, higher living standards, suburban shopping centres and hypermarkets have made a pipeline of ideas that public transport can somehow be put on a break-even basis, and yet these ideas continue to be propagated by otherwise well informed people."
Derailment — sabotage ruled out

Argus Bureau

PORT ELIZABETH. —

Top railway officials have ruled out sabotage as a possible cause of the derailment of a goods train near Adelaide in the Eastern Cape yesterday in which the driver was crushed to death.

The systems manager for the area, Mr A J Jonker, said today no indication of sabotage had been found.

A top commission of inquiry was to arrive in the area on Wednesday to start investigation. Before it made a finding, no more details about the cause could be given.

The head of the commission would be the Railway's chief superintendent of systems, Mr David Arendt.

Earlier, the commander of Railway Police in the Eastern Cape, Colonel P H Baird, also said the possibility of sabotage was no longer being investigated.

Mr Jonker said mapping up was going well and the rail would be cleared by 10 am today as scheduled.

The accident occurred about 6.30 am yesterday, as the train, pulled by two diesel locomotives, was heading for Cookhouse from East London. At a series of sharp bends on a downhill near Krommiesdorp the two locomotives and 28 goods trucks went off the track.

Most of the trucks and locomotives were wrecked.

The driver, Mr J H Bernardo, of East London, was killed, but the assistant driver, Mr M Koch, of East London, was uninjured. He crawled from the wreckage and made his way to the main road and on to Port Beaufort where he reported the accident.
Computer deal could ease container chaos

The Transvaal Association of Freight Forwarders has been given indirect access to the Railways computer which keeps track of containers.

The backlog at the Johannesburg container terminal started before Easter. Containers arrived faster than they could be delivered and the Republic Day weekend made the situation worse.

The forwarders' association met Railways officials and one of the main points of dispute was the Railways' refusal to give the forwarders' association information from the computer to locate their containers aboard ship, in port or between Durban and Johannesburg.

The Railways regarded agents as third parties — and the Railways Act forbids giving information about containers to third parties. They provided information only for shipping lines, container operators for containers on through rails of lading to City Deep railway terminal.

The forwarders' association asked for connections to the shipping line computers to enable them to locate containers quickly — but the shipping lines claimed their computer couldn't do this.

Mr Pat Heneage, surface division chairman of the forwarders' association, said access to the computer could make container chaos a thing of the past.

He said discussions with the Railways had been very fruitful.

"We have made good progress. On Tuesday last week the Railways consented to association members being allowed to zone in to the computer."

A computer services company is to provide computer terminals for every association member, allowing requests for information to be fed into a central computer which would obtain the information from the Railways computer.

A clearing agent just has to feed his secret code into the computer and give the container number. Within a minimum time he will have all the information about his container.

"He will know the name of the ship, voyage number, truck number, train number and even the exact location — whether the container is still on the ship, in port, on a train, or in the container terminal."

Mr Heneage said this would speed up the movement of containers because clients could phone and have all the relevant information within minutes.

The magnetic tapes for the main Railways computer would be updated to midnight and the information would be available from them the next morning.

The service to the clearing agents will start after this weekend and it is hoped that the container backlog will be eased in the next two months.

Mr Heneage said there were still about 1 800 containers at the Johannesburg terminal and 4 000 on route from Durban, on trains, or in the marshalling yards at Kazerne.

"This step by the Railways will save a great deal of time," Mr Heneage said, but stressed that the facility would be available only to members of the Transvaal Association of Freight Forwarders' surface division.

A Railways spokesman said yesterday: "It will be a great assistance to all parties and alleviate the problems."

Mr Fritz Stockenström, executive director of the Afrikaanse Handelsinstituut, said: "It is a great improvement and will undoubtedly be a contribution to the solution of the problem. It is, however, extremely important that the private sector gives the SAR the fullest co-operation with the clearing of containers and acceptance of delivery on their properties."

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C W von Duing

Subject of Building Construction

For the best student in the

SA Brick Association Prizes

III : No award
II : A R Low Keen
I : N D G Sessions

III years respectively
II and III in the third, fourth and fifth years respectively in the course of Building Economics.

For the best student in each of the following Prizes

For the Student obtaining the highest mark in the course of Quantity Surveying. Prize

The Committee of the Western Cape Chapter of Quantity Surveying

For the best all-round student in the first year of study.

Bell-John Prize

(Continued)
SAR blamed for Zimbabwe diesel shortage

SALISBURY: Fuel industry sources are blaming both railways in Zimbabwe and South Africa's lack of cooperation on the sudden shortage of diesel oil in the country.

Supplies have been cut by one-fifth in the country because of the shortage and only essential services are getting their requirements. The problem has been building up over the last week and even more, on which much of this year’s export hopes are pinned, is being held up through lack of transport.

Just how long the situation will last is not known and though the government says it is only temporary, privately officials say they do not know.

Durban and Maputo are the ports through which the country’s oil is shipped. On balance each handles about half and problems associated with both have led to the shortage.

But some relief appears to be in sight.

Mozambique reports say that the Beira to Umtali pipeline should be opened in December. That is already known but what is new is that there are plans to increase the pipeline’s capacity.

At the moment, when working, it can handle 2,700 litres of crude oil a minute. With two extra pumping stations this could be increased to 3,285 litres a minute which would raise the annual capacity from 1 million tonnes to 1.26 million tonnes.

Maputo Harbour is not having any difficulty handling Zimbabwean traffic but Mozambique and Zimbabwe railways are under similar strains. This is mainly because of shortage of locomotives.

At Durban the problem is said mainly to lie with South African transport officials not being in any hurry to move Zimbabwe-bound goods.

Oil executives here say there is no evidence of any deliberate policy to hold back the goods but rather there is no effort to speed up the process. They say that in the "old days" a request to South African Railways would have led to Rhodesia-bound traffic being given greater priority.

In March, the latest month for which figures are available, Zimbabwe imported 56 million rand in petroleum-based products, the highest monthly figure since independence.

If the refinery at Parua is not ready in time (and all indications are that it will not be) the pipeline can be used to pump refined fuel.
SAR to talk on needs of blacks

The fate of thousands of blacks travelling to rural areas by bus and having to wait in "make-shift" shelters will be discussed at a meeting called by South African Railways this week.

At Johannesburg station for the past two years large numbers of blacks have been sheltering against cold, rain and wind under sheets of tarpaulin hung over poles — serving as a waiting room.

A tent about 60m long and six metres wide was erected at the station in 1979 as a temporary measure to accommodate black travellers. The sides are open and exposed to the weather.

Yesterday SAR's director of passenger services, Mr Barry Lessing, said the "pressing need" for building permanent shelters will be discussed on Friday when architects submit plans on permanent shelters.

How to increase the number of buses will also be discussed.

He said present facilities for black travellers were "not good, but better than nothing".

Large groups of travelers gathered over long weekends and month-ends at Johannesburg Station and at Easter time this year 468 buses transported 35,000 blacks to the rural areas.

He conceded that the "sheltering arrangement" had been a "make-shift" for more than two years and said there was "re-thinking" on the problem since last year.

The Railways were only expected to provide "basic shelter against the elements", Mr Lessing said.

He admitted that neither the tarpaulin nor the "shelter" were weatherproof.

A temporary screening structure against the weather had been erected. However, these were temporary and served short-term needs.

Mr Lessing said it was hoped the project to provide shelters would be started in the next financial year.
Hammanskraal train commuters have been granted an additional daily train between Pretoria North and Hammanskraal.

The train is to leave from Pretoria North at 5.10 pm and resulted from successful negotiations between the local Transport Committee and the South African Railways (SAR).

Mr M A Moleleki, chairman of the Moretele Transport Committee, said the train would alleviate congestion of commuters.

The spokesman for the Bothelo Bus Transport which transports commuters from Hammanskraal to their homes bemoaned the fact that the SAR did not inform his company of the introduction of the additional train.

He said it was unfair for the railways to add trains without first arranging with his bus company. He said no provision had been made by his company to cater for the additional commuters.

Mr A Makubela, his vice-chairman, said thousands of commuters would benefit from the service which he hailed as a victory for his committee.

Hammanskraal commuters who wish to avoid the congestion on the 4.17 pm and the 5.10 pm trains from Pretoria Station can now board Mabopane and Ga-Rankuwa trains and get off at Pretoria North station to connect with the new train.

This became the second train to be introduced along the Hammanskraal railway line within a month.

Late in June another train was introduced to cater for Sunday afternoon commuters in the area.

According to Mr Moleleki, commuters did not know of the introduction of the second train as his committee was informed of it only at the weekend by Mr Daan Fourie, SAR systems manager.
Bell-John Prize for the best all-round student in any year of study.

P C Key

P R Swift

The Committee of the Western Cape Chapter of Quantity Surveyors, Prize List:

The student obtaining the highest marks in the professional practice.

LTA Prizes

For the best student in each of the courses of Building Economics I, II, and III in the third, fourth, and fifth years respectively:

I : D B Sessions

II : A R Low Ken

III : No award

S A Brick Association Prizes

For the best student in the subject of Building Construction:

C W von Duingen

K Strong

For the second best student in the subject of Building Construction:

M P Morkel

Student Planners Award for the student who has shown greatest promise at the end of the first year.

M P Morkel

QUANTITY SURVEYING (Continued)

URBAN & REGIONAL PLANNING

Dockidge
Big expansion for SAR in OFS

Own Correspondent

BLOEMFONTEIN—Two major projects—the building of a container depot in Bloemfontein and an extensive electrification scheme—are to be undertaken by the South African Railways in the Free State.

The OFS system manager, Mr. R. R. H. Bolcher, said that both projects had been born out of the need to meet the increasing traffic in the region.

Container traffic alone had increased from 300 to 3,000 containers a month within the last three years, he said.

The new container depot projected for the financial year 1982/83 would cost R6-million. It would include two overhead container cranes.

The electrification project involved several hundred kilometres of railway line, mainly to the south of Bloemfontein.

Work on this project had started and would be completed in 1982.

The project also included the manufacture of 50 electric locomotives at a cost of more than R1-million each, said Mr. Bolcher.

Besides being faster than diesel or steam-powered trains, electric trains were cheaper to run.

Running costs for a steam-driven train amounted to R11/km and diesel to R6/km. Electric trains could run at R3/km, Mr. Bolcher said.

Most of the work on the projects is being done by departmental staff but since the projects were underway the bulk of work would go out on contract, said a spokesman for the regional engineering department of the SAR.

Miss C. Tredgold

In this year’s Molly Goold Memorial Prize for the best woman student at the University of the Free State, P. D. P. G. proved the most successful. She was awarded the prize for a report on the subject of a student who had satisfactorily completed six years of Architecture.

P. F. Dunkley

For the best student in Sixth Year.

Cape Provostial Institute—Architecture

FINE ART & ARCHITECTURE
AIRFREIGHT

Looking for flights (269)

Despite the rise in the domestic airfreight market — in the first five months this year SAA carried 18 023 t, a 23.5% increase over the same period last year —

agents are not satisfied.

They say business is being hampered by SAA’s inability to guarantee the transport of airfreight containers on certain flights. Says Jock Mackenzie Parker, MD of Grindrod Airfreight and chairman of the Transvaal Association of Freight Forwarders: "There is a serious build-up of container traffic between Johannesburg and Cape Town and the daily backlog at Jan Smuts Airport is between 10-20 t."

He notes that for years agents have been requesting SAA to put on a special freight flight between Johannesburg and Cape Town. "They might show a loss initially, but in the long run it would definitely be worthwhile," he says.

The freight route between Johannesburg and Port Elizabeth, to cater for the motor industry link, is highly successful. Agents say a similar Cape Town connection would be profitable.

However, a spokesman for SAA says there is not enough air cargo to justify a special freight service and at the same time utilise the existing cargo capacity.

Parker says SAA has suggested that agents change the focus of their operations by collecting goods for freight in the evenings and mornings and sending them on the relatively empty daytime flights.

Parker agrees that this would avoid the present situation where containers are often transported on the second morning flight, instead of the last evening flight, but says: "This is not the nature of the airfreight business — not only here, but worldwide."

There are also problems on the coastal route and, Parker says, airfreight goods from Cape Town to Durban are often routed via Johannesburg.

Ian Hunter, MD of Mitchell Cotts Airfreight, agrees there are "a tremendous amount of problems" involved in domestic airfreight.

"I think an interesting question is: why does so much cargo move by express road freight and not by airfreight?"

He feels that if it is a question of space, SAA could easily provide additional facilities.

The criticism isn’t confined to the dissatisfied. Eugene Comrade, Rennies’ operations manager in Cape Town, says SAA did not anticipate growth.

"Agents can’t get a guarantee that their clients’ goods will be placed on specific flights."

In August, SAA puts on another two evening airbuses on the Johannesburg-Cape Town route. This may alleviate some of the problems but, according to Parker, this isn’t the answer.

"I think we lose to the road freight operators," he says, adding that this will be the pattern "until SAA looks at this and is prepared to take a chance and take the plunge."
R10m shunting yard in multi-million-rand Richards Bay plan

SOUTH African Railways are to appoint an assistant Systems Manager who will operate from Richards Bay. The appointment will be announced soon. Technical control of the coal line will continue from Vryheid.

A spokesman for Dr Kobus Loubser, the Railways general manager, said that a R10m shunting yard would comprise part of a multi-million-rand expansion they were undertaking at Richards Bay.

This included R25m on the coal line, nearly R32m on the coal berth in the harbour, R15,4m on the new "clean" berth at the harbour and R5m on an electric loco depot which is now in use.

He said that the Railways did not have any specific house-building plans.

A boom

The Property Editor reports that Richards Bay is experiencing an unprecedented property boom.

With the Alusaf plant, the Richards Bay coal terminal and the Prionf fertilizer factory all doubling their production, demand for accommodation has exceeded supply.

The Town Clerk, Mr Truter, said the situation had precipitated a boom in the construction of domestic dwelling units, the likes of which the town has never seen before.

He estimated that there were 450 houses currently under construction in the town and more new housing starts were being made almost every day.

"I don't think there are many houses are being built at one time," said an enthusiastic Mr Truter.

There is an estimated 2500 dwelling units, including flats, in Richards Bay at present and, at the current rate of building, the number could quite easily double by the end of the year.

According to Mr Truter, most of the construction work is being carried-out by the companies that are expanding and need accommodation to house their increasing number of employees.

Most of the work is company housing being built by the private sector but there is a fair amount of spec building going on at the same time.

One adverse affect of the boom in residential construction is that building costs have increased markedly.

According to Mr Truter, builders are charging an average of R300 m² for normal domestic building work and plot prices range from R6000 to R12000 depending on the size and position.

This puts building costs at Richards Bay in the same league as Durban where builders are also reported to be charging R500 m² for residential building.
Of these six, the largest single area of economic cost is undoubtedly the lost production of goods and services which can be attributed to the reduced productivity of alcohol-troubled male workers.

Pell and D’Alonzo (Pell and D’Alonzo, 1973, p. 121) clearly outlined the source of lost productivity of alcohol-troubled workers:

"The cost of alcoholism and non-sustained effort we drink to inebriety is made up of several components, including loss of efficiency, absenteeism, lost time on the job, faulty decision-making, accidents, impaired morale of co-workers and the cost of rehabilitation programmes. A significant portion of the economic impact of alcoholism includes premature disability and death, resulting in the loss of many employes in their prime who have skills are difficult to replace."

The National Council on Alcoholism, New York, U.S., developed a formula, based on extensive research, to determine the cost that problem drinkers create for the economy.

According to this formula, 25% of the average annual pay can be written off for every alcoholic that plays.

If this formula is applied to the Greater Cape Town (01 region) on economically active males between the age of 15 to 64, the following cost estimate can be calculated.

In 1977 there were 128 671 white economically active males, with an average annual income of R5 867. Of these, 6% or 7 720 suffered from alcoholism. The cost of each employee was 25% of the annual wage, i.e. R1 469, or in total R1 4 million rand. If the cost of excessive drinking (not alcoholism) is added, which is roughly estimated as one third of the latter amount, or 3.6 million rand, the total estima...
Transport companies push up costs to cover new Fuel Bill

SAR&H need another ten years to change

A QUESTION foremost in the materials handling industry at the moment is the part to be played by public/private sector competition in moving the goods.

Ten years from now, South African Railways and Harbours say their tariff structure for the transport of goods will be formed on the basis of cost and, not the value of the goods, says SAR&H public relations department.

And when this comes about, says Mr Jack Webster of Professional Hauliers Association, SAR&H will be able to survive free competition from private transport companies for contracts to carry freight in the republic.

Ten years is the time limit set for the phasing out of the existing rail tariff structure based on the recommendations of the 1978 Van Breda commission of inquiry — which puts an end to the SAR&H policy of transporting certain goods at a loss and others at high profit.

But until then, Mr Webster agrees with the Department of Transport, SAR&H depends on the legal protection afforded them by being recognised as the country’s national carrier.

“It can’t happen overnight. The railway has to be protected and so do existing private permit holders,” Mr Webster says.

Certain traffic such as petrol products, coal, and minerals are highly tariffed to subsidise low tariff goods, such as agricultural products and to offset losses incurred by passenger transport.

The raison d’être of this tariff structure has been the idea that the railways are obliged to provide certain services below cost in the interests of the country.

The highest tariff is placed on high value goods, and SAR&H spokesmen have pointed out that competition for the transport of these goods would leave the railways with only the low-rated and least profitable long-distance cargoes.

Some time ago, SAR published a statement on the problems created by their service obligations.

The statement said the aim of a state transport service was to develop the country’s natural resources, and legally SAR&H is entitled to weight its tariffs to further this cause.

Effectively this allows one industry to be favoured over another.

According to the statement: “No purpose will be served by ignoring the necessity for the government to indicate desirable lines for economic development and for the traffic system to adapt itself accordingly.”

But to reconcile its obligations with sound economic policy, the Van Breda commission recommended that the tariff structure be on a cost rather than a value of goods basis.

The interesting point that emerges is that, despite regulations making it difficult and costly for private transporters to move high value cargo, road transport has grown considerably.

The percentage of goods (measured in tons) transported by road has steadily increased and is estimated to be greater now than the percentage conveyed by rail.

According to Mr Webster, clients are prepared to pay higher costs to get their goods in a shorter time.

“Time is money. The cost of transporting by rail is the tariff charge plus the delay compared to other forms of transport.”

“It depends on the goods of course. Steel is best moved by rail and no one would move it by road. Containers have speeded up the process though, and the super-load route from Richards Bay is excellent,” he said.

Although Mr Webster says the association would welcome competition in the transport industry, he points out that the present permit system includes a few allowances to private operators.

While it is difficult to obtain a permit to transport high-value goods, there are a number of “exempted areas” where no permit is needed at all.
SAR denies threats to 5 union members

EAST LONDON — Allegations that five members of the General Workers Union (GWU) were taken for questioning by the Railway Police and threatened with dismissal if they did not stop organising workers at the docks were yesterday denied by Mr A Jonker, railway systems manager in the Eastern Cape.

Mr Jonker said the men had been routinely questioned by the Railway Police but that no threats had been made.

Mr David Thandani, branch secretary of the GWU, said the action followed a letter to the port manager on July 8, stating that the GWU had the vast majority of support among SAR and H workers at the docks and calling on the management to recognise the workers' committee.

The five men who were questioned by the Railway Police were all workers committee members. They are Mr Mntuyedwa Zwane, Mr Peter Mbuye, Mr Mlungwana Mchese, Mr Jeffrey Phike and Mr William Nitjile.

The men said they had been called aside individually, had their lockers searched and were questioned about their membership of the GWU. They said they were asked why they wanted to join an "outside" union when there was a union for railway workers already operating.

One of the men said he was told the GWU was a "rotten apple" and he would end up on Robben Island if he continued to canvass support for it.

All five men said they were threatened with dismissal or detention if they continued to support the GWU.

Mr Thandani commented that police action was an unnecessary element in employer-employee relations and would never be able to solve problems.

"This action was clearly done in response to our letter. However, instead of acting positively in this matter, the harbour authorities have seen fit to send police in to harass workers.

"I hope this attitude does not continue as we are still waiting to hear when the port manager is prepared to meet us for recognition talks."

In his reply Mr Jonker said, "I do not accept that the Railway Police questioned these workers as a result of the letter addressed to the port manager by the GWU.

"The port manager has today replied to the letter.

"It is against railway requirements for staff members to attend to private business or engage in canvassing and recruiting during office work hours. It is for this reason that routine questioning of the workers was carried out.

"It is expected that staff devote themselves entirely to their office duties during working hours.

"No threats were directed at the workers during the routine questioning." — DBR
The South African Railways (SAR) is still grappling with the container backlog at its City Deep terminal, but, after meeting the private sector and implementing certain "uncorking" measures, seems to be on the way to winning the battle.

Representatives of Assocom, the Federated Chamber of Industries (FCI), Die Afrikaanse Handelsinstituut, Conference Lines and the SA Shipping & Forwarding Agents Association (Sassafa) met SAR GM Dr Kobus Loubsor last week to make plans to avoid a repetition of last Christmas's blockage.

Details of the meeting have not been released but it seems that the private sector believes the SAR is taking active measures to prevent further congestion in the short and long term, despite the many problems.

SAR assistant systems manager of Johannesburg, Braam le Roux, says there are 1 273 containers in the terminal and another 2 500 in the pipeline. In June, over 6 000 were stuck out on the tracks.

He says: "It's not where it should be but we've made progress."

Daily deliveries out of City Deep now average 550 containers, but this drops to about 300/day over weekends. Only 23% of the over 850 container users in the PWV area are prepared to accept containers after regular working hours and over weekends — one of SAR's gripes about the private sector.

Alan Cowell, vice-chairman of Assocom's Transport Committee and the Transport Consultative Committee, thinks no more than another 1% of consignees are likely to convert to accepting after hours deliveries.

The FM has been told that SAR has finally accepted this, and it is expected that a working committee will look into expanding daytime services, the costs of which are likely to be carried by users.

Le Roux expects the remaining backlog to be eliminated by the end of August, providing there is not a further sharp increase in imports.

This year's number of imported containers soared from 1980's average of 3 900/month to a peak of 5 700 during July. It is expected that imports will rise 40%—45% this year compared to 1980.

Nevertheless, says Le Roux, "current economic indicators suggest imports will ease from September." In the meantime, he says, "we're pushing up capacity for delivery."

Steps taken by the SAR to uncork the bottleneck include:

☐ Increasing the number of truck drivers.
☐ To this end, drivers have been seconded from road transport divisions. The terminal is still 83 drivers short, but three groups are undergoing training.
☐ Citrus rail has been transferred from City Deep to Kazerne.
☐ Copper is being loaded out of the Freight Services depot rather than City Deep.
☐ Empty containers are loaded at Kazerne and Freight Services.
☐ After long debate, the Transvaal Association of Freight Forwarders has been given access to the SAR computer that keeps track of containers. The association's Pat Henegan says access is likely to help the situation.
☐ Two new depots are to be constructed in and near Pretoria (at a cost of R19.5m); each should be able to handle 400 containers/day each way.
☐ The SAR's own computer problems have been sorted out and there is a substantial improvement in documentation handling.
☐ SAR feeds 50 FCL containers after hours to the SA Container Depot (SACD) to be collected the next day by private hauliers.
Board 'won't oppose' rail link

Mercury Reporter

THE Umtentweni Town Board has formally withdrawn its opposition to the proposed rail link between the town and the planned R120 million cement factory at Oribi — subject to the Minister of Transport imposing certain obligations on Natal Portland Cement, who will be paying for the construction of the line.

The conditions are that all the suggestions in a recently completed environmental-impact study and a preliminary ecologist report be fully implemented.

The line should be constructed in the most favourable way.

Satisfied

A public relations office must be set up to liaise with the board on any matter that may affect the ratepayers adversely and a new access road to the Port Shepstone Country Club must be provided.

The Umtentweni Town Clerk said that, having opposed the line and having called on the Minister of Transport to investigate alternative routes, the board was now satisfied that the route through Umtentweni would be the best.

He said the impact study had shown that, provided the conditions were adhered to, the impact of the line on the local community would not be as serious as had been originally believed.

Another factor the board had considered was the warning by the Minister of Transport that any further delays would result in an unacceptable escalation of costs.

Industry

There was also the fact that it would have cost R80 million to move the Port Shepstone railway station inland. And it was evident from informal discussions with senior Railways officials and a member of the Port Shepstone Chamber of Commerce that there was no active support for this scheme.

Local industry and all sectors of the local populace would ultimately derive economic benefit from the cement factory which would create job opportunities and was of importance to the national economy.

Adopting this broad view, the board could not be influenced by the emotional attitudes of a minority pressure group.

The Town Clerk said the minister had also given the assurance that no railway yard or shunting facilities were planned for Umtentweni and the board believed it would be manifestly unreasonable not to accept the proposed rail link.

A spokesman for the pressure group which had asked the board to hold a referendum said the group was not letting the matter rest.

The president of the Port Shepstone Chamber of Commerce, which is spearheading a move to get the station moved inland to allow for development of a holiday mecca from Port Shepstone to Shelly Beach, reacted strongly to the reference to the cost of moving the station and to a meeting involving a member of the chamber.

Mr John McCormack said: 'I know of no meeting between my chamber and their chairman and I think they have sunk the R80-million cost of moving the station out of their thumbs.'
Lost tanker: R2m suit by owner settled

AN ACTION involving R2-million claimed from the SA Railways and Harbours and two shipping firms over the loss of two tankers has been settled out of court.

A spokesman at Railways headquarters in Johannesburg confirmed yesterday a settlement had been reached in the case, in which the Japanese owners sued for the loss of their 40 000-ton scrap tankers off the Cape Peninsula coast four years ago.

But the spokesman said terms of the settlement were confidential. There had been no admission of liability by any of the parties involved and each party would pay its own legal costs.

The claimant was the Shinko-Iwai Company and the respondents with the SAR & R were South Africa's biggest shipping line, SAFMARINE, and the Yorijin Maru.

Stranded

The R2 177 992 damages claim arose from the stranding of the tankers, the Antipolis and the Romella, between Camps Bay and Llandudno on July 26, 1977.

They were being towed by a Japanese tug owned by Yorijin Maru, from Greece to Taiwan, for breaking up.

The tug had engine trouble in heavy seas, and also required bunkers and stores.

It was refused entry to Table Bay harbour by port authorities.

When the tug turned back to sea the tow cables fouled the seabed, and the Antipolis and the Romella broke adrift.

The powerful SAFMARINE salvage tug Wolvraad Wolvemade tried to retrieve the Antipolis in the dark, but was seriously damaged on the shallow, rocky bottom and had to give up.

A marine court of inquiry found the groundings were caused jointly by the negligence of Table Bay port staff and the master of the Japanese tug, Kyo Maru 2.

The court also criticised Yorijin Maru for dispatching the tiny, 250-ton tug on a winter voyage around the Cape, towing two unmanned tankers, without adequate preparations. - Sapa.

P R Swieft

Professor of Agriculture

The highest marks in obtaining the student optimum prize go to the following students, from the Cape Chapter of Quantity Produce for the best all-round student.

Cape Chapter of Quantity Produce for the best all-round student (continued)

P C Key

In any year of study, for the best all-round student.
Derailment
'not sabotage'

Six tanker trucks, carrying diesel, were derailed at Radium, north of Pretoria, yesterday.

None of the tankers was ruptured and there was no immediate danger of fire, a Railways spokesman said. The line was not expected to be blocked for long.

No one was injured and sabotage was not suspected, the spokesman added. — Sapa.

W Morgan

Subject of building construction
For the second best student in the

C W von Duing

Subject of building construction
For the best student in the

S A Brick Association Prizes

III: No award

II: A R Law Kee

I: N D G Sessions

Fifth year's respects respectively.
II and III in the third, Fourth in
the course of building economics.
For the best student in each of

LTA Prizes

P A Swift

Professional Practice
For the highest marks in
Supervisors' Prize

Cope Chapter of Quantity
The Committee of the Western

P C Key

(continued)
For the best all-round student
Bill John Prize

SURVEYING
QUANTITY
Running out of steam

Nearly 6,000 container-ers boxed in at City Deep — SAR can't cope, 2 Mt of export maize to be stockpiled until next year — no rail capacity; 1.1 Mt of coal that would normally be exported through Durban stockpiled — no rail capacity.

Delays and bottlenecks caused by extraordinary demand for rail services are emerging everywhere, and the frustrations are mounting.

Yet economic booms are no more the fault of railways than abundant harvests or hyperactive export markets. The upshot was an unprecedented 23% increase in demand for rail services between April and December last year. The predicament in which the SAR finds itself is thus understandable, if not wholly forgivable.

No one at the SAR is denying that the position is serious and both muscle and budget are being strained to bring things back to normal. The main export/import line between Durban and Johannesburg is undergoing major upgrading, but that, in turn, is temporarily reducing capacity. The Richards Bay coal and railway facilities are also being extended.

Part of the problem dates back to government's capital cuts in the late Seventies. Combined with chronic staff shortages, those economies have left the railways expansion programme years behind schedule.

Hence the stockpiles with ensuing losses to hundreds of farms and a negative rub-off on foreign earnings.

But if the SAR's predicament is understandable, its continuing obduracy over the use of private road transport is not. Why the hard-nosed attitude at a time when the SAR on its own cannot cope? GM Kobus Loubser and his assistant GM's answer in unison — if private enterprise is invited into the act it will cream off the high-rated traffic and leave SAR the unprofitable dregs.

Loubser defends the policy by saying that Railways must offset the cost of its social responsibilities. That it must recoup the losses incurred in carrying low-rated freight and passengers by retaining the more profitable cargo the SAR says has to be protected.

Yet why should the SAR need that much protection? Especially under conditions that granted private enterprise is not required to haul iron ore, coal or crops but for railways to hog the profitable traffic to subsidise export and other bulk freight? Economic non-case! If government decides in its wisdom that subsidies are necessary, the assurance should come directly from the Treasury. And business should remain free to choose its method of transportation.

Direct costs, after all, are not the only criterion to some speed and delicate handling will remain more important. And in such cases the first pass in spite of rising fuel costs (unfortunately checked for the moment by the oil price) will be convention by road.

Yet SAR is rapidly expanding its electrification programme which will remain best equipped to handle bulk freight at lowest cost. There is no other carrier capable of competing at the same level.

Some saw the 1978 Road Transportation Act as a welcome step towards easing the movement of goods. On short haul runs the hope was materialised. Others claimed — and still do — that the legislation does no more than strengthen the State's grip on long-haul transport.

The Act sets out an intricate system of permits for the regular movement of goods by road. The permits, which allow road freight to be moved only on a particular date and in particular circumstances, can withhold or delay. With the applicant.

In the opinion of the Transportation Board, reasonable facilities already exist, permits are 'reused'. The list of goods exempt from permit requirements includes fresh and dairy produce, some furniture and domestic electrical appliances.

The need under current circumstances is for private enterprise to play a bigger role. Yet there are constant tales of why from businessmen who need to move goods faster than SAR can do it but who cannot get temporary road permits — and not all applications involve high rated goods.

One haunt, for example, was asked to

Railways' Loubser... time for a re-think on road transport
By Abraham Lincoln

You cannot strengthen the weak by weakening the strong. You cannot help small men by tearing down big men.
You cannot help the poor by destroying the rich. You cannot help the wage earner by pulling down the wage payer.
You cannot keep out of trouble by spending more than your income. You cannot further the brotherhood of man by inverting class hatreds. You cannot establish security on borrowed money.
You cannot build character and courage by taking away a man's initiative and independence. You cannot help men permanently by doing for them what they could and should do for themselves.

move maize northwards and tea southwards by a foreign country. No go

A company which is supplying a project in Zimbabwe found it counter-productive to rail goods because of breakages, delays and consequent time penalties. It cannot get the necessary, temporary, permits. A local haulier with Zimbabwe permits cannot obtain them either. So an SA company with the necessary permission is transporting by road to the border where a sister company with Zimbabwe permits takes over the trailers and moves them to destination.

A carrier which has Zimbabwe permits recently had to send his trucks to the SA border empty, tranship goods from a train, and carry on in Zimbabwe by road because he could not get local temporary permits.

At times the situation becomes almost Gibrarian. But, predictably, no transport companies will go on record that public statements will mean the loss of whatever permits they already hold.

Yet Railways continues to insist that it has no say in the function of the transportation boards although it has the right to oppose applications. A counter by some authorities is that enough temporary permits have been issued to allow certain companies to build up entire businesses. And Loubsier sticks to his guns, saying that while it has spare capacity SAAR would "like to keep insisting on doing the job.

Jack Webster of the Professional Haulier's Association (PHA) says 50% of trucks plying between Durban and Johannesburg on any given night are doing so without permits.

So, clearly, the system is not only ponderous but ineffective.

But the SAR feels that commerce and industry must share any blame. It says that the City Deep containeriasco, for example, has been partly due to the fact that private concerns are not interested in making use of the offer of a 24-hours-a-day service seven days a week. Spokesmen add that before the system was instituted, commerce and industry gave the idea their blessing.

The problem is aggravated by SAAR's inability to attract and train sufficient drivers. Consignees want the right to move their own containers out of the depot, but the intricate stacking arrangement makes the idea impractical. The explanation for the refusal given to the F&M makes sense.

To encourage companies to accept containers after hours, thought is being given to bumping up tariffs. Industry and commerce, in turn, are dead against the suggestion, claiming that they will be penalised for something which is Railways own fault.

Certainly, Loubsier is careful to accept part of the blame. "It's no use our having an alibi," he says. "SAAR needs more and better supervision of its operations and must move faster.

Agreed. But it also needs to shed its protective shell. Only a fool turns down an offer of help when he most needs it.
LTA company clinches record R21-m railway contract

A CONTRACT worth R21-million — the largest electrification contract ever awarded by SA Railways — has been clinched by Industrial Electrical to electrify the rail line from Port Elizabeth to De Aar.

Industrial Electrical, based in Selby, Johannesburg, is a company in the Mitec mechanical and electrical engineering division of the LTA group.

Industrial Electrical will carry out the contract in association with the international Brown Boveri company, which is responsible for the design and engineering of the project.

The rail distance from Port Elizabeth to De Aar is about 400km, but, with sidings and subsidiary tracks, Industrial Electrical will electrify a total of 740km, using the 25kV AC system.

Civil engineering work — mainly the casting of concrete foundations and the construction of masts — will be done by LTA Civil Engineering (South) under a R3-million sub-contract.

Tony Orbach, managing director of Industrial Electrical, says that about 95% of the R21-million will be spent in South Africa — more than 30% of this on labour.

At the peak of the operation 200 men will be employed. Work will begin on September 1 and be completed in 30 months.

The contractor will supply the 800 tons of steel required for the contract and the 800km of overhead wires will be supplied by Abar-dare Cables of Port Elizabeth (aluminium) and Union Steel Corp of Vereeniging (copper).

Brown Boveri will provide specialised equipment such as track isolating switches, section insulators and tension devices.

SAR will make available a special rolling train consisting of rail trucks and coaches with flat-top platforms.

An uninterrupted flow of rail traffic will be maintained throughout the contract, with the result that work on the track itself will be possible for only two hours in the mornings and two hours in the afternoons.

The project will present major logistic challenges, as aggregate (crushed rock), water and other supplies will have to be transported over long distances through desolate parts of the country.

By John Spira
The 1000 people of Kambur were originally work as migrant laborers. The population is this year 90% of the heads of households seek agricultural work. The result of this is that the area which was estimated population of 100 000 (79 690 to 1970 census) rapid development of a new town with an estimated population of 2000 people. The first studies were reported in the area in 1975.

Most of the adults came originally from the area in 1965.

Since 1965, English schools no new houses have been built there.

The main speaker at the conference, Celia Gaun was asked if the American"34 said, "Think of the inhabited by the British colony.

The speakers will be President Inspector, Chief Inspector.

There is no direct evidence to support the idea that there is a policy to force the Kambur population to leave the area. It is the political instability that has been caused by the civil war.

The Financial Reporter 35 April 1976

Drydock

3. METHODS

in children who have a low weight for age. Unlike between the age of 1 and 5 years, but is decreased serum content. The Schafer Strip is a graduated band which

The technique used in all the studies was
Randburg's bus service expands

Johannesburg planners have introduced an additional peak-hour bus service to Randburg's Beverley Gardens from the Magistrate's Court in Main Street, Johannesburg, from today.

"Since the introduction of the bus network in June we have faced the problem of overcrowding on the route on bus which has proved popular and successful," said Mr Paul Browning, public transport consultant to the National Institute for Transport and Road Research.

The present 4:30 pm bus to Beverley Gardens leaves Johannesburg five minutes earlier and the additional bus is slotted into the schedule at 4:33 pm.

Mr Browning said that the extra bus would satisfy demand and passengers would no longer be left behind because of overcrowding.
COMMUNITY leaders and commuters are alarmed at the railway police commissioner's claim that crime on the trains is not as high as believed.

Reacting to yesterday's statement, Mr. David Bloom, a city councillor, said statistics could be used to prove anything.

The commissioner, Lieutenant-General J. H. Classen, said although the Peninsula trains carried more than 12 million passengers a month, only about 100 crimes were reported.

Overcrowded trains did not contribute significantly towards the crime rate, he added.

'DAMNED LIES'

'There are lies, there are damned lies and then there are statistics,' said Mr. Bloom, who was head of the City Council committee which investigated crime prevention in the Peninsula.

He said the commissioner's comments were contrary to what his committee had found.

There are people living in Mitchell's Plan area who will not use the trains under any circumstances.

Were more people to travel on these trains (the Cape Flats routes) the statistics could be different,' said Mr. Bloom.

At yesterday's railways Press conference, an official said the most robberies were committed on the line from Netreg through Philippa to Mitchell's Plan.

'It's obvious to me that they've taken the figures for this dangerous stretch and spread it out along the routes where there is hardly any crime. That doesn't make sense to me,' said Mrs. Roslyn Joyce, commuter and head of the Tenants' Association in Manenberg, which is on the Netreg/Mitchell's Plan line.

Her 12-year-old daughter gave up her job in Epping because of the violence.

'She decided to stop using that route when a group of men with guns boarded the train one night and robbed people,' said Mrs. Joyce.

GANG RULE

Mr. Don Pienaar, of the University of Cape Town department of criminology — his book on Cape Flats gang rule will be published soon — said that although there were not definite statistics, it was clear that gangs were terrorizing people on train routes.

Mr. Mark Abrahams, head of the Rondebosch Crime Association, said that in the past month he had been told that several residents of the Rondebosch area had been molested or pickpocketed, often at peak hours on Thursday and Fridays.

With the proposed increases in bus fares the situation would only get worse.

According to Mr. Eddie Kai, secretary of the Combined Mitchell's Plan Residents' Association (Compra), 'while one may argue with figures, the people argue with reality.'

There was a growing feeling of insecurity among the residents of Mitchell's Plan and while I concede that one cannot blame the railways for a crime of society, there must still be a realistic level of security on the trains.

AMAZED

What amazes me is that on the third-class coaches the conductors themselves are often intimidated. At times conductors cannot even get into the coaches, let alone excert any control.

He suggested the railways step up schedules, add more coaches to trains and bring forward the proposed 1984 opening of a second line to Mitchell's Plan.
It has been shown that the well-trained general practitioner can handle 90% of illness presenting to him. It has also been shown that the undergraduate sees little of this pathology in the ward teaching hospital — something less than 1%. The four groups of conditions which are of special importance to the general practitioner have been identified.

(a) Common disorders which usually have a benign outcome but occasionally have serious complications, e.g., rubella in the early pregnancy.

(b) Early diagnosis. Those conditions in which early diagnosis and treatment are necessary to forestall serious outcomes, e.g., depression and malignant disease.

(c) Chronic disorders like hypertension, diabetes, and ulcers which require continuous care.

(d) Emergencies where prompt and urgent treatment is essential for life-saving, e.g., myocardial infarction.

Myocardial infarction is of special importance because it is the third leading cause of death, and often the patient is in the first four hours, usually before the patient has been seen by a doctor. In a study carried out in Cape Town, it was demonstrated that prompt treatment by the general practitioner diminished the death rate from myocardial infarction to a level lower than any previously reported. (J.H. Lavenstein, 1976)
Present Situation: (Table 9 shows Membership, Contributions & Benefits)
At present, one firm, South African Preserving, at Tulbagh, have given permanent workers the option of belonging to Cape Medical Plan. In this case the employer pays 2/3 (about R15 per month) of the contribution to the Cape Medical plan. This factory still belongs to the Food and Canning Workers’ Union fund, however, so that seasonal workers will be covered.

Numbers retain benefits for two months after they stop working. This is because of the seasonal nature of the food industry in which most workers are laid off for part of the year.

4. Food Industry Medical Benefit Fund Administered by the Food and Canning Workers Union.

There is no Industrial Council in the Food industry. Instead, a conciliation board of employer and trade union representatives is in operation.

This scheme falls under Medical Schemes Act. It has to apply for yearly exemption from certain provisions so far this has been granted.

The sick fund consists of about 13 workers representatives. This is called the central committee. Quarterly meetings are held with employer and worker representatives. Other meetings are held only with worker representatives present. Every factory is meant to have a medical committee whose representatives are elected at meetings at the various factories. Representatives on the medical committee usually work part-time for the fund. At Ashton and the Pearl there is one full-time worker.

The fund was established in 1950. At that stage only four canning firms participated. In the first year the income was just on R2 000,00 with an average membership of 1 540.

When the fund started the contributions were 2½c a week. By 1955

had risen to 5c a week. The average membership had increased by nearly four times in 1956/7 and stood at just over 4 000. In 1957 panels of doctors were set up and free medical attention was paid for.

(up until the only sick benefit had been paid).

In 1958 clinics were set up. The staff consisted mainly of first-aid attendants and nurses. Panel doctors attended lunch-hour clinics at factories as well as seeing members at their surgery.

Mass X-ray programmes for detection of Tubercolosis were started in 1958.

In 1959 free dental treatment up to a limit of R2,00 a year was introduced.

In 1960 the limit on free medicines was raised from R4,00 to R6,00 and that on dental treatment was doubled. Clinics were now operating in all member factories except Wolseley and Worcester.

Between 1960 and 1973 medical/dental benefits have increased by over four times and now run at more than R200,00 a year.

In 1969 the Fund was registered in terms of the Friendly Societies Act.

It held dual registration with the departments of Health and Finance.

The latter has now been waived.

In 1972 the first mass immunization against influenza took place.

Over 3 500 workers were immunized at a cost to the Fund of R2 659,00.

This was repeated in 1974.

This has not been done since, as there are doubts as to its effectiveness.
Loots offer of SAR aid to 30 July 1981 neighbours

Transport aid was the best assistance South Africa could offer a developing country, Mr H A Loots, chairman of the SA Division of the Chartered Institute of Transport and deputy general manager SA Railways, said in Johannesburg.

Opening the Itel '81 transport exhibition at Milner Park showgrounds, he said: "We have the knowledge, experience and technology to help developing African countries.

PROVEN LINES

"We have proven lines of communication, mainly through our transport and trade routes, which are of immense value to our neighbours and can be of equal value to other nations.

"Some of the railway systems of the subcontinent are approaching the point where their rail, road and harbour systems can no longer cope with traffic demands.

"We maintain that South Africa is most favourably suited and equipped to be of practical assistance to these countries.

DEVELOPMENT

"Mr Loots said that by supporting the Itel conference, and exhibition, the first and largest of its kind undertaken, delegates were making an indirect contribution to maintaining "stable, economic" development in the subcontinent.

"We consider this will ultimately be more beneficial to advancing nations than MR1 fighters, tanks or missiles.

"The lines of communication already exist and all that is now required is to extend them so that everyone can share in the enormous resources with which we are endowed."

WORLD No 2

Mr Loots said that South Africa, which had only six percent of the continent's population, had 50 percent of its entire locomotive and rolling-stock, fleets, 42 percent of the continent's cars and 48 percent of tractors.

South African Railways, 1981 expenditure of R1 000-million put it in second place only to France in terms of the world's published capital expenditure."
Public Sector -
Transport - General

2/6/81 - 31/12/81
end soon

Will
crisis

container

CONFINING... more quicker with sophisticated new measures

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BY MIKE ESSON

FRAME EDITOR
S.A. Railways and Harbours Administration: maize production

The Minister of Transport Affairs:

(a) and (b) The South African Railways Administration in collaboration with the Maize Board aims at exporting 5.3 million tons of maize and sorghum per annum (approximately 70% per cent) out of an estimated exportable total of 7.7 million tons originally envisaged by the Maize Board. This is the greatest tonnage ever, the previous record was 4 million tons. To achieve this rate additional trains have to be scheduled.

Since the maximum rate of 5.3 million tons is dictated by the infrastructure (trucks, line capacity, train staff, etc.) on the railway portion of the export transport chain, optimum overtime working at harbours cannot contribute to any significant manner to improve on the figure of 5.3 million tons.

18. Mr. P. A. MYBURGH asked the Minister of Transport Affairs:

Whether any steps are being taken by the S.A. Railways and Harbours Administration to augment its (a) storage and (b) transport facilities in order to handle the increase in maize production, if so, what steps?

The present record is

If more records are

in the table, the

The record for 1969

Mr. M. BURMAN asked the

Minister of Transport Affairs:

What percentage of the 1961 maize crop destined for export will the S.A. Railways and Harbours Administration be able to handle (a) with and (b) without overtime being worked?

The MINISTER OF TRANSPORT AFFAIRS:

(a) and (b) The South African Railways Administration is envisaging the export of 5.3 million tons of maize and sorghum per annum (approximately 70% per cent) out of an estimated total of 7.7 million tons originally envisaged by the Maize Board. This is the greatest tonnage ever, the previous record was 4 million tons. To achieve this rate additional trains have to be scheduled.

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The record for 1969

Mr. M. BURMAN asked the

Minister of Transport Affairs:

What percentage of the 1961 maize crop destined for export will the S.A. Railways and Harbours Administration be able to handle (a) with and (b) without overtime being worked?
We shall only examine the cases where we have n clusters of the same size, and choose c members at random from each of n randomly selected clusters. An estimator for \( \bar{X}_c \) is:

\[
\bar{X}_c = \frac{1}{c} \sum_{i=1}^{c} \frac{X_i}{n}
\]

This is unbiased, \( \text{Var}(\bar{X}_c) = \frac{1}{c} \text{Var}(X) \).

When \( Z^2 \) is the sample variance of the population, which we shall assume to be unknown, we can use the following estimator:

\[
C = \frac{(n-1)\sum_{i=1}^{n}(X_i - \bar{X})^2}{n(n-1)}
\]

where \( C \) is an unbiased estimator of the population variance \( \sigma^2 \).

As with the mean, this estimator is consistent for a given value of \( C \) if it can be shown that as the sample size increases, the estimator approaches the true value of the parameter.
Bus fares to go up in Pietermaritzburg

Pietermaritzburg Bureau

BUS fares will go up one cent on Monday, the city’s Director of Transport, Mr D D Schumann, has announced.

The fuel price hike is expected to cause additional expenditure of R325 500 to the Pietermaritzburg transport department next year.
New transport bill published

HOUSE OF ASSEMBLY.

A bill consolidating and streamlining the country's transport services under a single new government department, to be known as the Department of South African Transport Services, was published here yesterday.

It provides for the railways and harbours, road transport services, pipeline services and air services to be carried on by the General Manager and for a South African Transport Services Board to replace the old Railways and Harbours Board.

The Bill sets out the regulation and structure of the new department in line with the directives of the Prime Minister's aim to streamline and consolidate government departments. — Sapa
Step up use of port, says chamber

By Fred Roffey
Business Editor

Port Elizabeth also has
commercial interests which for
the period January, 1976, to
March 1977, had an overall
utilization of 30% against a
figure of about 50% for
Durban.

The chamber says that
shipowners' agents estimate
that the turn-round time of
cargo vehicles at Port
Elizabeth is half that of
Durban.

In a letter to the SARH,
the chamber says:
"During the winter months
of 1976, when the port was
almost closed down, the
throughput was limited to
50% of its capacity. This
resulted in increased
utilization rates and
reduction in turn-round
times.

The average turn-round time
for the winter months was
about 66 days, compared
with 95 days in the summer
months.

The chamber believes that
the port has demonstrated
its ability to handle additional
traffic, and its normal
efficiency would be
established at one port, thus
creating an overall cost saving.

The letter points out that in
the same way the Railways
Administration would not
be concerned in having an
improvement in the port's
efficiency.

The port is the best
container port in South
Africa and it is hoped that
established firms and also
new firms will be encouraged
to use Port Elizabeth for
many months of the year.

In its approach to the
South African Port
Conference, the chamber
calls for the setting up of
a container terminal at
Durban, as this would
result in reduced
utilization rates and
reduction in turn-round
times.

The chamber also
recommends that the
members of the
conference should
consider the
establishment of a
container terminal at
Port Elizabeth.

"It is generally known that
relocation of container
traffic is essential to
reduce turn-round
times," says the
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Port Elizabeth.

"It is generally known that
relocation of container
traffic is essential to
reduce turn-round
times," says the
chamber in a letter to the
conference.
sent via Durban"

The letter was the only factor which could weigh against using the Port Elizabeth-City Deep route as the existing box rate tariff.

It points out that freight rates are equalised to all ports in the Cape Town-Durban range, even Johannesburg - which with the introduction of containerisation was officially declared a port - does not have equalised rates.

This means that ports other than Durban are at a disadvantage.

"However, it is our belief that should you take a policy decision regarding routing Port Elizabeth traffic through Port Elizabeth, you will be in a position to negotiate a special box rate from Port Elizabeth to City Deep with the Railways Administration, who we feel would welcome the additional traffic through the Port Basin with terminal and the increased use of rail trains from this port to City Deep.

"In addition, if the Government could be persuaded to pursue its principle of equalisation to include City Deep then any cost differences would automatically fall away," says the letter.
SAA has deficit of R54,2-million

THE ASSEMBLY—Domestic and international services of South African Airways showed a total deficit of R54,2-million for the 1970/71 financial year, the Minister of Transport Affairs, Mr Schoeman, said yesterday.

Replying to a question by Mr Philip Myburgh (FFP, Wynberg) he said the figure for the domestic service alone could not be determined.

"The system of accounting used by the airways does not provide for expenditure of the various services to be accounted for separately.

"For managerial purposes, statistical calculations are made to assess the profitability of the various services," he said.

The Minister of Co-operation and Development, Dr Koornhof, said he was given the wrong information about the number of houses completed in Alexandra Township and wished to set the matter right.

In reply to a question by Mr Dave Dalling (FFP, Sandton) on Wednesday, he had said that 50 houses had already been completed by his department in Alexandra.

"I wish to apologise to the member as I was given the wrong information. To date only nine houses had been erected and 50 ervens had been made available and provided with services," Dr Koornhof said.

It was expected that the Atlanti diesel engine project would result in a 20 percent average increase in the price of tractors, the Minister of Commerce and Industries, Dr de Villiers, said.

Replying to a question by Mr Philip Myburgh (FFP, Wynberg) he said the extent of the price premium was not yet known.
Railways enter capital market

Own Correspondent

Approval has been granted in principle for the Railways to enter the domestic capital market in its own name.

Seconding the acceptance of the report of the board of directors and the financial statements of Volkskas yesterday, the General Manager of the SAR, Dr Kobus Loubeur, said the SAR's greater financial independence of necessity meant that the financial structure should comply with the normal requirements applicable to a business undertaking.

"In recent times, greater attention has consequently been accorded to self-financing in order to bring the Railways' debt ratio within acceptable norms. "Since 1973, the Railways has negotiated loans on the foreign capital markets in its own name and at present a considerable percentage of its loan requirements is obtained from that market.
Railways audit reveals some poor contracts

HOUSE OF ASSEMBLY. — Shortcomings and unsatisfactory provisions in contracts entered into by the Railways led to disputes, arbitral settlements, amendments, or the need for legal opinions, the Auditor-General, Mr W G Schickerling, says in his report on the 1974/75 Railways accounts.

The report, tabled in the Assembly, says a large number of queries and observations on various aspects of financial transactions, accounting procedures, had been addressed to the general manager, Dr Kobus Louwerse, and his department during the course of the audit of the railways administration accounts.

In his introduction, Mr Schickerling says the accounts and balance sheet reflect a true and fair view of the financial affairs of the South African Railways and Harbours administration, subject to relevant remarks contained in the report.

Mention is made, he says, of other important matters and transactions not satisfactorily concluded.

Shortcomings

Shortcomings and unsatisfactory aspects of contracts included:

- Contracts of a divergent nature in the conditions of tenders and standard contracts entered into, but mainly in respect of price escalation provisions.
- The use of a wrong cost index in a tender which, according to legal opinion, was binding on the administration, as a result of which the administration had to pay an additional amount of R55,673.
- Vague conditions in a contract in regard to completion dates which led to different interpretations and had to be amended.
- The acceptance of erroneous and impracticable tender conditions in regard to price escalation which necessitated considerable amendments to the contract conditions.
- The acceptance of an erroneous statement in a tender relating to the inclusion of customs duty in the price which led to the payment and recovery of R297,054 by the administration.
- Ambiguous provisions in regard to currency fluctuations and imported material which led to a claim by the administration of R191,550.

The claim was settled for R85,500 on a discretionary basis.

- The inclusion of an escalation clause in a contract was recommended by the tender board but not approved, as required, by the relative regulation. A claim of R1,731,939 in respect of price escalation paid as a result of this amendment was considered by the administration but was abandoned, apparently because legal opinion was that it could have led to law suit in the appeal court.

Approval

Mr Schickerling says that various inquiries about these incidents had been directed to Dr Louwerse who had informed him that a task group appointed to investigate all aspects of contracts had made recommendations which would be implemented over a period of time.

The report also lists 14 transactions in excess of R100,000, for which ministerial approval was obtained in terms of tender board regulations, which empowers the general manager to obtain quotations instead of tenders for the supply of services, stores or material if he is satisfied it would not be in the administration’s interests to call for tenders.

The regulation entitles the general manager to transact the business subject to the consideration and recommendation of the tender board or the approval of the minister if the matter cannot be submitted to the tender board because of urgency or exceptional circumstances.

Aircraft

"During the financial year the tender board recorded 104 cases of contracts for purchases or services, each exceeding R50,000 in value. For which ministerial approval was obtained in terms of this regulation. The total value of these contracts was R317.2 million."

The transactions included:

- The purchase of one Airbus, two Boeing 747, and 12 Boeing 727 aircraft for R254,146,004.
- Five contracts to the value of R10.9 million for concrete sleepers and fasteners for which inquiries were confined to certain firms.
- The purchase of R4.5 million worth of electrical signaling equipment for which inquiries were limited to four firms — Sapa.
A new generation

The SAR will soon award tenders for the construction of a new generation of suburban trains slated to come into service on selected high density passenger routes in 1983.

Proposed routes will probably include the Soweto/Johannesburg line, Reef lines, and the Pretoria/Mahopane, Cape Town and Durban suburban areas.

Director of passenger services Barry Lessing says two-and-a-half sets of 14-coach prototypes are expected to cost R20m. Competing for the tender are consortia from Japan, France, the UK, Germany and Switzerland, with strong interest from SA companies.

Eventually, Railways is expected to order another eight sets of trains at a cost of R4.5m each. Tenders will be called for in 1984.

The use of new technology and materials will mean lighter trains and a likely energy saving. Passenger-carrying capacity is expected to increase 17.5% because all electrical equipment will be under the carriages, leaving most of the floor area for passengers.

Although the prototypes are not expected to be faster, travelling time could be reduced as the use of new electronic systems and electro-pneumatic disc brakes will improve acceleration and decrease braking time.

Lessing says the prototypes will be built from stainless steel and aluminum, which should cut maintenance costs and corrosion problems substantially.

Other improvements include new heating and ventilation systems; Improved window construction, an intercom between driver and passenger and possible radio contact between the driver and the base control station; Improved safety on sliding doors, the introduction of thruster control (which could mean a 30% saving in use of electricity), and automatic couplings on coach modules.
Andrew Savage pleads for rail rebates to assist Eastern Cape

By BRIAN POTTINGER
Political Correspondent

MR ANDREW SAVAGE, newly-elected PFP MP for Walmer, has called for rail rebates for the Eastern Cape to help compensate for the area’s unfavourable geographic position.

Presenting his maiden speech during the second reading of the South African Railway’s Amendment Bill yesterday, Mr Savage warned that South Africa could not survive while five million people — 36% of the country’s population — decayed in the “vast rural slum of the Eastern Cape.”

It was very much in the interests of South Africa that the South African Railways acted as a stimulant and subsidised healthy national development.

The Eastern Cape was an area with two large ports that had shown a relative decline in significance. The area’s existence and prosperity and fluctuating fortunes had been decreed almost entirely by transport considerations.

Compared with the advantages of the Transvaal, Port Elizabeth could retain its industry only precariously. Mr Savage pointed out that the Port Elizabeth-Uitenhage region was the metropolitan region with the highest percentage of regional product derived from the manufacturing sector and 74% of this product was railed out of Port Elizabeth.

“I make a plea that the South African Railways use its ability to act in the national interests to ensure that the Eastern Cape is accorded rail rebates that will compensate to some degree for its geographic position,” he said.

“Over the long term I have no doubt the country will redeem this investment many times over through the development of an export capability.”
Railways bill ‘muzzles’ press

Political Staff

HOUSE OF ASSEMBLY. — The government’s blackout on reporting of police “anti-terrorist” action is being extended to the Railway Police in terms of a bill before Parliament.

The provision is contained in the South African Transport Services Bill that passed its second reading yesterday.

The opposition spokesman on transport, Mr Ray Swart, described the clause as a “sinister provision” in a bill that was otherwise deserving of support.

Mr Swart objected to a clause that puts a blanket ban on any unauthorized report regarding “anti-terroristic” activities by the Railway Police.

The clause also effectively prohibits the disclosure of the names, or any other detail, of people who might be arrested in the course of the Railway Police action.

A similar blackout on reporting of police “anti-terrorist” activities was introduced in the Second Police Amendment Act last year, causing a widespread public outcry.

Describing the press curbs in the Second Police Amendment Act as “dawnight bad and disastrous provision”, Mr Swart said the Transport Services Amendment Bill extended the press curbs to cover activities of the Railway Police.

“We see this as an extension of a sinister provision inserted in other legislation, designed to muzzle the press and the media and to set the minister and his commissioners up as super censors,” Mr Swart said.

The clause prohibits the unauthorized publication in “any newspaper, magazine, book or pamphlet or by radio” any information relating to “the constitution, movements, deployment or methods of any personnel or part of the force concerned in any action for the prevention or combatting of terrorist activities”.

The bill also prohibits the publication of any information relating to “any person against whom, or group of persons against which, any action is directed”, unless permission is granted by the minister, or the Railway Police Commissioner.

The bill, which proposes to change the name of the South African Railways Administration to “the Department of South African Transport Services”, was introduced yesterday by the Minister of Transport Affairs, Mr Hendrik Schoeman.

“In this connection, while it may only be of cosmetic significance, I want to suggest that the confusion which exists in the bill in regard to the two names should be resolved at this stage,” Mr Swart said.

“In the interests of consistency, let us drop the word ‘department’ and call the administration merely ‘South African Transport Services’, which will at least emphasize the difference between the administration and other sections of state administration.”

No compromise

Apart from the proviso on comment by the media on the activities of the railway police — which the FLP would oppose outright — the Official Opposition saw the bill as a comprehensive measure.

“We see it as a significant move towards a greater degree of autonomy for the administration and we will therefore support the bill at second reading,” Mr Swart said.

Replying to the opposition’s objection to the clause, Mr Hendrik Schoeman, Minister of Transport, made it clear no compromise was possible on the issue.

“We cannot concede,” he said. A heated debate is certain to take place at the third reading of the bill.
Railways to try

An experimental automatic fare control system from using trains will be introduced to railway stations around Germiston in 1963.

For women and for men are entered together in the same column for efficiency.

Table 2: Proportion of number of people in closer settlements, 1960.
News blackout proposed in transport Bill

by NELENVILLE

The government's blackout on reporting of police 'anti-terrorist' action is being extended to the Railway Police in terms of a Bill before Parliament.

The provision is contained in the South African Transport Services Bill that passed its second reading yesterday.

Mr. Neil Smart, Opposition spokesman on transport, described the clause as a 'sinister provision' in a Bill that was otherwise deserving of support.

He objected to the clause that puts a blanket bar on any unauthorised reporting regarding 'anti-terrorist' activities by the Railway Police.

Names, details

The clause also effectively prohibits the disclosing of the names or any details of people who might be arrested in the course of Railway Police action.

A similar blackout on reporting of police 'anti-terrorist' activities was introduced in the Second Police Amendment Act last year. Mr. Smart described the Press curb in the SA and Police Amendment Act as a 'draconian' and 'catastrophic' provision.

We see this (the new Bill) as an extension of a sinister provision inserted in other legislation, designed to muzzle the Press and the media and to set the Minister and his committeemen up as super censors.

Mr. Smart said:

The clause in the Transport Services Bill prevents the unauthorised publication in any newspaper, magazine, book or pamphlet of any information relating to the construction, movements, deployment or methods of any member or part of the force concerned in any action for the prevention or combating of terrorist activities.

The Bill also prohibits the publication of any information relating to 'any person against whom or group of persons against which any action is directed, unless permission is granted by the Minister or the Railway Police Commissioner.

Replying to the Opposition's objection, the Minister of Transport, Mr. Hendrik Schoeman, made it clear that there was no compromise possible on the issue.
South African social scientists have severely neglected the existence, evolution, and activities of the early labour movement in general and the radical groups, associations and parties representing it, in particular. Although scholars such as Simons and Simons, Ticktin, Sheridan Jones and Katz,¹ have attempted to improve our knowledge of such organisations, and the standard books by Roux, Cope and Harrison² are as useful as ever, fresh research and insight are urgently needed in order to stimulate discussion and add new dimensions to our knowledge of the early radical and labour movement. It is hoped that this paper will at least add new information to and throw more light on one of the most important radical groups following the Labour Party split in 1914, namely the Cape Town based Industrial Socialist League, which in 1920 adopted the name of South African Communist Party. We will examine the beginnings, evolution and amalgamation of these groups into an all-SA Communist Party because, as we will see, they bore the same organisational, political and ideological principles and ideas.

The Beginnings

The 1914 Labour Party split, which led to the formation of the International Socialist League (hereinafter referred to as the ISL-Jhb) was a turning point in the history of the South African radical movement, firstly because the splinter group so formed started organising, on a regular basis, the working class in the
SAR has special offer for senior citizens

By Richard Parle
Transport Reporter

Ten days of rail travel in November for people aged 60 or more — of all races — at 20 percent of the normal fare has been announced by South African Railways.

In a major new marketing campaign, from November 2 to 11 holders of the "40 Off" card available to anyone who has reached 60 will be able to travel on all mainline trains except the Blue Train and the Drakensberg Express and on all suburban trains after 9 am with a reduction of 80 percent of the full fare.

The "40 Off" card was introduced in March to encourage senior citizens to travel on the railways more frequently at a 40 percent discount during the four main off-peak periods of the year, from Monday to Thursday on long-haul journeys and daily on suburban trains.

The deputy manager of passenger services for the railways, Mr G Booyens, told The Star the scheme had been "highly successful" and that it was "just the first step in a more active incentive marketing programme being undertaken by the SAR.

"While we are very pleased with the numbers of cards we have issued, we also realise that, as the time for them to expire approaches next March, we are likely to get less interest among buyers except those who travel frequently.

"So as an added incentive to encourage more people to take part in the scheme and to help fill trains during the lowest off-season period of the year, we decided to bring the discount up to 80 percent off normal fares," he said.

Mr Booyens did not wish to disclose the number of card holders because, as a second bonus to the public, the SAR was giving two single Blue Train tickets between Johannesburg and Cape Town to the buyer of the 20,000th card issued.

"We do not want anyone to guess when this number might come up but we expect it to happen fairly soon," Mr Booyens said.

The current "40 Off" cards expire on March 31.
Transkei complains on trains

A SENIOR Transkei official in the Transvaal is to write a memorandum this week to the South African Railways to complain about poor train services offered Xhosa people when they travel to their homeland.

Mr. N. T. Mpunzi, a Transkei consul who is based in Tembisa Township, said the memorandum was a sequel to a Sunday meeting in which Xhosas expressed dissatisfaction with the train services offered.

"There were so many problems mentioned at the meeting that I'll refer most of them to my seniors in the Transkei Government," he said.
They

Mr. G. F. BARTLETT asked The Minister of Transport Affairs:

1. Whether it is the intention to have the railway line between Hay and Richmond Bay laid and relaid at an estimated cost of £200,000, the project to be a part of a year's road scheme between Hay and Richmond Bay.

2. What was the cost break-down at the time?

The MINISTER OF TRANSPORT AFFAIRS.

1. Yes.

S 3115

Example - See the court's duty under...
Cosas discuss
Vaal bus
fare increases

THE Vaal branch of Cosas will hold a meeting this Sunday to discuss the pending bus fare increases in the area.

A Cosas spokesman said they will be meeting with residents to discuss the students' stand regarding the increases.

The Vaal Transport Corporation will increase the fares by five cents at the end of next month, according to the spokesman.

The Sunday meeting will be held at the Roman Catholic Church in Sebokeng, Zone 10. It starts at noon.

The spokesman said they have invited Azam, the Azanian National Youth Unity (Azanyu) and the Women Federation of South Africa. Everybody is welcome to attend.

CONCERNED: The 1976 student unrest of great concern to Sabswa.
By James Clarke

Johannesburg's "bankrupt" municipal bus service, as well as other municipal bus services in the Greater Johannesburg region, could be taken over soon and run instead by a "strictly commercial" corporation — if the Government accepts recommendations made this week.

The move could mean a whole new deal for passengers which would include faster times, upgraded waiting facilities, new forms of transport, and interchanges where buses pull up beside trains.

Private bus companies, such as Putco, would be contracted by the corporation, which would have the right to scrutinise, throttle, finance and set their standards.

The recommendations come from the National Institute for Transport and Road Research (NITR), which is part of the Council for Scientific and Industrial Research (CSIR) in Pretoria.

It attacks "lack of compassion" towards black commuters and municipal inefficiency.

Mr Ian Morton (39), international public transport expert with NITR and the man who drew up the report, told me: "The situation calls for bold decisions to be taken immediately and substantially.

SENSIBLE

I believe a metropolitan public transport corporation run by a board of directors, who are required to break even annually, is the only sensible answer to the current problems in metropolitan areas."

He also believes that the Government should make the move compulsory if fleet loses R12-million a year.

A survey of 42 bus undertakings showed that more than half the managerial staff "had no training whatsoever."

The report recommends that public transport must be removed from municipal departmental structures. It recommends that if metropolitan government comes about it would make public transport a great deal less problematical but, even so, the corporation must be independent of the metropolitan government.

The establishment of a "passenger transport corporation" (PTC) would enable the present scattered expertise to be rationalised.

The PTC would be supervised by local road transportation boards and the National Transport Commission.
The Minister of Finance

(1) Whether companies operating urban bus services are exempted from the payment of any levy forming part of the price of petrol or diesel, if so, what is the (a) nature and (b) amount per litre, of such exemption?

(2) Whether he will consider granting such exemption?

The MINISTER OF MINERAL AND ENERGY AFFAIRS

(a) No.

(b) No.

WEDNESDAY, 26 AUGUST 1981

| Petrol | No Levy
| Diesel | Yes

| Customs duty | 9.976c per litre
| Excise duty  | 9.976c per litre

For written reply...

Aquatex that MILITARE

P.A. von Heyer: John Sturt MILITARY

For the latter letter see

the Great Transformation

Another important section was Robert

and the Netherlands: The Development of

on technological unemployment, an essay

by Edith Piaf, "Le Bal du Vieux"

and of the Foment Critical (Apart from Matters of

Record's Waste on unemployment.)
Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene uitgisting gepubliseer word:


It is hereby notified that the State President has assented to the following Act which is hereby published for general information:

Burgess to explain view on Indians

Mercury Reporter
DURBAN City Councillor Dick Burgess is to attend the Southern Durban Indian Local Affairs Committee meeting tonight to explain his standpoint on Indians on Bluff beaches.

Mr Siva Pillay, a member of the LAC, told the Mercury yesterday that the sentiments expressed by Mr Burgess were a subject of 'intense debate' among the Indian community and they would like to know the reaction of the council to his utterances and whether they reflect the feeling of a majority of the councillors.

Mr Burgess is reported to have told a meeting of Bluff ratepayers recently that he had asked the City Police to check the vehicles of Indian motorists who went to the Brighton and Anstey's Beaches.

He told the meeting he had received many complaints about 'non-whites' on the Bluff beaches particularly during the shad season.

'Unfortunately, the by-laws state that they are allowed on the beaches. The only thing I could think of then was to ask the City Police to come down over weekends and check on overloading, smooth tyres and so on,' he said, adding that following the blitz the pressure had been eased at the beaches.

Appeals

Deploring Mr Burgess's sentiments, Mr Pillay said it was unthinkable that in this day and age there were people who still wanted to stop the voteless citizens of Durban from sharing beach facilities.

'Cabinet ministers and Government officials have made public appeals to people to move away from discrimination and promote racial harmony,' he added.

Mr P.M.E. van Zyl, the acting town clerk, said in a report to the LAC that arrangements have been made for Mr Burgess to be present at tonight's meeting of the LAC when the issue would be discussed.
Port Elizabeth harbour

Mr. T. ARONSON asked the Minister of Transport Affairs:

"(2) Whether any representations have been made to the South African Railways and Harbours Administration in regard to increasing the volume of goods passing through the Port Elizabeth harbour; if so, to whom were such representations made.

(3) Whether consideration is being given to the matter;

(4) Whether he will make a statement on the matter?"

The MINISTER OF TRANSPORT AFFAIRS:

(1) Yes, to the Railway Management.

(2) No.

(3) Yes, with effect from 10 April 1981, some traffic, traditionally exported through Durban, has, as an interim measure and purely for departmental convenience, been diverted to Port Elizabeth at the same tariff as that applicable between the Transvaal and Durban.

The choice of port rests with the importer/exporter. The Department in its capacity of common carrier cannot deviate from its policy that tariffs must relate to the distance conveyed.

SEPTEMBER 1981 406
Mitchells Plain-Nyanga-Cape Town railway line

105. Mr. C. W. EGLIN asked the Minister of Transport Affairs:

(a) How many trains on the Mitchells Plain-Nyanga-Cape Town railway line reached their destination (i) on time and (ii) after the scheduled time, (b) what was the average delay and (c) what were the main reasons for such delays, in each month from 1 February 1981 to the latest specified month for which figures are available?

The MINISTER OF TRANSPORT AFFAIRS:

(a)(i)
February 1981
4 033
1 257
13.7 minutes

(b)
Points and signal defects, waiting clearance for following section, motor coach defects, occupations, track circuit failures, overhead power failures and speed restrictions.

March 1981
4 126
1 721
10.1 minutes

Motor coach defects, broken rails, waiting clearance for following section, occupations, speed restrictions, points and signal defects, track circuit failures, signal power failures.

April 1981
4 213
1 321
9.3 minutes

Signal power failures, points and signal defects, speed restrictions, waiting clearance for following section, occupations, track circuit failures.

May 1981
4 489
1 329
9.9 minutes

Speed restrictions, points and signal defects, track circuit failures, overhead power and signal power failures, occupations and a derailment.

June 1981
4 279
1 482
10.0 minutes

Derailment, points and signal defects, track circuit failures, speed restrictions, defective motor coaches, waiting clearance for following section and broken rails.

Railage

136 Mr. A. SAVAGE asked the Minister of Transport Affairs:

(i) What railage is paid per ton in respect of (a) manufactured goods, (b) new cars and (c) containers over the (i) Port Elizabeth-Reef, (ii) East London-Reef, (iii) Durban-Reef and (iv) Cape Town-Reef route?

(ii) What is the rail rate on unworked steel over the (a) Reef-Port Elizabeth, (b) Reef-East London, (c) Reef-Durban and (d) Reef-Cape Town route?

The MINISTER OF TRANSPORT AFFAIRS:

(i) R214.10.
   (ii) R213.30.
   (iii) R198.60
   (iv) R338.20

(ii) Less than 1 500 kilogram per vehicle—
   (i) R147.20.
   (ii) R146.60.
   (iii) R136.50.
   (iv) R232.50.

Based on the minimum mass of 3 000 kilogram per vehicle—
   (i) R104.20
   (ii) R103.70
   (iii) R96.30
   (iv) R164.10

(c) There is no rail rate per ton for the conveyance of containers but the following special unit rates apply irrespective of the mass loaded per 6-metre international standard container, local and import—

   (i) R60.00.
   (ii) R632.00
   (iii) R576.00
   (iv) R806.00

The charges for 3-metre containers are one-half, and for 9 and 12-metre containers double these rates. When departmental containers are used the following surcharges apply per 6-metre container—

   (i) R70.00
   (a) R70.00

P.T.O.
The surcharge on 3-metre departmental containers is one-half of these charges.

Export unit rates on traffic loaded in 6-metre privately owned international standard containers are as follows—

(i) R334,00.
(ii) R304,00.
(iii) R288,00.
(iv) R506,00

The charges for 3-metre containers are one-half, and for 9 and 12-metre containers double these rates.

Empty container rates per 6-metre containers are as follows—

(i) R186,00.
(ii) R174,00.
(iii) R162,00.
(iv) R264,00.

The charges for 3-metre containers are one-half and for 9 and 12-metre containers double these rates.
Durban's Deep Container Depots

183 Mr. G. S. Bartlett asked the Minister of Transport Affairs:

(1) What (a) are the actual figures in respect of (b) were the original projections of and (c) was the maximum designed capacity of the (i) annual total, (ii) weekly average and peak numbers and (iii) daily average and peak numbers of containers passing (a) into and (b) out of the Durban and City Deep Container depots since the inception of the container service.

(2) What is the anticipated effect of the Far East trade on the above figures once the container service is introduced in that area?

The Minister of Transport Affairs:

(1) The information is not readily available and it will demand much time and expense to gather the particulars.

(2) The indications are that a total of 52,600 containers to and from the Far East will be handled in Durban during the 2 when the container service is fully introduced. During June and July of this year, a yearly equivalent of 48,750 containers were already handled and the effect should therefore be minimal.
## National road construction projects

175. Mr. G. S. Bartlett asked the Minister of Transport Affairs:

1. What is the (a) location of, and (b) original (i) budgeted cost and (ii) anticipated completion date, and (c) anticipated (i) final construction cost and (ii) completion date in respect of, each national road construction project affected by the cut-back in road-building;

2. what are the reasons for these cut-backs;

3. what is the (a) location and (b) peak vehicle flow of each of the ten busiest sections of any national road in South Africa;

4. what is the peak traffic flow on the Pinetown-Gillitts section of the N3 National Road?

### The MINISTER OF TRANSPORT AFFAIRS:

1. and (2) This matter will be fully dealt with by me during the discussion and consideration of Vote No. 6 in Parliament on 11 September 1981.

3. For rural roads vehicle flows are expressed in terms of annual average daily traffic (AADT) in both directions. The information in regard to (a) and (b) is as follows:

<table>
<thead>
<tr>
<th>National Road</th>
<th>Section</th>
<th>Specific Location</th>
<th>AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>N3/12</td>
<td></td>
<td>The Johannesburg Eastern Bypass between the Geldenhuys and Giiboya Interchanges</td>
<td>52 000</td>
</tr>
<tr>
<td>N3/1</td>
<td></td>
<td>Between the Westville 4 level interchange and Paradise Valley Interchange at Maryvale Overhead Bridge on the Durban/Pretoria road</td>
<td>49 000</td>
</tr>
<tr>
<td>N1/1</td>
<td></td>
<td>At the Kraaifontein Interchange (Joostenbergvlakte) on the Cape Town/Paarl road</td>
<td>40 000</td>
</tr>
<tr>
<td>N1/20</td>
<td></td>
<td>Between the Bucicch and Halfway House Interchanges on the Johannesburg/Pretoria road</td>
<td>38 000</td>
</tr>
<tr>
<td>N1/25</td>
<td></td>
<td>Between the Kupango and Louis Botha Interchanges on the Natal South Coast road</td>
<td>37 000</td>
</tr>
<tr>
<td>N1/21</td>
<td></td>
<td>North of Randjiesfontein Interchange on the Johannesburg/Pretoria road</td>
<td>35 000</td>
</tr>
<tr>
<td>N3/2</td>
<td></td>
<td>East of Camperdown on the Durban/Pretermartinzburg road</td>
<td>25 000</td>
</tr>
<tr>
<td>N3/1</td>
<td></td>
<td>At the Eerste River Interchange on the Cape Town/Sir Lowry's Pass road</td>
<td>23 000</td>
</tr>
<tr>
<td>N2/10</td>
<td></td>
<td>The Port Elizabeth Bypass between the Kempton road and Burman road Interchanges</td>
<td>20 000</td>
</tr>
<tr>
<td>N2/24</td>
<td></td>
<td>At the Umbogintwini River on the Natal South Coast road</td>
<td>20 000</td>
</tr>
</tbody>
</table>

4. The AADT between Pinetown and Kloof is 30 000 and between Kloof and Gillitts is 19 000.
Late trains

About a third of the trains between Mitchells Plain and Cape Town were late in the six months between February and July.

The Minister of Transport, Mr Hendrik Schoeman, said in reply to a question from Mr Colin Eglin (PPP Sea Point) that during that period, 23 885 trains had been on time and 9 369 late. Average monthly delays had ranged from 15.7 minutes in February to nine minutes in July, he said.

(News by Michael Acott, Press Gallery, House of Assembly)
Cement factory rail link gets go-ahead

Mercury Reporter

It is all systems go for the rail link between Umtentweni and the proposed R1.5 billion cement factory at Orbi.

The Minister of Transport has given Natal Portland Cement the go-ahead for the line and tenders are being called for.

A cement factory executive, Mr J R Hodgkinson, said the minister's approval was a huge relief and 'home run'. Work would begin as soon as tenders were awarded.

At a meeting with representatives of the Umtentweni Town Board and the Port Shepstone Country Club, which the line will pass through, the schedule for the works project had been outlined. A local land surveyor had been asked to liaise with all the interested parties.

Mr Hodgkinson said: 'We...

The relations' office down there to handle any problems residents in the area may experience during construction.'

Of the 19 km intended for the link line, only the two which will run through Umtentweni's residential area and the Country Club have been in contention.

Last-ditch stand

Angry residents reconstituted the ratepayers' association to bring pressure to bear on the town board and the minister. The association called for the board's resignation when it withdrew its opposition to the rail spur. It also sent the minister a telegram recording its total opposition to the scheme.

Yesterday the association chairman, Mr Eric Buhr, declined to comment on the apparent failure of the last ditch stand, saying he had not had time to assess the implications of the situation.

Earlier fears that the line would cut through two fairways on the golf course have been alleviated and the president of the Country Club, Mr Johnny Wragge, said the executive committee was quite happy with the situation.

'We have been assured that there will be as little interference with the club as possible and any damage will be repaired immediately. There will be interruptions on one or two fairways for a short period.

Ecology

The cement company has also offered to provide new improved entrance to the club. They have given us the choice of one from the main road or a dual concrete bridge over the line at Old St Faiths Road, which we will probably opt for.'

Mai-Gen Sydney Smit, town board chairman, said two independent ecological reports had shown conclusively that the alternate routes suggested for the rail spur would have had far greater impact on the ecology of the area.

He praised the cement company and the Railways for their co-operative attitude and for their assurances that all growth disturbed during building operations would be replaced and be back to normal within one or two years.

He said: 'We need a R150 million investment in our area. The project will provide much needed employment for our black population and their annual R1 million wage bill will be spent in our area.

'The town board took a broad view of the situation and would have been manifestly unreasonable to continue to oppose the line,' he said.
Mr. P H P. GASTROW asked the Minister of Transport Affairs:

(1) Whether the commission under the chairmanship of Mr H C. van Zyl appointed in terms of section 28(1) of the Road Transportation Act, No 74 of 1977, to inquire into public transport in the Greater Durban area has submitted its report to him; if not, when will it be submitted to him, if so,

(2) whether such report will be made available to the public prior to his acting on the recommendations contained in it,

(3) whether he will announce his views on the recommendations contained in such report, if so, when?

*The MINISTER OF MINERAL AND ENERGY AFFAIRS (for the Minister of Transport Affairs)

(1) No, during the current session of Parliament.

(2) and (3) Fall away.
THUMBS DOWN FROM SOWETO RESIDENTS

Hey! They say there's no crowding problem...

THE South African Rail...
FAIRS

THE MINISTER OF TRANSPORT


THE MINISTER OF TRANSPORT OF THE REPUBLIC OF SOUTH AFRICA

Hierby word bekend gemaak dat die Stantspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inhoud gelys is:


It is hereby notified that the State President has assented to the following Act which is hereby published for general information:

Zebediela train
A NEW train from Johannesburg to Zebediela goes into operation on a trial basis from tomorrow.

The train will run for a trial period and if the patronage is satisfactory it will be put on the permanent schedule, a spokesman for the SAR said.

The train (No 77617), a fast third-class passenger train, leaves Johannesburg at 18h16, stops at Germiston at 18h41, reaches Oakmoor at 19h14 and Pretoria at 19h42.

From Pretoria the train heads for Warmbaths, which it reaches at 21h56, to Nylstroom (23h23), then Naboomspruit (23h45) and then to Zebediela. Between Nylstroom and Zebediela the train will stop at all stations and halts.

On its return trip it again stops at all stations between Zebediela and Nylstroom, reaching Naboomspruit at 23h45, Nylstroom 02h03, Warmbaths 03h31, Pretoria 06h01, Oakmoor 06h02, Germiston 06h36 and Johannesburg at 4 am, so that passengers are well in time to get to work.
All-race inquiry on bus fares

Political Staff

THE Minister of Transport, Mr Hendrik Schoeman, today announced major cutbacks in the country's road building programme and a full-scale inquiry into bus passenger transport.

Mr Schoeman, in a series of policy statements, announced the possibility of road tolls, rest and service areas on national roads, and an inquiry into the problems of tour operators.

The bus passenger transport inquiry, to be headed by Dr P J Welgemoed (Nat nominated MP), the first multiracial inquiry appointed by the Department of Transport, will investigate fares, subsidies and the effect of taxis on the bus industry.

Mr Schoeman, whose transport vote came before Parliament today, said the possibility of road tolls on the Garden route and at the Du Toitskloof tunnel was being investigated.

R1 FOR CABS

Suggested tolls at the tunnel were R1 for a passenger car and R10 for heavy vehicles.

The N3 in Natal and Garden Route tolls could be about half these amounts.

The Minister said that reduced revenue at a time costs were increasing at 25 percent a year had forced the National Transport Commission to make cutbacks including major road construction projects.

The policy of constructing new national roads as freeways only had been reversed and in future design would be based on traffic conditions.

Contracts planned for 1981 through to 1983 to be postponed included:

• A three-year delay on the R65-million extension of the Durban/Johannesburg freeway between Ladysmith and Van Reenen.

• A twoday delay on the R58-million completion of the Johannesburg ring road.

• At least a two-year delay in R79-million in tenders on R120-million Du Toitskloof tunnel in the Western Cape.

• A three-year delay on the Warmbaths/Nylstroom section of the N1 and a two-year delay on the Middelburg bypass on the N4.

Mr Schoeman warned that more national road projects could be postponed unless income was supplemented from the next financial year.

COMMISSIONS

The bus transport commission members are Dr Welgemoed, Mr B L Carless, Mr A J de Villiers, Dr G C Prinsep, Dr F Berkhout, Mr E G Kemp, Mr J G H Betha, Mr F L Erasmus, Mr R S Newbath, Mr D O Lewanile, Mr R A Smith and Mr H J Claassen.

A commission into problems of tourist operators in South Africa was also gazetted.

The eight man commission, chaired by former Chief Director of the National Parks Board, Dr Rocco Knobel, will report on the extent and quality of tourist services.

Members are Mr Knobel, Dr H Hamburger, Mr H Hamerema, Mr A H Le Roux, Dr A M Pretorius, Mr J B Retz, Mr D B Fiesman and Mr G W T Behrens.
Mr Hendrik Schoeman

**GovtCT inquiry into bus system**

_Fortress_ 2/9/67

**HOUSE OF ASSEMBLY** — The Minister of Transport, Mr Hendrik Schoeman, yesterday announced the establishment of a commission of inquiry into bus passenger transportation, increasing operating costs and rising fares.

Speaking during the debate on his budget vote he said this was the first commission of inquiry which had been appointed by the Department of Transport on which the various population groups were represented.

The opposition's transport spokesman, Mr Ray Swart, had opened the debate with a challenge to the government that if it was intent in improving services it should take the lead also on the issue of bus segregation.

The 12-man commission, chaired by Dr P J Welgemeisse, will look into the question of bus subsidies resulting from increased operating costs and rising fares. It is hoped that the interim reports will be received early next year.

The commission will study the effectiveness or otherwise of the existing procedure followed in respect of considerations for tariff adjustments, the basis of tariff determination and the desirability of making adjustments on an individual basis and only within certain areas at certain times.

It will also look at the alternative of a uniform countrywide tariff increase.

Consideration will be given to all facets of the subsidization of bus commuters and whether it was at all necessary or desirable.

Energy supplies and a future policy in this regard will also be studied by the commission.

Mr Swart (PFP Berea) said the government should take a lead on the issue of segregated bus services if it was serious about providing better public urban trans-
The drain

By political correspondent John BatterSBY in Cape Town and Jennifer Moran in Salisbury

Zimbabwe:
Fears ANC sympathised
South Africa:
SWA makes a cautious
Britain:

SA is prepared to lend locomotives but only on a rent-to-own basis

13/1/87
S. Exp

SA, wants

Dependant Economic Zimbabwe

Sunday Express September 12 1981 269
No cap-in-handbegging for aid from SA
Massive container buildup could lead to increase in cost of containerization.
The South African Railways and Harbours expects to spend a record R728 million during the coming financial year. The Minister of Transport, Mr Hendrik Schoeman, gave notice yesterday that he will introduce the Railways and Harbours Appropriation Bill on Wednesday to apply for that amount from the Railway and Harbour Fund.
AIR, RAIL
FARES
UP 10 PC

Political Correspondent

RAIL and domestic air fares will be increased by 10 percent from October 1 — the second increase this year.

The only exception is the fare for single commuter trips which will not go up, but return fares will be increased. Weekly and monthly season tickets will remain unchanged.

This was announced by Mr. 1. Heinl, Director of Traffic and Publicity, in a letter to the Manager of the Railways.

In the railway part of the fare, peak period fares and off-peak fares went up by 15 percent and suburban fares by slightly less.

LAST YEAR

In April of last year first and second class rail fares went up by 15 percent and third class by 10 percent. Domestic air fares then went up by 20 percent. Mr. Heinl stated today that the 10 percent increase is the usual range of 5 percent.

He pointed out that no other rates were being increased. He said there was no reason, therefore, why the proposed adjustments should result in any increase in the consumer prices index.

At a Press conference before he introduced his revised Budget, Mr. Scherman said fuel prices had risen by 80 percent since 1975 and the Railways had a $440-million loss annually on its passenger services. This remained a source of great concern to the Railways. In terms of the recommendations of the Pratt Commission the railways should receive, apart from an extra budget, a larger percentage of freight subsidies. Mr. Heinl said the Railways had already agreed, in principle, with the Minister of Finance to 598 and 370 million francs. This would enable the Railways to provide more services and modern aircraft. The Railways, however, said a 10 percent increase was double that of a single ticket.

The fare for a single return ticket between Cape Town and Wynberg would increase from 75 to 90 francs and the fare for a third class trip between Johannesburg and New Canada would go up from 20 to 40 francs.

RETURN FARES

The abolition of return fares would mean commuter journeys on a par with non-return passenger service, where the return fare was double that of a single ticket.

The new fares are intended to increase commuter trips, as well as air and rail services. The 10 percent increase will not affect the average earnings, and over longer distances it was less.

Mr. Scherman said the holder of a season ticket in the first class would have to pay 1.6 cents more than the average paying his commuter service, while third class passenger would pay 68 cent.

REVENUE

It was expected that the proposed tariff adjustments would yield additional revenue of $14 million, which would be credited to the anticipated deficit of $4.5 million into a surplus of $40,000. Total Railway Budget for the year provides for a surplus of $45.

Referring to the increases, Mr. Scherman said it was only logical to have the rate of increase increase, as the revenue and expenditure were now on a sounder basis. The Railways were under much more pressure to ensure the efficient running of the rail and air services. The railways were under strong pressure because of the rapid increase of the cost of living. The Railways were under strong pressure because of the rapid increase of the cost of living.

(Continued on Page 3, col 7)
The South African Railways says there are enough trains to cope with the large numbers of passengers in and from Rosettenville. But sights such as this one belies the statement. Commuters are forever complaining about the dangers of being squeezed like sardines in the packed coaches, or having to hang out dangerously.
FARES GO UP

From Page 1

Bus fares will not go up. Here is a list of some of the old and new return fares along the Reef:

Reacting to the announcement of the rail fares increase, Mr Chris Mokoditso, former executive member of the banned Black Peoples' Convention, said it was a terrible thing for the poorest class in the community to be confronted with such abrupt hikes in fares.

He said as far as the question of issuing tickets is concerned, this will entail not only higher loss of money to the poor but also a duplication of service to the booking offices.

"Without doubt, the present long queues will double and this will cause inconveniences to commuters, which on the other hand can be considered as abuse of manpower.

"The fact that the Railways is running at a loss is not a justification for it to increase the fares because it is providing an exceptionally essential service which if it was utilised by the voters it would have been definitely subsidised," he said.

Miss Amanda Kwalitse, a social worker, said the increase was a blow to blacks in the low income considering that there has been numerous increases recently in basic commodities as well as bus and taxi fares.

She said the irony of it all was that the Government kept on increasing the Defence Budget annually but seemed not prepared to subsidise the needs affecting blacks most. She added that at least black wages should also be increased.

### What you'll pay

<table>
<thead>
<tr>
<th>Jhb to:</th>
<th>1st class old</th>
<th>1st class new</th>
<th>3rd class old</th>
<th>3rd class new</th>
</tr>
</thead>
<tbody>
<tr>
<td>Germiston</td>
<td>50c</td>
<td>R1.10</td>
<td>30c</td>
<td>60c</td>
</tr>
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<td>Cleveland</td>
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<td>90c</td>
</tr>
<tr>
<td>Krugersdorp</td>
<td>R2.06</td>
<td>R2.80</td>
<td>75c</td>
<td>R1.20</td>
</tr>
</tbody>
</table>
The text on the page is not legible due to the quality of the image.
Air, rail travel to cost more,

The Cape Times Thursday, September 17, 1981
Tariffs unchanged.

The exception is with the South Africa and to a lesser extent with the rest of the region, where an increase in the price of tobacco and other commodities, due to the South African exchange controls, has led to an increase in the price of South African goods. This has not had the same effect on the European market, where the same goods are sold at lower prices.

In conclusion, the impact of the South African exchange controls on the European market is limited. However, the increase in the price of South African goods is expected to continue, leading to further increases in the cost of living in Europe.

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HOUSE OF ASSEMBLY —
The Minister of Transport, Mr Hendrik Schoeman, yesterday gave Parliament a progress report on some of the larger capital projects undertaken by his department.

Introducing the Railway budget, he said the line between Port Elizabeth and De Aar was being electrified at an estimated cost of R100 million and the section between Beaufort West and De Aar at an estimated total cost of R55.2m.

"It is anticipated that these facilities will be brought into use in 1983 and 1984 respectively."

The Natal main line was being doubled between Newcastle and Union at a cost of some R240m. Portions of the line had already been completed, while other portions would be in use by 1982 and the line as a whole by 1984.

Work on the railway line between Broodsnyersglou and Richards Bay to increase its carrying capacity had already started and would be completed towards the end of 1983.

The deviation of the line between De Doorns and Kleinstraat, which included the construction of a 13.4 km tunnel through the Hex River Pass and which was estimated to cost R65m, was expected to be brought into use in August, 1984.

The new hangar for macro-jets at Jan Smuts Airport would be completed early next year and would cost about R36m.

It was expected that the new station for non-white passengers at Belle Ombre in Pretoria would come into use next year.

Good progress had been made with Senttrarand, the central yard near Bapsfontein. The estimated cost of stage one was R25m and that of stage two was R152m. These two stages would be completed during March and September 1982 respectively, Mr Schoeman said.

The South African Railways had also had to contend with considerable escalation problems.

"The increased price of steel is probably the main single factor in this respect but other price increases have also contributed to the escalation."

"The cost of permanent way material probably best reflects the spiralling costs over the past decade. In 1970-71 the cost of a concrete sleeper with the necessary fastenings was R5.97. The present price is R16.35 — an increase in cost of 194 percent. The cost of rails was R61.75 a ton in 1970-71 against the present cost of R119.39 — an increase of no less than 91 percent."

The first phase of the multi-purpose bulk-handling appliance at Richards Bay harbour was already in use. The need for additional facilities for the handling of bulk cargo at this harbour was being investigated.

Special facilities for the handling of steel, granite and wood were being planned and would be completed by the end of 1985.

The construction of a refrigerated containerized fruit-holding store in the container terminal at Table Bay harbour was progressing satisfactorily and it was anticipated that it would be completed by April, 1982 — Sapa
African Railways

SAA and main line railway fares soar by 10%

Commuters’ season tickets will cost 9% more — and return tickets have been scrapped.

Black rail

Tariffs are 15% lower than air fares.

Air fares ‘big blow’ to city tourism

Consumer Reporter

THE 10 percent increase in air fares is a blow to the tourist industry which is so vital to Cape Town. Mr John Robert, managing director of Capitour, said today.

He suggested that, instead of losing money on some flights between Cape Town and Johannesburg which were not completely full, South African Airways should arrange to sell seats at a reduced price through Capitour and similar organisations.

They already have “part-charter” arrangements — under which a block of seats on an ordinary scheduled flight is sold at reduced prices — on international flights because of competition from other airlines.

But they do not do it on internal flights because there is no competition.

The Mayor of Cape Town, Mr M J ‘Rosie’ van Zyl, and the Deputy Mayor, Mr Sol Kreiner, also said they were concerned about the effect the rise in air fares might have on tourist trade from the Transvaal.

Pointing out that it would now cost a couple R500 to visit Cape Town from Johannesburg, and that there had already been a 15 percent rise in air fares earlier this year, Mr van Zyl said: ‘That is a lot of money and I really feel it could discourage holiday-makers from inland.’

Mr van Zyl said although any increase in fares was to be deplored, the Minister had no option but to put them up in view of rising costs.

Mr Kreiner said although the increase of nine percent in weekly season tickets was not a very big increase to third class fares, it would still be a blow to the less affluent people who had to travel long distances from the townships.

INCREASED rail fares were cause for concern — particularly since so many of Cape Town’s work force had long distances to travel.

This was the reaction of Mr Jack Ross, director of the Cape Chamber of Industries, to the announcement of higher rail fares from October 1.

It was true that most commuters would have to pay only a nine percent increase for weekly and monthly season tickets but their families, and casual workers, who would no longer be able to buy return tickets, would be faced with a bigger increase when they bought single tickets in each direction.

Mr Ross said it was good that freight charges had not gone up. But they were not expected to do so, in view of the increase in freight charges earlier this year.
Weekly, monthly train fares up 9 percent
Rail price hikes

By MOHONE MOLETE
COMMUNITY leaders today reacted angrily to the 10% increase in train fares announced in Parliament yesterday by the Minister of Transport, Mr Hendrik Schoeman.

The chairman of the Domestic Workers and Salesladies Association (Dwasa), Mrs Monnanelo Suka, said it was unfair that domestic workers, who received the lowest pay and were not protected by law, would have to carry the burden of the increases.

"These workers, who receive sometimes as little as R45 a month, are now going to be faced with more price increases and this follows the increase in the price of bread. They must get a subsidy on their fares," she said.

The chairman of the Indian Management Committee, Mr H Bhana, said the increases were "most unfair" to lower income-groups, who depended on trains for transport.

"Instead, of pushing up fares, train services should be subsidised. The increases can be blamed only on poor administration on the part of the railway authorities," he said.

The leader of the Labour Party, the Rev Allan Hendrikse, said it was to be regretted that blacks, who formed the bulk of all train commuters, had to be affected by inflation, which was a direct result of the Government's policy of separation.

In Johannesburg, the South African Federated Chamber of Industries said it supported the general principle that the SAR should charge economic tariffs for its services, but where uneconomic services had to be provided in the interests of the country as a whole, the burden should be carried by the community at large rather than transport services alone.

"The Chamber advocates that the railways should plan its tariff adjustments with greater regard to the business cycle," the SACO said.

"This would mean that increases in rail rates are not synchronised with declines in the economy," the statement said.

ASSOCHAM believed that where the railways were expected to provide socio-economic services at a loss, the cost should be borne by the taxpayer, not by other users.

The association welcomed the emphasis on training employees, irrespective of colour.

The Afrikaanse Handelsinstituut also welcomed the absence of general tariff increases.

The Institute welcomed the R3.6-million surplus envisaged by the Minister for 1981-82 and hoped that it would be used against future cost increases and possible tariff increases.

- Sepa
Train fares hit the poorly-paid

WIDESPREAD concern was expressed today at the increase in train fares, especially as it affected casual workers and students, who now have to pay up to 64 percent more for one-day return trips.

The big concern is that return tickets — representing a discount of up to 64 percent on single fares — are to be abolished on commuter trains from October 1.

The train users worst affected will be casual workers, choir, gardeners, cleaners, one-day shoppers and students.

Miss Maggie Oelies, chairman of the Domestic Workers' Union, said today that the abolition of return tickets and the new high fares came as a shock to everyone.

"The people haven't got the money to pay the increased fares and with the increase in about everything else I can't see how working class people can exist," she said.

Miss Oelies said domestic workers would be especially badly affected because the nature of their work meant they would have to make many return trips in one week.

WORST VICTIMS

She said every time prices were increased the worst victims were the casual workers.

The warden of Cefda family care organisation, Mr D Fitum, said the increases would place a heavy burden on the already limited recreational facilities people have on the Cape Flats.

Sport and recreational facilities would be severely affected because people would be unable to afford to travel out of their areas.

The chairman of the Westridge and Portland's Residents' Association, Mr Chris Stevens, said the new fares would go a long way towards a Government dream that there is everything in Mitchell's Plan for the people.

He said it would not mean that there is everything. 'It will simply mean that people already living in abject poverty will not be able to afford to go out,' he said.

(See Page 9.)
RAILWAYS

On even keel

Railway finances are on even keel for the time being. The deficit before “borrowing” in this week’s budget presented in Parliament is a modest R24.3m.

Transport Minister Hendrik Schoeman closed the gap by boosting domestic air fares and some rail passenger fares by about 16%. In what is left of the 1981-82 year, this will yield about R28m. The administration will therefore close the year with a small surplus of about R4m. Total revenue is estimated at R8438m and total expenditure at R8429m.

In both cases, this represents an increase of about 20% on 1980-81. But it’s a fair bet that SAR & H finances will come under pressure again next year. As the national economy slows, the Railways’ “social” burden increases. The administration receives about R250m from the Treasury in compensation for services rendered at a loss (passengers and livestock conveyed by rail).

Notwithstanding this assurance, and despite the 10% fare increase, rail passenger services will run at a loss of R628m. Fares barely cover 30% of costs.

The administration was badly hit by the July 6 fuel price increase. In a full year, the fuel bill will rise R25m. The airline division took the main impact. SAA is expected to close 1981-82 with a loss of R29m. Schoeman says fuel prices increased 94% between April 1973 and July this year. He deserves a modest plaudit for seeking additional revenue in the divisions of the national transport undertaking, where revenue falls short of expenditure, instead of relying on the old cross-subsidisation technique.

The passenger fare increases will defray personal disposable incomes, but they will not stoke the fires of inflation. This is something to be grateful for at a time when other administered prices keep on going up.

Schoeman has based his revenue expectations on conservative business estimates. He expects goods traffic to increase by about 4%. Imports will rise 7%, but exports may increase no more than 1%. The total capital programme, including redemptions of R113m, amounts to R1 869m. This will be financed by a loan of R740m from the Treasury, R325m from the capital market and R804m from own sources.

The information is being collected by measurement, it is un

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9 - 26
THE FAMILY of the nine-year-old Sebeto boy who was shot dead by a railway policeman about two months ago, are pressing for legal action against the South African Railways.

The Moatshe family whose child, Laham, died from a bullet wound in the stomach on July 4, has enlisted the help of the Legal Aid Bureau on the case.

The case has been handled to the Attorney-General who is expected to decide this week whether to prosecute the railway policeman.

Mr. J. Feux, a spokesman for the Railways, said investigations had been completed and the docket had been sent to the Attorney-General sometime ago.

Laham, a Standard One pupil at Atamelang Higher Primary, was shot when a policeman fired at a man who allegedly did not have a ticket.
Ciskei to take over services?

EAST LONDON — The Ciskei Government was negotiating the take-over of certain railway and harbour motor transport services operating inside and to and from the Ciskei, the Ciskei Minister of Finance and Economic Affairs, Mr A M Tapa, said at the transport seminar here yesterday.

Mr Tapa was giving the Ciskei Government's view on co-operation and the future of passenger transport in the Ciskei and Border Areas.

Spelling out what he called some basic principles on which his government would insist during the negotiations, he said it hoped the principle of "one person, one journey, one vehicle" would be upheld.

He said the need for people or goods to transfer from one vehicle to another was wasteful and should be avoided even if the point of origin lay outside the Ciskei.

He said the transfer of goods from motor transport of one state to that of the other would be costly.

His government felt that goods conveyance for both rail and road services should remain in the hands of the South African Railways.

Mr Tapa said all internal passenger services should be transferred to the Ciskei Government so that they could be integrated into the existing network in the region.

He said three criteria guided the reasoning of the Ciskei Government on these issues. The criteria were participation, personal comfort and punctuality and reliability.

Answering a question later Mr Tapa said a regional arrangement within this framework would be acceptable to the Ciskei Government.

— SDR

Mdantsane—Potsdam rail link investigated

EAST LONDON — Forward planning for possible future rail links for the Mdantsane-Potsdam area had been done by the Railways in cooperation with the Department of Cooperation and Development, a senior transport planner in the Department of Transport, Dr J P van der Voort, said at the Institute of Transport seminar here.

Dr Van der Voort said if undertaken the plan would mean the introduction of train services within Mdantsane.

He warned however, that no railway facilities would be provided unless a full transportation study had been carried out with full economic analysis proving the use of trains to be the best suitable for the situation.

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The main functions of the MTAB are:

○ To promote collaboration between local authorities within the metropolitan transport area and to promote co-ordination of transport in the area.

○ To formulate goals and objectives for transport in the area.

○ To cause transport studies to be undertaken and to assist in the formulation of transport programmes.

○ To make recommendations to the administrator in regard to transportation matters in the area and their associated financing, and to direct the implementation of the approved transport programme — DDR.

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— SDR
Transport board plans Extension of infrastructure, facilities, plant and equipment, coupled with time wasted in 'uncharted territory' of unco-ordinated regional transport planning was causing a traffic jam on the roads, the general manager of the Ciskei Transport Corporation, Mr. Hans Kaiser, said at the transport seminar.

Better planning called for

Mr. Kaiser, who delivered a paper which went on and out among outstanding contributions, said this duplication did not affect the level of bus fares but affected every property owner and salary earner through rates and taxes, income tax, late-ness, absenteeism and inefficiency.

He called for the elimination of this duplication in passenger transport in the area and recommended the establishment of a permanent working committee to monitor rail, municipal and other schemes and timetable co-ordination to obviate the wasteage.

Analysing the transport arrangement in the Ciskei, he said there were six main areas of operation—London-Mdantsane; Zwelazuka-King William's Town and Dimbaza and the Hwes area.

Because the Ciskei and the Border area were in a common region with similar interests it was important that a fully integrated transport network was developed.

He emphasised that passenger transportation was not an end in itself but rather a means to an end.

Listing problems created by a lack of forward planning in the past, Mr. Kaiser said his company required road transportation permits from both South Africa and the Ciskei even for unbroken single routes.

“The one transportation board grants authority up to the Ciskei-South African border and the other in respect of Ciskei authority,” he said.

“Besides burdening the operator with double permits—which in turn affects the level of bus fares—disagreement between the boards causes problems.”

He called for a regional transportation board which would see to uniformity.

On subsidisation of passenger fares he said that the time was right for the board to take action on the basis of the projects that have been approved by the National Transport Commission.

However, the same passenger traveling on a bus route which was wholly within the Ciskei, for example the Mdantsane internal feeder service, found himself subsidised by the Department of Cooperation and Development.

This lack of co-ordination also affected passenger fares and general public relations.

He gave an example of subsidies being levied on internal services after a fares increase when a similar subsidy was not forthcoming for the service between Mdantsane and East London.

He felt a single subsidising authority would be the answer to the problem.

His company subscribed to the idea of “one ticket” for the local public service transport.

Mr. Kaiser also raised the question of bus shelters which he insisted should be provided by local authorities who always claimed they did not have the money.

Plea to channel meter money to transport

EAST LONDON—A suggestion that revenue from parking meters should be channelled towards supporting the council and encouraging the use of public transport was made at the transport seminar here.

The suggestion was made by Mr. C. K. Andrews, the chief engineer of the municipal transportation system here.

After perusing a grim picture of the municipal bus service, which has run at a loss since 1948, Mr. Andrews said since the parking meter’s gain was the transport operator’s loss, would it not be possible to suggest that the former’s income be channelled to the latter?

Mr. Andrews pointed out that the general loss suffered by the municipal bus service was common in many major areas in South Africa and had been so for many years.

In East London the loss had risen from R12,998 in 1948 to R672,193 in 1960.

Mr. Andrews said that in terms of the urban transport act, the first five areas were already working and that the next phase would be East London, Pietermaritzburg, Bloemfontein, Vryburg and West Rand.

The first MTAB areas were formed in Johannesburg, Cape Town, Pretoria, Durban and Port Elizabeth.

“The intention at this stage is that the area should comprise local authorities in East London, Beacon Bay, Gonubie and the divisional council,” he said.

He added that it was important there should be cooperation with the people of the Ciskei when the scheme got going.

If such an arrangement were reached, the area would include Mdantsane, Berlin, King William’s Town and Dimbaza.

Mr. Mackey said consulting engineers were already at work formulating possible ways to operate the plan—especially as regards organisation of transport from the black areas to the city centre.

The engineers would also undertake studies for urban transport in metropolitan areas.

Mr. Mackey explained that the MTAB was responsible for the metropolitan transport area declared by the Minister of Transport in consultation with the National Transport Commission and the provinces concerned.

This metropolitan transport area consists of a number of local authorities, as well as adjoining areas.

“One of these local authorities, in the metropolitan area, is the City of East London.”
Third-class train users are hard hit

THIRD CLASS casual train users travelling to Cape Town will pay between 33 and 66 percent more now that return tickets on suburban lines have been abolished. Mitchell's Plain residents, the hardest hit by the new fares, will pay 66 percent more for a return trip to the city.

Below are examples of how the cost of a trip to Cape Town has gone up through travellers now having to buy two single tickets instead of a return. Weekly and monthly tickets have gone up by about nine percent.

Two single tickets (the previous return fare, now abolished, given in brackets):
- Cape Town-Nyanga: first class R1.50 (R1.10); second class 60c (40c).
- Cape Town-Simon's Town: first class R2.20 (R1.80); second class R1 (60c).
- Cape Town-Bellville: first class R3.00 (R1); third class 60c (35c).

4 Foreign

They travel to four groups - distributors, dealers, importers and retailers. They provide a space for goods of price fluctuations and provide sales service.

4.1 Distributors.

They often have exclusive sales rights in a specific country and work in close cooperation with the manufacturers. They are very dependent on suppliers companies and arrangements are long term. Suppliers often have relatively strong control over prices, promotional effort, inventory and servicing.

4.2 Dealers.

They sell either industrial goods or durable consumer goods direct to the consumers - they are the last step in the channel. They have close and continuing relationships with the supplier and exclusive selling rights in certain locations. They are independent, but suppliers still need to be involved in the management and overseeing of dealer activities.

4.3 Import jobbers.

They purchase direct from manufacturers and sell directly to wholesalers and retailers but do not have exclusive territorial rights.

4.4 Wholesalers.

These are middlemen who sell to retailers or industrial users. Their chief fields are negotiating, buying, selling and storing as well as many other services.

In moving from one country to another, there seem to be major differences in wholesalers related to -
Govt silence on details of new commissioners

By TONY WEAVER

WHO are Mr F L Erasmus, Mr R S Nowath and Mr D O Lwamale, and why is the government being so secretive about them for the time being?

The three men are on the membership list of the government's first multi-racial commission of inquiry into bus passengers' transport in the Republic of South Africa.

On the membership list they are called 'a coloured commuter, an Indian commuter and a black commuter', respectively, but no other clues as to who they have been nominated have been forthcoming.

The Department of Transport has declined to release further details on the three before September 29, at the request of Minister Hendrik Schoeman.

The three names appear below those of leading transport figures like Dr P J Nelgenoed — a nominated Nationalist MP, former professor of transport economics at the Rand Afrikaans University chairman of the commission and a member of the Broederbond, Mr A J de Villiers (United Municipal Executive of South Africa), Dr E Prinsloo (South African Bus Operators' Association) and Mr R L Calyon of the Passenger Transport Association of South Africa.

The civil service has five representatives on the commission, who are Mr F H Reinhout and Mr E G Kemp from the Department of Finance, Mr G G D Botha from the Department of Manpower and Messrs R A F Saff and H J Claasens from the Department of Transport.

Repeated inquiries to the Department of Transport's offices in Pretoria and Cape Town disclosed that nobody seemed to know who the three black 'commuters' were.

Finally, someone suggested that Mr G J S Brown, the department's parliamentary under-secretary be contacted.

On Wednesday he said he would obtain the details from Pretoria as he did not have them in hand.

Yesterday he said he could not disclose details of the three at the request of Minister Schoeman, who would hold a press conference or release a statement on September 29.

South African first

He suggested that the deputy director-general of the department, Mr Ronnie Mey-

er, contact in Pretoria for further clarification about the origin and credentials of the three men who have turned the commission from just another committee into a South African first.

"We're not trying to hide anything away," Mr Meyer insisted. "But the order I have received from Mr (A B) Eckstein (Director-General of Transport and chairman of the National Transport Commission) is that only the minister will release the details.

He also said the Department of Transport had had very little to do with the appointment of the three and that the Department of Cooperation and Development had nominated them.
MOST of the rail line to Richards Bay is likely to be doubled by 1988 as a result of the Government’s decision to lift the quota on coal exports to 80-million tons a year.

The South African Railways is already involved in increasing the capacity of the line to carry the 44-million tons of coal to be exported by 1988/89.

The total cost for upgrading the rail facilities alone for phase 3 has been estimated at R600-million.

So far, the increase in the line’s capacity has been tackled mainly by increasing the length of the trains and the payloads of trucks.

The first trains hauling 94 trucks, compared with the previous 54 trucks, went into operation this month, and these trains will later be extended to 200 trucks.

The present annual exports of 27-Mt are hauled to Richards Bay in 16 train-loads a day; the annual 44-Mt will be hauled in only nine daily trainloads.

Now that future export needs are known, however, the SAR will be in a position to take a more long-term, integrated view in its planning.

The country and the coal industry stand to benefit greatly.

By Andrew McNulty

Both producers and necessary infrastructure will be in a probably uniquely flexible position to react relatively quickly to meet future export market demands.

SAR’s project co-ordinator, Mr John Wallis, emphasised that detailed planning cannot be carried out until final decisions are made by the Government, by coal producers and by the Richards Bay Coal Terminal on quantities and the timing of additional exports through Richards Bay.

Although the Minister of Mineral and Energy Affairs, Mr P A de Klerk, said in Parliament that 20-Mt/a would be a likely first step of phase 4 and leading producers have reacted favourably to this figure, Mr Wallis notes that the figure — and the export route is not yet final.

"We hope for these decisions from the Department of Energy as soon as possible then we can immediately start working plans for the next phase, which must be designed to slot into phase 3.

"We need to take as long a view as possible because decisions we make now will affect later stages which might be many years ahead."

He adds that if Richards Bay exports are targeted to reach 40-Mt/a in the first step of phase 4 as expected, this will “pretty definitely” mean that most of the line will be doubled.
Travellers in ‘no-win’ situation, says Swart

The travelling public was in a “no-win” situation, Mr Ray Swart, chief Opposition spokesman said yesterday at the start of the Railways budget debate.

The government had forced the rail and bus services which were uneconomic and the government had to allocate a R200-million subsidy. But who was going to bear the cost of this subsidy, asked Mr Swart.

If it was the private sector, it could be disastrous for the economy.

Mr Swart also blamed government policy for the price increases in country, to pay for fuel, which was higher than in other countries.

The reason is that because of the government’s racial policies which have made us the laughing stock of the world, we are compelled to look to the grey market for our fuel requirements and to pay prices accordingly," he said.

The public was paying the price of government policy.

About 40 percent of the existing fuel price in the country was made up of excise duty, GST and government levies.

“One would have thought that in the interests of cushioning the inflationary impact of a fuel price increase of which the Railways and Airways are now themselves a victim, the coal government could have reduced excise duty on fuel, leaving only a portion of the announced increase to be passed on to the consumer,” he said.

Amendment

He moved an amendment declining to pass the second reading because of the increased fuel and air fares and because:

- The attempts by the management to operate the transport services on sound business principles are being hampered by unrealistic government policies which are inflationary and add to the “ever-increasing operating costs”, and because the Opposition was not satisfied that the returns on capital investment reflected “adequate and prudent planning on the part of the administration”.

- Political Staff and Sapa.

The real costs of accidents can be measured and controlled.

The lower-income groups who, because of government policy, had to live long distances from where they worked.

The government was forced to provide rail and bus services which were uneconomic and the government had to allocate a R200-million subsidy. But who was going to bear the cost of this subsidy, asked Mr Swart.

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- Political Staff and Sapa.
Simplistic Budgeting

HOUSE OF ASSEMBLY:—
The Minister of Transport was "setting aside" R200-million to create an "artificial shortfall" which his captive clients, the commuters, would have to pay for, the leader of the New Republic Party, Mr. Vause Raw, said yesterday.

Mr. Raw said during the second reading debate of the Railway Budget that there was no way out for the commuter or the air traveller.

The minister, Mr. Hendrik Schoeman, had created an artificial shortfall by setting aside R200-million of revenue in an accounting system that left too little detail for members of the House to establish the precise situation.

"The Minister is taking the easy way out," Mr. Raw said. His answer was a simplistic one: "That is where the losses were, and that is where the increases will go."

The minister should rather move to cost-related tariffs. Mr. Raw also complained about the absence of any evidence that attempts were being made to attract first and second class passengers to the main line services.

"The public is made to feel that the airways are there and the less use that is made of the main line service the better," he said.

The dining saloons and other services were being removed, all things that made it less attractive to travel by train. — Sapa
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<td>Source</td>
<td>s.1 'gross income' definition paras. (gA),(k),(n); s.9, s.10(1)(w), s.22A(2), s.24A(3)</td>
<td>Chapter 7</td>
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Double Tax Agreements

s.108 and peruse double tax agreement

Chapter...
leading to transgressions of autonomy. And Government cannot provide in large numbers the right type of people in terms of vocation and skill. Neither would government be willing to take on its books an army of extra personnel which it cannot later drop. Government would prefer its commitment to success to be measured by its freedom to tackle policy issues rather than by the acquisition of manpower. Nor can governments easily find suitable candidates, even if a sea of unemployed exists. In fact, in many countries, overstaffing and ill-staffing in government are already serious and linked problems.

The nature and magnitude of the personal issue once the EGS/CLC/CSO design is accepted requires special schemes, backed by government, to draw in the commercial and industrial sectors, whether private or public, because they constitute the present pools of skilled manpower.

1. **Staffing rural institutions**

   Companies hire, after normal selection procedures, extra personnel on the understanding that they will enter company service under an initial rural scheme. Successful candidates are required to seek a two-year contract with one of a number of rural institutions on the company list or to suggest their own preference. The company provides pension, health and other fringe benefits, not salary. Salaries are set and paid by the host institution according to its own criteria and rules. The company may offer to reimburse the institution for all or part of the salary. The company, or more likely companies acting in concert, together with field agencies, would provide some suitable pre-field training.

After the two-year period, if successfully completed, the candidate is free to return to the parent company and is credited with two years' seniority. However, and this is the purpose of the scheme, if the young person so chooses, the company, or companies working together, will finance further training; for instance at the Masters or Ph.D. level. In southern Africa a provision for undergraduate and technical apprenticeships may be appropriate as well. The expectation is that, as the Peace Corps returnees empy demonstrated, after two years in the field the candidates will know more...
SAR and ex-Rhodeans

The Minister of Transport Affairs, Mr Hendrik Schreiner, was called upon yesterday to review his department's policy on the employment of highly-skilled ex-Rhodesian railwaymen.

Speaking in committee on the Railways Budget, Mr George Bartlett (NRP Amatongi), said it was unfair that people such as diesel unit drivers should be employed by the SA Railways as assistant drivers.

“I think it is rather unfair that a man with between 15 and 20 years' diesel unit experience should be taken on at a salary of R400 a month.”

In the past there had been a gentleman's agreement between the two railways not to poach each other's staff, but now the situation had changed. Mr Bartlett said skilled Rhodesian diesel unit drivers should be given further tests after which they should, if found suitably qualified, be given full drivers' status — Sapa
Sanctions alleged

Parliamentary Staff

THE South African Railways Administration had been influenced to operate sanctions against neighbouring states in regard to the availability of transport services, Mr Ray Swart (FFP, Boksburg) told the Assembly yesterday.

"It is a punitive or politically bargaining posture they are involved in in regard to our preparedness to assist neighbouring Southern African states in respect of transport services, and it is motivated entirely by political considerations," said Mr Swart, speaking in the third-reading debate on the Railways budget.

Later in the debate Mr Swart's accusation was strongly denied by the Minister of Transport, Mr Hendrik Schoeman, who said his department was not out to harm the interests of any states.

Mr Swart said: "If there is one role which South Africa should be fulfilling in these troubled times, it is the positive role of assisting people to overcome poverty and achieve prosperity and stability by linking them to the market of the world."

Instead there had been a change of attitude on the part of the Railways on -- particularly, in recent months towards Zimbabwe with the withdrawal of truck and locomotives.

Mr Schoeman said Zaire, Zambia, and Malawi and Botswana had all negotiated with South Africa at government level, but Zimbabwe had refused to do this.

"What are they that makes them better than other countries who negotiate with us at government level?" he said.

There were 20 steam locomotives belonging to South Africa in Zimbabwe, and some diesel locomotives that were there on a contract which expired this winter were taken back.

"Now they want them back again," he said.
Reduced rail fare urged for students

SEVERAL education authorities have called on the Government to reintroduce student rail concessions.

The Rector of the University of the Western Cape, Professor Richard van der Ross, said students who did not have to attend lectures every day would be specially hard hit by next month's increased tram fares.

The increase would also be a blow to students who travelled to sporting venues where they could not use session tickets.

Professor van der Ross said he supported a call for concessions very strongly.

'The university is especially affected because a lot of the work is of a fluctuating nature, and the students travel casually.

POOREST

Labour Party leader the Rev Alan Hendrickse said it had become customary for increases to be 'foisted upon the ones who could least afford it'.

His party had asked the Government to bring back the system of concessions which allowed students to pay less than working commuters.

'But we got a negative response'

Mr Hendrickse, the party's spokesman on education, said black people were being made to pay higher transport costs when they did not have enough schools and when the Government had moved them away from existing schools.

DROPOUTS

Mr Randall van der Heever, editor of the official mouthpiece of the Cape Teachers' Professional Association, predicted a rise in the dropout rate.

'There is also the price of uniforms and the steep rise in high-school exam fees.

'Many parents are going to find themselves hard-pressed to keep their children at school.'

Mr van der Heever, who teaches at Spes Bona High School, said it was undesirable and dangerous for students to hike to school.
Reference to the objectivity method will re-inform the reader that a meaningful return on an investment per se purports to be expanded, the income statement would stated in the previous expansion resulted if the problem be solved. It is not unreasonable to expect in a consolidated the objective of the writer submits that further study in the necessary before meaningful proposals can be such time, the deficiencies of the persist. If management deem it fit to accept these deficiencies, the resultant disclosure is supplementary only.

One company which in fact its associated companies and present disclosure is Metkor Investments Limited, is not supplementary basis of the parent company theory, while the income statement shows a preference for the proprietary theory.

SUMMARY.

It is a meaningful return on an investments that purports to make the equity method superior to the cost method. Total consolidation is considered to be incompatible with the premise of an investment in the net assets of an associate. Annual financial statements should at all times remain articulated while additional disclosures should be supplementary in form.
TRAIN FARES

Keeping in line

The latest rail fare increases are an attempt by Railways (SAR) to hold ground against increasing costs, and not a means to recoup enormous losses—estimated at about R600m this financial year.

Barry Lessing, SA Transport Services (SATS—formerly SAR & H) director, passenger services, says the structure of the new tariff is designed to keep increases in fares for regular SAR customers to a minimum. As such, season tickets for weekly or monthly commuter travel have been raised only about 10%.

In the case of the third-class weekly ticket (black commuters), which allows two journeys a day for a defined seven-day period, the price, on average, will be 0.5c/km. For first-class commuters (white and black) with monthly tickets, and unlimited journeys, the cost/km can probably be reduced further.

In the 1978-80 financial year, third-class tickets represented 81% and first-class tickets 19%. This amounted to 523m third-class journeys and 121m in first-class.

In some cases, however, prices of casual tickets have been increased by as much as 60% through the elimination of the reduced price return ticket. Instead, two single tickets will be issued. Lessing cites fare evasion, which costs SAR an estimated R16m-R20m each year, as a further reason for abolishing the system.

Over the period 1970-1981, the cpi rose from 100 to 315, he says. Over the same period third-class commuter fares rose from 100 to 213 and the black wage index from 100 to 278.

Cost recovery on all passenger journeys is at present only M%, he says. On commuter fares recovery falls to about 22%

"Obviously," says Lessing, "SAR would like to recover 100% of cost but the market would not bear the increases—particularly on the main lines, where a trebling of fares would put them way above the comparable airfare."

What SAR is aiming for, long-term, is to keep up with the basic cost of living, he says. However, this still leaves SAR with a huge deficit to be financed by government and SATS cross subsidisation. Comparisons with other passenger transport systems around the world indicate, says Lessing, that it is unlikely to ever be a paying proposition.

Despite good growth in passenger figures, South African Airways has also seen its passenger traffic costs increase. A spokesman says the airline is not permitted to divulge the exact figures, but the fuel bill has increased 34% since 1973.

SAA sets optimum seat loads on domestic flights at roughly between 65% and 75% depending on cargo and mail carried and distance travelled. During the 1978-80 financial year it achieved an average figure of 69.2%, which allows little flexibility.

Increases in air fares affect, largely, the A and B income groups who understand the problem. It's a much harder sell to convince the commuters of Soweto.
Whether the South African Railways and Harbours Administration lately changed its policy with regard to (a) the importation of (b) the export of (c) the storage of (d) the transfer of (e) the handling of (f) by (g) and (h) that the nature of the change in such case?

The Minister of Transport Affairs

(a) and (b) No

(aa) and (bb) Falls away.
Whether any rolling stock of the South African Railways and Harbours Administration used at (a) Zimbabwe and (b) Mozambique has recently withdrawn from service in these states. If so, (i) when and (ii) why, in each case?

The Minister of Transport replied:

(a) Yes.

(b) No.

(i) 25 Diesel locomotives were gradually withdrawn during the period 26 April to 4 July 1981.

(ii) Expiry of leases. The leases were not renewed as the locomotives were required locally for the winter peak period.
Fare too high. Fares too high. Children point to lack of school.

The picture was taken on Friday morning, who are supposed to be at school. The picture was taken off the bus. In the background children during the week so they can go to school in the background children.

MRS Hazel Robertson sends her children to live with her parents.

At all hours of the day, the streets of Faisalabad are filled with flooding children. Children — children obliged to stay at home. Because their parents can't afford to send them to school.
A survey by the Tafelsig Intermediate School Committee shows the township has more complaints than inhabitants.

The problem on the lips of every housewife is, however, the fact that there are no schools in the area. The Intermediate Committee, survey, done by interviewing 335 families, showed that more than half the children in the township go to schools outside Mitchell Plain and about one-third of schoolgoing age are at home.

Of those at home, most are in sub standards A and B. Residents said bus and train fares for their children cost an average of R2.20 a week for large families.

To avoid this cost, many people send their children to stay with relatives during the week.

Mrs Hazel Robertson of Jonkershoek Street, said she was one of the many women in the area who have to survive on grants.

She sends her children to live with her mother in Lotus River during the week so they can be near their school.

Mrs Laura Wolmarans has five children who do not attend school because the family does not have money for travelling.

We spotted two Standard 3 pupils from Rocklands Primary School walking with their books and money.
The change of winds in Zimbabwe

Why Rowan Cronje is losing faith in Mugabe

MR ROWAN CRONJE is an opposition MP in Zimbabwe and a former member of the Smith Cabinet. He is a prominent Afrikaner leader there and was tipped for a post in the Mugabe Cabinet.

In an interview with the Sunday Express a year ago Mr Cronje was optimistic about Zimbabwe's future under Mr Mugabe and said the degree of peace and stability there after six months of independence was "very close to a miracle".

A fortnight ago Mr Cronje warned that Zimbabwe was on the road to economic collapse and had begun the inexorable slide to a one-party state.

In a wide-ranging interview with Sunday Express political correspondent John Battersby, Mr Cronje warned that, unless urgent action was taken, the current shortage of foreign currency — largely due to the transport crisis — could bring Zimbabwe's economy to its knees.

By JOHN BATTERSBY
Political Correspondent

SUNDAY EXPRESS: When I interviewed you a year ago you expressed considerable optimism over Zimbabwe's future and celebrated the constitutional stance adopted by Mr Mugabe. What has made you alter your position so drastically in the course of 12 months?

MR CRONJE: I have changed my views over the past six weeks. The reasons for my grave concern about the future are threefold. Firstly, there are the stated intentions (of Zimbabwe) to become a one-party state. Secondly, there are serious economic problems (in that country) which are manifest in a sharp rise in the cost-of-living and a shortage of basic commodities. Thirdly, there is the growing dissatisfaction of the man-in-the-street brought about by a crisis of expectancy.

But perhaps what is of the most concern to me is the change in tone of some of (Zim- babwe Prime Minister) Mr Robert Mugabe's recent pronouncements. In the past he has always been very considered about what he has said. But some of his recent pronouncements have been unfortunate to say the least.

What do you regard as the root causes of your country's economic problems?

Recent moves by the Government of Zimbabwe — such as the cut in the foreign currency quota to industrialists and cuts in holiday allowances — all point to an alarming shortage of foreign currency which, of course, a result of the transport crisis. Goods that need to be exported are just not being moved out of the country. There have been estimates that we are losing as much as $5 million a day. Raw materials and fuel supplies are at an all-time low for the same reason.

Another factor is the vast spending on social programmes — a move which is commendable and understandable for political reasons, but now it is the right time. At the moment all the emphasis should be on promoting productivity.

I do not believe that the situation has reached the point of no return but I say that it is very serious and that the economy is in danger of total collapse if something is not done as a matter of urgency.

What sort of short-term actions would you propose to rectify the situation? I think when your survival is at stake your must be realistic. The reality is that Zimbabwe is dependent on its lifeline through South Africa. Instead of being politically embarrassed by that dependence we should say, 'Right we will use that line as long as it is in our interests to do so.'

South Africa has said that it is prepared to discuss at ministerial level matters such as the renewal of the contract for 28 locomotives which are desperately needed by us at present. Surely then, that is the thing to do. I think that both sides are being childish in taking up uncompromising stands when it is in their mutual interest.
aren't running anymore

Why the Grain Trains

The South African Shift
The Impracticability of apartheid
**SIGNS OF APARTHEID: Black passengers in their great numbers crowd the Island Station Footbridge allowed them.**

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**TRAIN COMMITTEES ARRIVE IN ISLAND STATION NEAR KEMPTON PARK**

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**EDWIN BY MIKVIANE**

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**SYDNEY**

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**PRESS BY JUDAH**

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The committee's lid.

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Mr G B D McIntosh asked the Minister of Transport Affairs:

How many railway-station (a) refresh-

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SA's second steam age dawning?

By Richard Paris, Transport Reporter

South Africa may be the first country in the world to herald a second age of steam if a 21-year experimental programme by the South African Railways produces the desired results.

A mechanical engineer for the Railways in Pretoria, Mr. David Wardale, told the Star yesterday the changing situation in the supply and cost of energy in the past decade had made the SAR realise "it had better not put all its eggs in one basket."

While the SAR continued with the electrification of lines and the introduction of diesel engines throughout the country, it was reluctant to dispose of its large fleet of steam locomotives in view of South Africa's abundant coal reserves.

Mr. Wardale's personal interest in steam locomotives led him to submit proposals for modifying existing locomotives with modern technology that would make them efficient for many years to come.

"In September 1979 I was given the go-ahead for the design work, which took nine months. After this, the parts we needed had to be specially manufactured in Cape Town. Finally, I chose the latest model of steam locomotive, a Class 28 non-condenser (a type which blows steam into the air rather than condenses it, be re-used as water), built in 1952, of which we have 15 in service. Modifications began in earnest at the beginning of this year," he said.

The prototype was painted red instead of black to distinguish it from other locomotives. Mr. Wardale explained that his work entailed making extensive alterations to the boiler, which generates steam, and to the cylinders, which use the steam to provide power.

"It was necessary to find a way of generating the steam much more effectively, using less coal and water and making much less smoke but at the same time provide greater power."

"It was also important that we find a way of reducing the pollution level which comes from putting coal into a firebox, which gives off a volatile, sooty matter. To do this one has to let off more air over the combustion so that the coal burns more efficiently," he said.

Informal tests began a few months ago with the improved locomotive pulling goods and a few passenger service trains on the Pretoria-Witbank route.

"We will submit our research to SAR management in February who will then consider whether it would be feasible to convert some of the 126 inland-modified steam locomotives," Mr. Wardale added.

From work undertaken so far he said he was optimistic about the future of steam but pointed out it was still too early to judge as no statistical records or data of the conversion had been compiled.

He did not know of any other country which was attempting to revive the steam locomotive, "yet all we have done is taken technology not available in the early 50s and adapt it to local conditions."

New ideas may give life to coalburners
SAR WILL TEST METHANOL TRAINS

Finance Correspondent

THE SAR has awarded a R82-million contract to General Motors South Africa for the supply of 51 Class 36 diesel-electric shunting locomotives, said Mr Dirk Beukes, a railway spokesman in Johannesburg this week.

A feature of the contract is that GM is prepared to convert up to five of the locomotives to operate in a 25:75 by volume mixture of methanol and diesel fuel without any additional charge provided the SAR backs all information gathered in their operation.

The cost of conversion — which just about means the addition of another fuel system — is estimated at R320 000 each.

Delivery will start in September next year and the last one will be handed over in May, 1983.

Mr Beukes said that only two companies submitted tenders and both were South African.
Ticket

BLACK community at Berea Road Station waiting to buy their tickets during the rush yesterday.

THE ABOLITION OF RETURN TRAIN COUPONS

Abolition of return train coupons

Leads to rush-hour queues in Durban

Mercury Reporter
The problem has not arisen in the mornings because the commuter load is spread over a number of different stations throughout Durban and surrounding areas; whereas all commuters converge on the main stations in Durban in the afternoons to buy return tickets.

Longer queues

Mr. S.W. Singh, a daily commuter between Durban and Chatsworth, took one look at the queue yesterday and then decided to catch a bus home instead.

"A lot of people can't afford to buy a weekly or monthly ticket and they are the ones who have to stand in the queues," he said.

A black commuter who travels between Kwa-Mashu and Durban, but who did not wish to be named, said she travelled on a weekly ticket because she didn't want to wait in the queues. "The queues at the weekend are very bad," she said.

"I travel on a monthly ticket because I don't want to stand in the queue each day waiting for a ticket.

Another angry black commuter who travels daily between Stanger and Durban said he had waited in the queue for a long time and when he finally got to the ticket office he had been told he was in the wrong queue.

Fortunate

"Look at the queue I have been told to go to. It's even longer and my train to Stanger is leaving in five minutes," he said.

"A black nurse said she was fortunate in that her husband would stand in the queue for her.

"All the people here do not like the new system. The old system was much better. We could buy a daily return ticket at Umlazi and then not worry about getting another one in Durban, but that is all changed now," she said.

Mr. Heckroodt said that once commuters learned that they could buy two single tickets at one station, it would help to solve some of the congestion.
Railways Police on arrival at the H. F. Verwoerd Airport on the morning of 24 September 1981, if so, why?

THE MINISTER OF TRANSPORT AFFAIRS:

Yes, as a result of a charge laid by a passenger.

Mr D. J. N. MALCOMESS: Mr Speaker, arising out of the hon. the Minister’s reply, will he tell us whether the questioning arose as a result of a conversation which the person in question had on board the aircraft, a conversation which was critical of the Government but not subversive?

The MINISTER: Mr Speaker, the questioning of the person concerned was not only as a result of a conversation, but also on account of certain things said by the person concerned and certain things found in his luggage. That is why the matter was investigated by the S.A. Railway Police, and they acted perfectly correctly in doing so. There has, however, been a lot of gossip following this incident.

There is nothing irregular anywhere.

Hon. members of the Opposition just want to cause a lot of nonsense again.

Mr. D. J. N. MALCOMESS: Mr Speaker, further arising out of the hon. the Minister’s reply, could the hon. the Minister tell us whether anything subversive was found and whether a charge against the person concerned is pending?

Mrs H. SUZMAN: He was probably in possession of a “toy.” [Interjections]

The Speaker: Mr Speaker, the hon. member admitted that certain things found in his luggage might have created the impression that something was wrong. I should like to give the hon. member for Port Elizabeth Central fuller details.

If something had gone wrong during the flight, hon. members of the Opposition would, of course, have asked us whether we had been asleep while that man was carrying out his designs. [Interjections] Now we acted correctly, but we are nevertheless being criticized.

Mr. D. J. N. MALCOMESS: Mr Speaker, further arising out of the reply given by the hon. the Minister, would it not have been too late to question that person after the flight if something had indeed gone wrong? [Interjections]
Go-ahead for big Natal cement project

THE go-ahead has been given for the construction of a R30-million railway line connecting the main South Coast line in Natal with a planned R150-million clinker plant near Port Shepstone, implying approval for the factory as well.

After protracted opposition to the rail link from the Town Board of Umtentweni, this local authority has withdrawn its objections, and the South African Railways has given formal approval for the line to be built.

The line is expected to be open to diesel traffic by September 1983, and the clinker plant at Sluysma, inland from Port Shepstone, should come on stream about a month later.

Mr Dennis Rowe, general manager of Natal Portland Cement, the factory developers, said it would be incorrect to say the residents of Umtentweni were happy about the railway line passing through the town. However, they have accepted that Sluysma and the service line are of national strategic importance.

Mr Rowe said Natal's future cement supply was vitally dependent on the new clinker factory, as without it the province's supply situation would deteriorate even further from its present delicate position, with a snowballing effect throughout the country.

He said cement manufacturers in the western Transvaal were now hard-pressed to help Natal meet its demand, and it was unlikely that they would be able to do more, or even as much, in coming years to deliver cement to Natal.

Bridge

Contracts for surveying and exploratory drilling along the railway route are already in progress, and an order of R5 300 000 has been placed with Cemomation (Africa) for construction of the main railway bridge over the Unzimkulu River.

Completion date for the factory's kiln production line is October 31 next year, and at full production, the plant will supply 1 650 tons of clinker a day to Durban Cement, where it will be milled and packed.

The factory will include raw material stockpiles equipped with automatic stackers and reclaimers. Limestone will reach the factory by conveyor from the existing quarry, while shale, iron-ore and coal will be transported to the plant by rail.
Go-ahead for R150m clinker plant

Financial Reports

THE go-ahead has been given for a R150-million railway line connecting the main South Coast line in Natal with a planned R150-million clinker plant near Port Shepstone, signifying approval for the factory as well.

The Town Board of Umntweni has withdrawn its objection to the line, and the South African Railways has given approval for it to be laid. The line is expected to be open to diesel traffic by September 1983, and the clinker plant at Sznwana, west of Port Shepstone, should come on stream about a month later.

Mr Dennis Rowe, general manager of Natal Portland Cement, the factory developers, said it would be incorrect to say the residents of Umntweni were happy about the railway line passing through the town. "However, they have accepted that Sznwana and the service line are of national strategic importance."

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He said cement manufacturers in the Western Transvaal were hard pressed to help Natal meet its demand, and it was unlikely that they would be able to do more, or even as much, in coming years to deliver cement to Natal.

Contracts for surveying and exploratory drilling along the railway route are already in progress, and an order of R2 300 000 has been placed with Cementation (Africa) for construction of the main bridge over the Umzimkulu River.

Contract completion date for the factory's kiln production line is October 31 next year, and at full production the plant will supply 1 600 tons of clinker a day to Durban Cement, where it will be milled and packed.

The factory will include raw material stockpiles equipped with automatic stackers and reclaimers.
SAR agrees to settlement with Mavi

By Thembekh Bhumalo

The South African Railways has agreed to make an out-of-court settlement with three workers who sued the railways for R30 000 after they were assaulted by ticket attendants in May.

A spokesman for Priscilla Jana and Associates, who represented Mr Mavi at the Supreme Court, said on Tuesday that negotiations were continuing because they had agreed to settle out of court, the SAR had offered to give Mr Mavi an "acceptable amount."

Mr Mavi, president of the Black Municipal Railway Workers Union (BMWU), sued SAR after three railway employees were convicted at the Orlando Magistrate's Court for assaulting him. According to court evidence, Constable Mothele, Petrus Nematshini and Rusty Molemata assaulted Mr Mavi when he did not pay a R1 fine after failing to produce his ticket at Inhlazane Station, Soweto.

The magistrate found that the three acted illegally by assaulting him and fined them amounts ranging from R100 to R300.

The spokesman for Mr Mavi's attorneys said they would try to speed up the negotiations with the railways.

Mr Mavi is unemployed. He has devoted himself to the troubled BMWU, whose executive committee was nearly paralyzed by personal and ideological disputes.
GENERAL NOTICE

NOTICE 795 OF 1981

DEPARTMENT OF TRANSPORT

COMMISSION OF INQUIRY INTO BUS PASSENGER TRANSPORTATION IN THE REPUBLIC OF SOUTH AFRICA

At the first meeting of the Commission of Inquiry into Bus Passenger Transportation in the Republic of South Africa held in Cape Town on 28 September 1981 under the chairmanship of Dr P. J. Welgemoed, M.P., it was
resolved to invite all interested parties who are desirous of making representations to the Commission to submit memoranda for consideration by the Commission on or before 30 October 1981 in respect of aspect 6 of the terms of reference of the Commission.

The relevant aspect of the terms of reference is the following:

"To inquire into, report on and make recommendations regarding the following aspects of bus passenger transportation in the Republic of South Africa:

6. The desirability of a co-ordinating body or bodies for the various metropolitan areas."

Memoranda should be directed to—

The Secretary
Bus Transport Commission
Private Bag X193
Pretoria
0001

M. C. BOTHA, for Chairman.
Bus Transport Commission.
(9 October 1981)
No arrest powers for Makgotla on trains

By Themba Khumalo

Although the Soweto Makgotla organisation may patrol railway stations and trains, they would not be allowed to search or arrest suspects without permission from a Railway officer, a spokesman for the Railways said today.

Mr J C van Rooyen was commenting on reports that another Railways official had said yesterday that Makgotla, an organisation aimed at fighting crime in Soweto, might be allowed to patrol trains and stations.

"This does not mean a special permit for Makgotla to operate as an extended unit of the Railways police force. They are allowed to furnish us with information just like any other passerengers who are concerned about crime."

Mr van Rooyen said Makgotla men did not need special identification during their operations because "they are like any other passerenger on trains."

POSTED

Should Makgotla men notice any offence, they were entitled to contact the nearest member of the Railways police who were posted at almost every station.

The controversy over Makgotla started this week when after top-level consultations, the Railways decided to turn down the request by Makgotla to help Railways police fight crime at stations and on trains.

The request was made by Mr Siegfried Mantha, president of Makgotla.

"I want to reiterate the appreciation of Makgotla for their concern at the rate of crime on trains and at stations. But the only way in which they can be fully recognised by the SAR is to join our police reserve unit," Mr Mantha said.

"Mr van Rooyen said."

"It is only under proper control," he added.
Mr. G. S. BARTLETT asked the Minister of Transport Affairs:

Whether any (a) inquiry was held and (b) action was taken in regard to the failure on the part of the South African Railways Police to take steps after receiving certain affidavits referred to in paragraphs 3.2.0 to 3.2.5 on pages 8 and 9 of the Advocate-General’s Report in terms of section 5(1) of the Advocate-General’s Act, No. 118 of 1979, which was laid upon the Table on 16 September 1981, concerning the fraud case tried in the Durban and Coast Local Division of the Supreme Court of South Africa (Case No. CC192/80); if not, why not; if so (i) what was the outcome of such inquiry and (ii) what action was taken?

The MINISTER OF TRANSPORT AFFAIRS:

(a) No.

(b) No.

The alleged irregularities were investigated by the S.A. Railways Police, and consequent upon their findings and after consultation with the Department of Finance it was decided not to take any further action thereon. It is considered that the S.A. Railways Police adequately dealt with the matter and that no justification exists to take any action against them. Subsequently to the original investigation into this matter the findings were reported to the Advocate-General, who then requested the S.A. Railways Police to review the matter. The subsequent investigation resulted in criminal action being instituted against several persons.

Mr. W. V. RAW: Mr. Speaker, arising out of the reply given by the hon. the Minister, does he consider it adequate action if sworn affidavits are received without any action being taken on them until asked to do so by the Advocate-General?

The MINISTER: Mr. Speaker, we had not been informed of all the particulars, and
MAXI ASSAULT: SAR OFFER REJECTED 0 38 269

Mail Reporter

LAWYERS for trade union leader, Mr. Joseph Mavi, have rejected an initial out-of-court offer by the South African Railways, which he has sued for R20,000 after being assaulted by three ticket attendants.

A spokesman for Priscilla Jana and Associates said yesterday that the SAR had offered an "unacceptable amount" to Mr. Mavi, who is president of the Black Municipality Workers' Union (BMWU).

Three SAR barrier attendants were convicted of assaulting Mr. Mavi when he could not pay for his train ticket on January 10 at the Inhlangane railway station.

The court heard that the three men had taken Mr. Mavi to their staff room and beaten him up. Later he was forced to scrub the floor to clean up his blood.

The three were each sentenced to a fine of R300 or five months' imprisonment.

The spokesman said the SAR had agreed to an out-of-court settlement.
Some of the details make it tough. Will part of that cargo spill on the ground.

Forty feet behind the jumping car, a bridge was opened by the condensation of the engine and passenger section. The engine room, however, had no such malfunction. A pocket in the floor was open to make this possible.

The jumper escaped the bridge and arrived at a short distance.

Several damaged cars were joined together in the E. London city center. A short distance away, a line of damaged cars was found. A number where they cannot reach. An arm from a car is seen. A car on the right is on fire. A car on the left is on fire. A car in the center is on fire.
Commuters booked for using whites only bridge

There were chants of "Apartheid, Apartheid" from black commuters at Ohlantisfontom early today as a white constable booked blacks who were crossing the railway line on the whites-only bridge.

The incident took place after commuters from a Johannesburg-bound train rushed to climb the steps of the whites-only bridge.

A white Railways constable who stood watch at the bridge stopped the commuters, demanded their reference books and then wrote their names down. Other commuters who saw the incident started chanting "Apartheid, Apartheid" as they walked towards the non-whites bridge.

The young constable was crossing from one platform to another in an attempt to stop blacks from using the whites only bridge.
SAR police call for assistance to solve crimes

NO ARRESTS have been made in the eight murder cases reported to have taken place on West Rand trains during September, South African Railways reported yesterday.

During September, eight cases of murder were reported and there were 58 reported cases of robbery, for which 18 people were arrested.

There were 47 cases of assault with intent to do grievous bodily harm and 15 arrests, 41 cases of common assault and 17 arrests, 22 of pick-pocketing and 11 arrests, seven cases of rape and six arrests.

The Deputy-Commissioner of the SAR, Major-General J H Visagie, yesterday said: "Crime on our trains has caused concern to the police as much as to the public. "People using trains should report all incidents by unruly elements to the police and we promise to co-operate with them wherever possible to see that the necessary investigations are made. "They need not give their names when providing information as long as they can give a description of the type of crime and the person who has committed it." He said: "The SAR will appreciate any help from the public because it will be for their own good." General Visagie commented on a request by Mr Siegfried Manthata, the members of his vigilante group, the Makgotla, to help protect passengers.

Reservists

Speaking about the Makgotla he said: "If members of such organisations want to help cut down the rate of crime on trains and platforms, any help from them will be appreciated on condition they join as reservists."

He said: "As reservists they will be regarded as members of the SAR force, but if they in their capacity as Makgotlas they will not be seen as an extended unit of the railway police. "We appreciate the concern the Makgotlas showed in the welfare of their people."

Mr Manthata said: "I made the request to the SAR after several people had asked me to get my men to help protect people who get robbed and mugged on trains."

Of the eight murders reported, no arrests have yet been made.

People who want to give information to the police on incidents of crime should telephone "Dolce" Johannesburg 713-222

By SOPHIE TEMBA
SAR awards R53m contract to Barlowes for bogies, tanks

BARLOWS Heavy Engineering has been awarded three rolling stock contracts by the SAR worth R53-million.

For this sum Barlowes Heavy Engineering is to make and deliver 1,000 bogie wagons for the transport of timber, 500 bogie wagons for bulk grain and 100 frameless phosphoric acid tank wagons.

The wagons will be built at BHE’s Benoni works and will be equipped with dual vacuum and air operated brake systems.

Delivery of the first wagons will be later this year and completion in the second half of 1983.

All 1,500 wagons will have a total laden mass on rail of 20,600kg. The timber wagons will have all-welded underframes, while the phosphoric acid wagons will be frameless but of all-welded construction.

The latest contract brings Barlowes Heavy Engineering’s work on hand for the SAR to more than R100-million.

The company landed a R100-million contract earlier this year for, among other things, 120 timber wagons.
CONTAINER depots... should they be in the hands of a monopoly?

Call for container investigation

A THOROUGH investigation into containerisation in South Africa is essential to identify problem areas, so that proposals for improvement can be made, an interdepartmental government committee investigating SACD has found.

It also recommended that the disadvantages of South African Container Depot's monopoly should also be looked at by the Competition Board.

The committee, made up of officials from the Departments of Transport, Finance and Industries, Commerce and Tourism and the South African Railways and Harbours, was formed in response to allegations that SACD had:

- misused its monopoly; and,
- was inefficient in the handling of LCL (less than container load) containers and that this was prejudicing importers.

The allegations were made during the container congestion crisis at SACD's City Deep depots between the end of last year and March this year.

In response to requests that groupage agents be licensed to run their own facilities and that two more depots be established in the Reef area, the committee found there should be only one container depot operator in a particular container operating area. Unmanageable

This was because the situation 'would otherwise become unmanageable' for the South African Railways and Customs and Excise.

However, other container operators should be allowed to serve new container operating areas under licence of the Commissioner of Customs and Excise.

The problem of container congestion at City Deep should be attributed to the consignees, their agents or container operators because the SAR was in a position to handle unexpected larger volumes of freight, the committee found.

The SAR&H terminal at City Deep was intended to be a harbour container terminal and not a storage centre for uncleared containers. The uncleared containers which could not be delivered were consequently transferred to the SACD site at City Deep at the request of the consignees, the commission found.

In turn, SACD did not have sufficient storage space at its disposal and containers had to be stacked three to four tiers high. The result was that SACD's primary function, the unpacking and packing of LCL containers, was disrupted.

SACD had taken steps to improve its organisation and equipment and had more land for future development. The organisation had sufficient facilities to cope with the present flow of containers, as well as an expected work load for the next five years.
Negotiate, urges rail chief

THE granting of more effective rights to black workers would inevitably subject the existing industrial relations system to new strains, said Dr J G H Loubser, general manager of South African Railways, yesterday.

Addressing delegates at the annual congress of the Association of Chambers of Commerce in Durban, Mr Loubser urged employers to orientate their own staff to do their utmost to resolve their labour problems by using the machinery provided.

Similarly, he said, all workers and their leaders in trade unions should be encouraged to use every available negotiation method to bring about solutions in a peaceful manner.

"We in the transport section are only too aware of the importance of effective channels of communication between employer and employee if good relations are to be created and maintained," he said.

"The conditions which pertain in the work situation affect the outlook of the employee in a way that stretches far beyond his work place. The work environment and circumstances influence the employee's attitude to all problems, be they of a domestic or national nature."

The railways had left no stone unturned in an attempt to provide the machinery whereby its employees of all population groups could communicate and negotiate with their employer.

Future strategy

"I believe that this approach has in some small way contributed towards the industrial peace which has over the years been experienced in our organisation," he told the congress.

The railways' strategy for the future was based on a sound labour relations structure, the basic ingredients of which were to be found in its staff representation system.

The railways accepted that workers had the right to exercise collective muscle and to accord them this right would not disrupt a well-run enterprise.

Dr Loubser said it should never be forgotten that in developing a relationship with trade unions, one was dealing primarily with people. It should be borne in mind that the law could not prescribe attitudes and behaviour.

It thus depended largely on management's attitude and approach to unions if the relationship was to be one of co-operation and trust.

Dr Loubser said implementation of the Wielahn and Reukert reports would have far-reaching implications in labour relations.

Free association

His organisation had undertaken to adapt, in collaboration with the staff associations, its staff representation mechanism within the framework and in the spirit of the new labour dispensation.

The staff associations generally supported the philosophy of freedom of association within the concept of trade union autonomy, shown by the fact that three of the seven white associations had already decided to grant membership to coloured, Indian and black employees, he said. — Sapa
Youth: Police broke my jaw

A MITCHELLS PLAIN youth, Henry Davids, had his jaw broken last month in what he claimed was an assault on him by four Railway policemen.

Fourteen stitches were inserted into his left cheek and he spent six days in Groote Schuur Hospital.

Brigadier H J R du Plessis, Divisional Commissioner of the Railway Police for the Western Cape, said the incident would be investigated and the results referred to the Attorney-General for a decision on possible action.

"I will not tolerate assaults by my men," Brigadier du Plessis said.

FULL VIEW

The alleged incident took place on Thursday September 24 at Mitchell's Plain station — and was said to have been in full view of peak-hour commuters.

Mr Davids, 19, of Blooms Circle, Eastridge, said he was on his way home from work on the 5:14 train when the four Railway policemen entered the carriage in which he, his sister Charmaine and a few neighbours were seated.

The four discovered a parcel of dagga and arrested Mr Davids's neighbour.

The neighbour asked that his mother be informed of the arrest and Mr Davids agreed to do so.

"This upset the policemen, who were in plain clothes. They got hold of me and started hitting and kicking me," Mr Davids, an employee at the Barrack Street Post Office, said.

Mr Davids said he stumbled home and was immediately taken to hospital.

□ MR Henry Davids
Train service becomes more lousy as fares rise

SIR, — Can Cape Herald not establish the reasons for the shocking suburban train service, especially from the Cape Flats and Mitchells Plain areas and, if the South African Railways are to blame, get them to set matters right?

At least twice a week for months now I have been late for work, this in spite of my taking a train earlier than the one I really need. I know of some employers who understand the situation and don’t deduct late-comers’ pay when they know that the train service is to blame.

This doesn’t solve the problem though. In fact, it creates another problem for these employers must make up their losses somehow, and the only way I can see them made up is by increasing the price of their products. So we are faced with inflation not only in rail fares, but in increased costs caused by a poor rail service.

One of the questions I would like the SAR to explain is why the Mitchells Plain train so often stops for nearly five minutes between Philippip and Nyanga stations.

Another point which should be investigated is the recent increase in rail fares. We were told of nine percent increases in season ticket costs. A friend of mine had her weekly ticket increase in price from R1.60 to R1.90 which is an increase of 18 percent for the short ride (Athlone to Watton).

A few years ago there was a committee which met to discuss railway problems, but they seem to be very quiet now. The ratepayers’ associations have had dealings with the SAR and they have got some promises.

Meanwhile, we still arrive late for work. When is this problem going to be solved?

BROWNED OFF

Rocklands
OFFICE OF THEPrime MINISTER

No. 2189. 21 October 1981.

It is hereby notified that the State President has assented to the following Act which is hereby published for general information:


KANTOOR VAN DIE EERSTE MINISTER

No. 2189. 21 October 1981.

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring gehet aan die onderstaande Wet wat hierby ter algemene inligting gepubiseer word:

Tolls a 'good way' to finance roads

Mail Reporter

A TOLL system was an 'excellent way of gaining finance for roads if there was a shortfall in Government revenue,' Dr J. H. Beith of the Department of Transport, said yesterday.

He was addressing delegates at a Symposium on Toll Roads held by the South African Road Federation.

Dr Beith said the objectives of a toll system were to finance road infrastructure, to raise the use of the roads and to effectively control traffic.

The income for tolls could come from the sale of licences or from the sale of roads, he said.

Mr. J. F. C. F. de Jongh of the Transport Department gave the stage directions a run-down of the toll system in France, where there are 12,000 kilometres of tolled rural roads all starting about 50km from city centres.

The French toll system there Mr. P. R. M. and was the only large toll system, he said.

In the closed system, motorists were given tickets at the entrance and when they left the motorway they were charged. This system was used for rural roads.

There were three types of systems: the open system, the closed system, and the trumpet system.

In the open system, charges were not made at the entrance, but at a regular interval on the motorway. This system was used for urban roads.

In the closed system, motorists were given tickets at the entrance and when they left the motorway they were charged. This system was used for rural roads.

The trumpet system allowed for grouping of the entrance and exit flows and exit tolls were the same point.

In France the average distance is 250km for passenger cars, 50km for passenger cars, 12km for a truck and 6.6km for heavy vehicles with three axles.
Railways give ruling on Makgotla patrols

By Jon Qwelane

The Makgotla movement — the self-appointed law enforcer in black townships — has no chance of being allowed to police trains unless it agreed to certain conditions, the Deputy Commissioner of the South African Railways Police said yesterday.

General J H Visagie said in an interview that there was no way the movement would be allowed to operate as "an arm or an extension" of the Railway police.

But he said that if the movement made application for its members to be registered as part of the Railways Police reservist force, it would be granted.

"The only way they can co-operate with us is if they join our reservist force. That will mean they will then have to obey police rules.

General Visagie said that at present the contribution Makgotla could make would be to report any crime detected in and around Railway premises and trains.

He said there was a "Dolos" telephone system which anyone in the Western Transvaal could use to report crime committed on Railway premises or trains.

"Dolos" is the Afrikaans word for a witchdoctor's bones.

"With the 'dolos' we have a tape recorder connected to the telephone. All information telephoned in is recorded. The police staff then play back the tapes and make transcripts. From there we assemble the pieces of information, and maybe after some vital clues get a good start."

He said he was aware that some people refrained from using the "dolos" because they feared being labelled informers.

Nevertheless, it was important to report crimes even if one did not disclose one's identity. All that was necessary was to speak into the telephone, giving the number of the train, the station, and the time of the crime, and the police would handle the rest.

General Visagie appealed to commuters not to carry large sums of money.
KENNISGEWING 836 VAN 1981

DEPARTEMENT VAN VERVOER

KOMMISSIE VAN ONDERSOEK NA BUS-PASASSIERSVERVOER IN DIE REPUBLIEK VAN SUID-AFRIKA

Op die tweede vergadering van die Kommissie van Onderzoek na Buspassasiersvervoer in die Republiek van Suid-Afrika gehou te Pretoria op 15 Oktober 1981 onder voorsitterskap van dr P. J. Welgemeed, L V., is daar besluit om alle belanghebbendes wat betreft om vertoe tot die Kommissie te rig, uit te noem om voor of op Maandag 4 Januarie 1982 memoranda aan die Kommissie voor te le des hese aaspekte 1 en 2 van die Kommissie se opdrag.

Die betrokke aaspekte van die opdrag is soos volg:

"Om ondersoek in te stel na, verslag uit te bring en aanbevelings te doen oor die volgende aaspekte van buspassasiersvervoer in die Republiek van Suid-Afrika:

1. Tariewe.
   1.1 Die doelstreefheid van ene nie van die huidige procedures wat gevolg word by die duree van aanwezig om tariefaanpassings;
   1.2 die basis van tariefvaststelling,
   1.3 die bekendstelling en implementering van tariefaanpassings;
   1.4 die wesklikheid van tariefaanpassings op 'n individuele basis en slegs binne sekere gebiede op sekere tye of, as alternatief, 'n eenvormige landswyse tariefvordering meermaal per jaar,
   1.5 die uitwerking van tariefverhogings binne die Republiek van Suid-Afrika op interstaatlike gebiede.

2. Subsidies.
   2.1 Die subsidisering van buspaspendelaars en of dit hoegenaamd nodig en wenslik is;
   2.2 indien die subsidisering in 2.1 gemeld, nodig en wenslik bevind word—
   2.2.1 die basis van subsidisering,
   2.2.2 die procedure vir die toepassing en eenvormige berekening van subsidies;
   2.2.3 die betalings van subsidies."

(e) stretch or bulked yarn of polyester fibres (continuous), of 150 dtex with 48 filaments, for knitting curtainng (item 311.04/51 01 (8));

(f) stretch or bulked yarn of polyester fibres (continuous), of 167 dtex with 30 filaments, for knitting curtainng (item 311.04/51 01 (9));

(g) stretch or bulked yarn of polyester fibres (continuous), of 200 dtex with 72 filaments, and 260 dtex with 48 or 72 filaments, for knitting curtainng (item 311.04/51 01 (10));

(h) yarn of man-made fibres (continuous) (excluding yarn of polyester or polyamide fibres) for textile embroidery (item 311.07/51 01). [BTI Ref. T5/2/11/2/1 (E14/81)].
Memoranda moet gereg word aan—
Die Sekretaris
Busvervoerkommissie
Pretoria
0001

M. C. BOTHA, namens Voorsitter Busvervoerkommissie
(23 October 1981)

Memoranda should be directed to—
The Secretary
Bus Transport Commission
Private Bag X193
Pretoria
0001

M. C. BOTHA, for Chairman Bus Transport Commission.
(23 October 1981)

**AGROPLANTAE**

Hierdie publikasie is 'n voortsetting van die Suid-Afrikaanse Tydskrif vir Landbouwetenskap Jaargang 1 tot 11, 1958–1968 en bevat artikels oor Akkerbou, Ekologie, Graskunde, Genetika, Landbouplante, Landskapsbesiens, Onkruidmiddels, Plantfysiologie, Plantproduksie en -tegnologie, Pomologie, Tuinbou, Wending en Wynbou. Vier dele van die tydskrif word per jaar gepubliseer.

Verdienstelike landboukundige bydraes oor oorspronklike wetenskaplike navorsing word vir plaasing in hierdie tydskrif verwelkom. Voorskrifte vir die opslag van sulke bydraes is verkrygbaar van die Direkteur, Landbou-inligting, Privaat X144, Pretoria, aan wie ook alle navrae in verband met die tydskrif gereg moet word.

Die tydskrif is verkrygbaar van bogenoemde adresse teen R1,50 per exemplaar of R6 per jaar, posvry (buite land R1,75 per exemplaar of R7 per jaar).

Verkoopbelasting moet by binnelandse bestellings ingesluit word.

**AGROPLANTAE**

This publication is a continuation of the South African Journal of Agricultural Science Vol. 1 to 11, 1958-1968 and deals with Agronomy, Ecology, Agrostology, Genetics, Agricultural Botany, Landscape Management, Herbicides, Plant Physiology, Plant Production and Technology, Pomology, Horticulture, Pasture Science and Viticulture. Four parts of the journal are published annually.

Contributions of scientific merit on agricultural research are invited for publication in this journal. Directions for the preparation of such contributions are obtainable from the Director, Agricultural Information, Private Bag X144, Pretoria, to whom all communications in connection with the journal should be addressed.

The journal is obtainable from the above-mentioned address at R1.50 per copy or R6 per annum, post free (other countries R1.75 per copy or R7 per annum).

Sales tax must accompany inland orders.

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**THE ONDERSTEPOORT JOURNAL OF VETERINARY RESEARCH**

Die "Onderstepoort Journal of Veterinary Research" word deur die Staatsdrukker, Pretoria, gedruk en is verkrygbaar van die Direkteur, Afdeling Landbou-inligting, Departement van Landbouwetenskappe, Praat X144, Pretoria, 0001, aan wie ook alle navrae in verband met die tydskrif gereg moet word.

Hierdie publikasie is 'n voortsetting van die "Reports of the Government Veterinary Bacteriologist of the Transvaal" wat terugdateer tot 1903 en waarvan 18 verskyn het tot 1932. Dit is gevolg deur 40 volumes van die "Onderstepoort Journal". Tans bestaan elke volume uit vier nummers wat teen R2 binneland en R2.50 buiteland per nommer van bogenoemde adres verkrygbaar is.

Direkteure van laboratoriums ens. wat begeer is om publikasies om te rul moet in verbinding tree met die Direkteur, Navorsings-instituut vir Veterinars- kunde, P.O. Onderstepoort, 0110, Republiek van Suid-Afrika.

Verkoopbelasting moet by binnelandse bestellings ingesluit word.

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**THE ONDERSTEPOORT JOURNAL OF VETERINARY RESEARCH**

The Onderstepoort Journal of Veterinary Research is printed by the Government Printer, Pretoria, and is obtainable from the Director, Division of Agricultural Information, Department of Agricultural Technical Services, Private Bag X144, Pretoria, 0001, to whom all communications should be addressed.

This publication is a continuation of the Reports of the Government Veterinary Bacteriologist of the Transvaal which date back to 1903 and of which 18 have appeared up to 1932. These were followed by 40 volumes of the Onderstepoort Journal. At present each volume comprises four numbers which are obtainable at R2. Other countries R2.50 per number from the above address.

Directions of laboratories etc. desiring to exchange publications are invited to communicate with the Director, Veterinary Research Institute, P.O. Onderste- poort, 0110, Republic of South Africa.

Sales tax must accompany inland orders.
INVESTIGATIONS INTO an alleged assault by four Railway policemen on a Mitchell's Plain man are continuing.

Mr Henry Davids, 19, of Bleubes Circle, Eastridge, had his jaw broken.

He was told that he would be required to identify the four policemen at an identification parade to be held soon.

Brigadier H J R Du Plessis, Divisional Commissioner of the Railway Police for the Western Cape, ordered an immediate investigation last week when informed of the alleged incident by Cape Herald.

'I will not tolerate an assault by my men,' Brigadier du Plessis said at the time.

A neighbour, who was arrested after dagga had been found in a railway carriage asked Mr Davids to inform his family.

NAKY

'When I agreed to do so the four plainclothes policemen became very nasty and once, on Mitchell's Plain station, they hit and kicked me,' Mr Davids said.

He stumbled home and was taken to hospital where he spent five days.

Fourteen stitches were inserted into his left cheek.
Schoeman calls for recognition of black unions

The emergence of black workers in trade unionism was an evolutionary fact which could no longer be ignored, the Minister of Transport Affairs Mr Hendrik Schoeman said in Cape Town last night.

Opening the congress of the Transport Staff Association, Spoorbond, Mr Schoeman said several staff associations of the SA transport services had amended their constitutions to accommodate coloured, Indian and black members.

A staff association for Black Transport Workers established in April, had more than 90,000 members, he said.

"The emergence of the black employee in trade unionism is an evolutionary fact which one dare no longer keep silent about," Mr Schoeman said.

Guidance

"We are aware of the delicate nature of the negotiations which you (Spoorbond) and other staff associations have experienced over the years," he said.

"You can, therefore, make a great contribution by guiding the black staff association in the direction of responsible trade unionism as we have experienced it through the years."

Staff relationships should be, flexible, dynamic and growing.

The attitude of the employer towards trade unions often determined if there would be conflict or mutual trust, he said.

He pointed out that payload transported by rail had increased by more than 28% and cargo handled at the ports had increased by more than 35%.

Compared to this, the number of railway employees had increased by only 19.5%, he said.

This was proof that railway employees were orientated towards greater productivity.

Salaries had increased by an average of 5.6% a year.

But, he added, South Africa's economic and industrial progress could not be maintained satisfactorily by the available white labour force only. — Sapa.
OFFICE OF THE PRIME MINISTER

No. 2249. 28 October 1981.

It is hereby notified that the State President has assented to the following Act which is hereby published for general information —

DEPARTEMENT VAN VERVOER

No. 2312 30 Oktober 1981
WET OOR STEDELIKE VERVOER, 1977
(WET 78 VAN 1977)
VERKLARING VAN METROPOLITAANSE VERVOERGEBIED

Kragtens die bevoegdheid my verleën by artikel 3 (1) (a) van die Wet op Stedelijke Vervoer, 1977 (Wet 78 van 1977), verklaar ek, Hendrik Stephanus Johan Schoeman, Minister van Vervoerswege, hierby die gebied beskryf in die Bylae hiervan, wêreldag gebied bestaan uit die regtegebied van die plaaalike besture van Benoni, Boksburg, Brakpan, Nigel, Pfaitenant en Springs, sekere aangrenzende gedeeltes van die regtegebied van die Transvaalse Raad vir die Ontwikkeling van Buite-stedelike Gebiede, die regtegebied van die

The State President has been pleased to appoint Mr. Frederick Puchert in terms of section 41 of Act 70 of 1957, as member on the Harbour Advisory Board, Mossel Bay, to represent the Chamber of Industries, until 31 October 1982 in the place of Mr. William Murray Stuart Franklin who has resigned.

DEPARTMENT OF TRANSPORT

No. 2312 30/10/81 30 Oktober 1981
URBAN TRANSPORT ACT, 1977 (ACT 78 OF 1977)
DECLARATION OF METROPOLITAN TRANSPORT AREA

Under the powers vested in me by section 3 (1) (a) of the Urban Transport Act, 1977 (Act 78 of 1977), I, Hendrik Stephanus Johan Schoeman, Minister of Transport Affairs, hereby declare the area described in the Schedule hereto, which area consists of the areas of jurisdiction of the local authorities of Benoni, Boksburg, Brakpan, Nigel, Pfaitenant and Springs, certain adjoining portions of the area of jurisdiction of the Transvaal Board for the Development of Peri-Urban Areas, the area of jurisdiction of the Admin-
DURBAN’S City Council may serve a summons on the South African Railways and Harbours for a two-year-old claim for more than R690,000 for harbour water supply facilities delivered to the port by the council.

The council will be told on Monday that the claim must be made before December 1 of the R615,878 owing for mains and pipes are to be recovered.

The wrangle over the money goes back as far as 1977, when the the council made the water facilities available to the Railways for consumption in the harbour.

In minutes to the management committee, Town Clerk Mr G Haygath says the amount in compensation was agreed to by the council, which then sent a claim to the Railways in August 1978.

However, he said that in spite of repeated reminders, the council received no reply from the Railways until two years later, when a letter arrived from the Systems Manager’s Office, saying that the facilities, which included mains and pipes, should be handed over free of charge.

Another meeting was held in April this year when the Railways undertook to make its own valuation. But the council has still not received the valuation, although it is understood to have been completed and is being considered from a legal point of view.

The council’s legal advisers believe prescription intervenes on December 1 and a summons on the Railways is necessary.
10 die in Natal station throng

DURBAN — Ten people were trampled to death and at least 38 injured when many serious, when packed trains delayed by the massive Natal power failure arrived within minutes of each other at KwaMashu Station yesterday.

A railways spokesman said the deaths occurred during peak hour as thousands of people scrambled across the single pedestrian bridge over the lines.

There were throngs of people packed like sardines trying to cross the bridge from west to east and other pedestrians were attempting to come the other way.

"The thrust from the west was stronger and the crowd fell forward down the stairs, crushing the people coming from the east side," he said.

Police, ambulancemen and volunteers worked for nearly an hour, dragging dead and injured people out of the path of commuters.

A daily News reporter, Mr Casser Nchakala, said:

"When I arrived at the station the platform was littered with clothes, shoes, and handbags.

"People were lying around, surrounded by pools of blood, moaning and crying in pain.

"People were rushing around trying to help the injured and ferrying them to hospital in any cars available.

"The traffic lights were not working and one pedestrian trying to escape the horror was knocked down by a car taking injured people to hospital."
10 die in station horror

TEN people were trampled to death and at least 38 injured, many seriously, when packed trains — delayed by a massive Natal power failure — arrived within minutes of each other at the KwaMashu Station on Thursday.

Police, ambulance men and volunteers worked for nearly an hour dragging the dead and injured out of the path of commuters.

A Railways police spokesman said the deaths happened during the peak-hour rush as thousands of people scrambled across the single pedestrian bridge over the railway lines.

"There were throngs of people packed like sardines trying to cross the bridge from west to east, and other pedestrians were attempting to come the other way."

"The thrust from the west was stronger and the crowd fell forward down the stairs, crushing the people coming from the east side."

All the injured were taken to King Edward VIII Hospital.

The names of the dead and injured are being withheld until relatives have been told — Sapa
DEPARTMENT OF TRANSPORT

GOVERNMENT GAZETTE 20 NOVEMBER 1961

No. 2606

SCOTLAND FAIR WEATHER AGREEMENT.

Ronald de Camp Belsham, C.B.E., C.M.G., (Chairman) and
Mr. W. A. Aitchison, O.B.E., (Secretary), at the meeting
of the Board last held on the 12th August 1961, observed
that the Board in the past had agreed to a number of
proposals for the development of the railway network in
Scotland. These proposals were based on the assumption
that the network of lines in Scotland would be further
developed and maintained in accordance with the
requirements of the Scottish Fair Weather Agreement.

This agreement was reached between the Scottish
Fair Weather Agreement and the Board of Transport,
representing the Scottish Fair Weather Agreement, and
the Board of Transport, in accordance with the terms
of the Board of Transport Act, 1920.

The Scottish Fair Weather Agreement Act, 1920,
provides for the establishment of the Board of Transport
in Scotland and for the appointment of a Board of
Transport to be known as the Scottish Fair Weather
Agreement. The Board is empowered to make
regulations for the regulation of the railway
network in Scotland and for the maintenance of
such network in accordance with the requirements of
the Scottish Fair Weather Agreement.

The Board has now decided to make the
following proposals for the development of the
railway network in Scotland:

1. To extend the line from Edinburgh to
Dundee, through the Counties of Edinburgh,
Fife, and Dunkester.

2. To extend the line from Edinburgh to
Aberdeen, through the Counties of
Morton, and Aberdeenshire.

3. To extend the line from Edinburgh to
Glasgow, through the Counties of
Dumfries, and Ayrshire.

The Board has also decided to make
proposals for the maintenance of the
network of lines in Scotland, in accordance
with the requirements of the Scottish Fair
Weather Agreement.
Service that works by land and sea

The heaviest load conveyed by RTS. This 340-ton Sasol hydrogeneration reactor was hauled from Richards Bay to Secunda last June.

Vehicles loaded with a 137-ton gas turbine and hauling units drive off a vessel at Port Elizabeth. The harbour cranes were not able to lift the turbine, which was rerouted through Durban last August.

Port Service sets the pace

requires fully trained maintenance and operating staff. To comply to the high standard of driving, staff is selected and trained in driving techniques at the RTS training centre at Esselen Park.

'Springboks'

Special attention placed on "on-the-job training" under expert supervision of staff well acquainted with the operational functions of the various types of extra heavy haulers and trailers in service.

During the 1980-1981 "Driver of the Year" competition eight of the nine chosen "Springboks" to represent South Africa abroad were RTS drivers.

When the Sasol II and III projects of high national importance were initiated, RTS was equipped to handle transport projects of this magnitude and Sasol Pluton awarded the contract for the conveyance of all the imported abnormal loads to RTS.

The RTS had to increase its extra-heavy haulers with 23 Pacifics.

Achievements

During the conveyance of the Sasol II and III loads, the following records were achieved.

- Largest load ever conveyed with the 2 x 12-axle Ultra Nicolas trailer with four Ultra Pacific haulers in South Africa were methanol wash columns conveyed as self-supporting loads each measuring in length 57 m x width 5.7 m height 3.3 m and weighing 228 tons.

Laden-vehicle combination dimensions and mass were length 114 m width 5.7 m height 8 m and gross mass 645 tons.

- Heaviest load ever conveyed was a Sasol hydrogeneration reactor 27m in length, 5.5 m in width and 3.5 m in height. Mass was 340 tons. This load, not being self-supporting, was conveyed on the 2 x 12-axle Ultra Nicolas trailer coupled with beams. The laden-vehicle combination dimensions and gross mass were, length 115 m, width 6 m x height 8 m. Gross mass was 715 tons. The laden-vehicle combination left Richards Bay last June 28 and travelled at 5 to 10 km/h to Secunda.

New concept

A new concept of transporting heavy abnormal lift was recently successfully completed when a 127-ton gas turbine destined for Port Elizabeth was transported.

Because of inadequate harbour-crane facilities at Port Elizabeth, it was decided to import the stem through Durban harbour.

The turbine was loaded on to a 12-axle Nicolas trailer which, together with the two hauling units, drove into one of Saltmarine's RORO vessels. Laden vehicles then went by sea to Port Elizabeth where they were driven off the vessel and delivered to site last August.
SAR Road Trans keep

This entry, submitted by the South African Railways Road Transport Service, was the Star Business Award for the most outstanding achievement in the transport sector:

As the national transporter the South African Railways Road Transport Service (RTS) had to keep pace with increased demand and was one of the first to acquire sophisticated heavy-road equipment complying with the Road Ordinance.

By 1969, loads of up to 150 tons could be handled with ease. A 2 x 6 axled trailer in service was specially modified by the engineering staff to allow the transfer of heavy imported transformers. They were conveyed by rail on high-girder wagons from the import harbour to the nearest rail station, together with the beams on to the road dollies, for final delivery by road.

This technique was new. A new rail-road conveyance of loads and was developed under transport costs.

As a result of the availability of sophisticated plant, experience and ability to handle loads of big dimensions and mass, the contract for the conveyance of all imported loads for South Africa's first major project, the Natref Refinery at Sasolburg, was awarded to RTS in 1969.

Because of industrial expansion, Escom had to build bigger power stations, including Arnot, Kriel, Matla and Duvha.

Large capital investment to erect these projects and sophisticated road equipment was required and Escom approached RTS to provide the transport.

Supplemented

Consequently, the fleet was further supplemented by a 2 x 6 axled Cometto and a 2 x 12 axled Nicolas multi-wheeled suspension trailer. The Nicolas was designed and built in France according to specifications by RTS technical engineers.

Abnormal equipment re-

Methanol wash columns for Sasol, the biggest load conveyed by the 2 x 12 axled Nicolas trailer with four Ultra Pacific haulers in South Africa. The methanol wash columns, conveyed as self-supporting loads, each measured 57 m in length, width of 5.7 m, height of 5.3 m and weighed 328 tons.
Rail line to cross Kalahari

By WILF NUSSY for Argus Africa News Service

GABORONE. — Botswana has launched a huge project to tame one of the last great wildernesses in Africa, at a cost of at least R1 000-million.

It is a new railway that will run right across the formidable Kalahari Desert to give this country and also Zimbabwe, Zambia and Zaire access to the main South-West Africa port of Walvis Bay.

In an interview with the President of Botswana, Dr Quett Masire, and his Government intended to have the railway fully in operation in 10 years' time.

It will link the existing South Africa-Zimbabwe line through eastern Botswana to NWA's network at Gobabis, which lies 110 km beyond Botswana's western border.

At the eastern end, the railway will link up with the Trans-Kalahari Railway, President Masire said his country needed it in addition to its present routes to the sea via South African railways and ports.

It was needed not only as a quick alternative route, but also to pave the way for development in central Botswana and to expand commerce and industry to provide more jobs.

CECIL RHODES

Ironically, the new railway will help to complete the Southern African rail network planned by the pioneer Cecil John Rhodes, who wanted it ultimately to link all the way to Cairo.

It represents an enormous engineering challenge because it will have to be built across a flat plain deeply covered in sand with virtually no surface water, and in ferocious heat.

Commenting on the Trans-Kalahari Railway, President Masire said his country needed it in addition to its present routes to the sea via South African railways and ports.

It was needed not only as a quick alternative route, but also to pave the way for development in central Botswana and to expand commerce and industry to provide more jobs.
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3 A INDUSTRIAL WEEK

Bridging gap

that gap

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New year bus price shock for Daveyton

By MZIKAYISE EDOM

RESIDENTS in Daveyton, Benoni, will start 1981 on a bad note. Bus fares in the township will be increased by 5c as from new year’s day.

This was announced yesterday by Mr Silumko Tom Boya, chairman of the Daveyton Community Council, who said the council had no alternative but to increase fares because they were running the bus service at a loss.

But most residents interviewed by The SOWETAN yesterday, said they were against the increases. They said the increases were uncalled for, especially after the festive season.

Mr Boya said: “We had no alternative but to increase the fares because we were running the bus service at a loss. Petrol has gone up, spares and tyres have also gone up.”

He also said that they had to increase fares because they have to increase salaries for drivers. He said if the council did not increase the fares, the only alternative was to sell the bus service which the council could not afford at this stage.

Mr Philemon Mokate said: “The increases are uncalled for at this stage.”

Mr Crosby “Tekkie” Thobela called on the Daveyton residents not to pay the increases.

The new fares are as follows — around the township fares will be increase from 15c to 20c, from Daveyton to Santa, from 20c to 25c; scholars from 7c to 12c.
By LEN KALANE

THE South African Railways is proceeding with a multi-million rand project to improve the railway service between Soweto and the industrial areas of Johannesburg.

The project involves linking the main Johannesburg/Germiston line with the Rand Mineral line over a distance of 4.7 km.

Once the line is completed, it will be possible for commuters travelling from Soweto to reach the southern areas near Kazerne on a circular route via Johannesburg or Booyens. This will ease rail traffic on the existing overworked system and eliminate the conflicting train movements in the Johannesburg area.

The project will speed up the turnaround time of trains and thus generate more efficient use of available coaching stock. It will also help in coping with future increased demand.

Commuters will also have a better service as a direct result of the construction of a new station at Kazerne West. The walking time from the City Deep area, which includes the container terminal, and market, to a station will be reduced by approximately half an hour. This is the walking time between the new station at Kazerne West and Georgé Gogh station. It is estimated that some 8000 commuters will use the new station.

The new station at Kazerne West, together with a future hall at Kazerne East, will also provide greatly improved services to the eastern township hostel complex and sports stadium.
Express Ciskei to Cape bus service introduced

KING WILLIAM'S TOWN — It is now possible for Ciskeians to travel to Cape Town and back over weekends.

A new express bus service from Ciskei to Cape Town has been introduced by the CTC Bus Company and is being run by its subsidiaries — Bisho, Hewu and Gompo Bus Companies.

This was announced yesterday by the manager of Bisho Bus Company, Mr I. McCourt.

He said buses left on Thursday and Saturday afternoons arriving in Cape Town on Friday and Sunday mornings respectively. Return journeys operated every Friday and Sunday afternoons from Langa township, Cape Town, arriving in Ciskei on Saturday and Monday mornings respectively.

Mr McCourt said the new service had the blessing of the Ciskei Government and the company had a booking office at the Ciskei consulate's offices in Cape Town.

"There has been a need for this service for a long time in view of the number of contract workers whose homes are in the Ciskei but who are working in the Western Cape," he said.

"Our wish is to see families joined together more often. The people have asked for this service and we have agreed."

He said semi-luxury buses were provided. The situation was being watched to see whether the vehicles were adequate for this service.

There were two drivers on each bus who relieved each other on the route.

Towns being served included Queenstown, Whittlesea, Sasa, Cathcart, Stutterheim, East London, Mdantsane, Zwelethu, King William's Town, Dimbaza, Alice and Peddie. Tickets could be booked in advance at some of the above centres.

There were two refreshment halls, one at Graaff-Reinet and the other at Laingsburg. A single trip cost R1. — DDR.