

1976-11-25

The training of Blacks as train drivers is not in accordance with Government policy. Nevertheless, the S.A.R. is moving in that direction as train marshallers, carriage and wagon examiners and ticket staff already exist.

Despite political considerations, the Black people want more participation in the exploitation of the S.A.R. Mr. Wilsnac- undertook to canalise this request through his Department.

CRIME ON TRAINS

More police units on trains to combat crime, especially during the holiday seasons, are very important. It is unfortunate that victims of crime, as well as people injured in train disasters, are not compensated by the S.A.R. It was further suggested that police reservists be introduced and that they be issued with free first class tickets.

COMMENTS

Crime on trains was something the Planning Section could not do much about. It will nevertheless be referred to the police. Compensation is not part of an orderly transportation scheme and also not acceptable on buses.

According to the police, units have been operating on the Soweto trains since 1974 and the use of reservists for this purpose is being investigated. The number of serious crimes has not increased during the past year. Problems are encountered in determining responsibility because commuters are not always prepared to report offences or give evidence against offenders. Negotiations are taking place at high level to find ways to combat crime on trains.

HOMELANDS

It would be appreciated if arrangements could be made for passengers to board trains and buses in Soweto for travel to the homelands.

COMMENTS

No station in Soweto has the same facilities as Johannesburg where passengers can board trains destined for the homelands. Furthermore, passengers from the East Rand must be kept in mind.

TSHIAWELO

People staying out at Tshiawelo, up to Klipspruit, find it difficult as trains from Johannesburg only take them as far as Nancefield although their point of destination is much further. Thus they have to find alternative transport from Nancefield. These passengers pay the same fare as other passengers for less service. It was suggested that trains to Nancefield run further and be allowed to terminate at Midway station.

During the rainy seasons it is difficult to get to the station and the completion of the half rebuilt station and more shelters is important. A footpath to the entrance at the overhead bridge is required as well as another bridge at the other end of the station.

COMMENTS

Staging and turn-round facilities are to be provided in the vicinity of Midway and would enable trains to run past Midway.

Tshiawelo is one of several stations where the platforms are being extended. Due to the heavy rainfall recently the rebuilding programme has been delayed. The work would soon be completed.

REFRESHMENT STALLS

It would be appreciated if the provision of facilities could be considered where Blacks could feed their own people.

COMMENTS

There are facilities on Johannesburg station for supplying people with light snacks and cold beverages. As already mentioned, only suburban services are being discussed and on suburban stations commuters arrive just in time to catch a train or are in a hurry to get home. At the moment there might not be such a necessity and Blacks can apply for these facilities if there is a demand therefor.

Provision was made for these facilities when the new Johannesburg station building was originally opened. However, there was no demand therefor and it was discontinued. At the busiest underground station in London, where more than 300 000 passengers are handled daily, no facilities exist to even buy a packet of cigarettes.

ADDITIONAL BOOKING-OFFICES

At Nancefield the Klipspruit Township is on the one side of the station, whilst the booking office is on the other side of the station. All passengers thus have to go over the bridge to purchase tickets.

COMMENTS

This point is being investigated by the Suburban Planning Team who are busy with other aspects on this line.

COMMON TICKETS

The raising of fares for journeys from Soweto to Westgate up to the same level as the ticket to Johannesburg, and thereby enabling a passenger to use this ticket as a common ticket, i.e. either to Johannesburg or to Westgate/Faraday, was greatly appreciated by the U.B.C. - representatives. Furthermore, the Commercial Section of the S.A.R. is presently investigating the possibility of zone-tickets.

THE CHAIRMAN thanked the representatives for their participation and undertook to advise them of the date of the next meeting.

Date of next meeting will be 19 March 1976 at 10h00 in Room 1518.

Any items for discussion should be directed to the S.A.R. Planning Department (Att. Mr. J. Van der Voort) Room 1532, Paul Kruger Building, Wolmaransstreet, Johannesburg.

Ordinary Meeting of the Urban Bantu Council : 25 November 1976 : MINUTES: 536

URBAN BANTU COUNCIL SOWETO: (29.7.76) (25.11.76)

TRADING AND TRANSPORT COMMITTEE: (3.6.76)

WEST RAND ADMINISTRATION BOARD:

Continued.

Notes taken at a meeting held between the South African Railways (Planning) and a Delegation Representing the Soweto Urban Bantu Council, in connection with the provision of Rail facilities to Soweto: Railway Headquarters Johannesburg: 4 November 1975.

PIMVILLE LINE

Councillor Hanyane said that this item was raised at a meeting of the Permanent Liaison Committee with South African Railways Officials by the Chairman of the Urban Bantu Council.

The South African Railways informed the Permanent Liaison Committee on Transport that a new line would be built from Crown Mines through Riverlea, Diepkloof, Eldorado Park to Grassmere which will replace the old Pimville line.

In reply to a question by Councillor Nephumbada, Councillor Hanyane said that the new line will come into operation in five to ten years' time.

Councillor Makhaya said that they were told that the new line will serve Pimville and that there was no possibility of re-opening the Old Pimville line. This line was owned by the Johannesburg City Council.

The Senior Township Manager said that this was a privately owned line for which the Johannesburg City Council paid an exorbitant amount for maintenance and as a result of this discussions between the City Council and the South African Railways it was decided to discontinue this service. He added that it was not possible to re-open this line.

RESOLVED TO RECOMMEND:

(a) That the South African Railways be requested to re-open the Old Pimville line and the West Rand Administration Board be asked to finance it as the Johannesburg City Council did.

REJECTED:

(b) That the South African Railways be requested to expedite the construction of the proposed line.

ADOPTED

(c) That the Chief Director be requested to make representations to the South African Railways for the establishment of a Railway Station between Nancefield Station and Kliptown Station as an interim measure until the Old Pimville line is re-established.

ADOPTED.

URBAN BANTU COUNCIL SOWETO: (29.7.76) (25.11.76)
TRADING AND TRANSPORT COMMITTEE: (3.6.76)
WEST RAND ADMINISTRATION BOARD:

Continued.

(ii) IKWEZI

RESOLVED TO RECOMMEND:

That a turn around service be provided at Ikwezi Station during peak periods as expeditiously as possible.

ADOPTED

(iii) MAIN-LINE SERVICES

Councillor Makhaya said that when the South African Railways Committee was told of hardships experienced by passengers in the mainline trains they said they cater for Soweto only and that main-line service belong to another department.

Councillor Mzinyane said that a person who wishes to travel by passenger train provided with sleeping accommodation must pay a surcharge of 50c in addition to the train fare.

RESOLVED TO RECOMMEND:

(a) That the Chief Director or the Director Housing be requested to arrange for the System Manager, Mainline Services and his Senior Officials to attend a meeting of the Liaison Committee on Transport with the South African Railways Planning Committee or Alternatively the Chief Director or the Director Housing request the System Manager and his Senior Officials to interview the Urban Bantu Council's Liaison Committee in connection with the use of local coaches in the main-line train services.

ADOPTED

(b) That an explanation on the 50c surcharge in respect of each passenger travelling on mainline train be given by the System Manager to the Urban Bantu Council Liaison Committee on transport.

ADOPTED

The Director Housing said there is no need to push this matter further as the South African Railways has it on its drawing board. He said a new railway line via Finville to Eldorado Park was planned by the South African Railway.

Councillor Tshabangu said the Public Utility Transport Corporation has only one bus operating between Mancefield station and Sunvalley and added that transport was inadequate.

cont...../

URBAN BANTU COUNCIL SOWETO: (29.7.76)(25.11.76)

TRADING AND TRANSPORT COMMITTEE:(3.6.76)

WEST RAND ADMINISTRATION BOARD:

(Continued)

Councillor Motha said the South African Railways should not have closed this line before the proposed line was completed. He said it would take the South African Railway more than twenty years to complete the new railway line.

Councillor Rasmeni said the South African Railway should have provided bus transport instead of Public Utility Transport Corporation. He said if the South African Railway had provided its own bus service and a ticket office in Pimville each commuter would buy only one ticket for the use of the bus and the train services to Johannesburg.

Councillors S.S. Mahlangu, Manyane and Nkosi addressed the Council.

Councillor Makhaya said that if the South African Railway realised that Langlaagte line is congested they should introduce a bus service between Soweto and the City.

RESOLVED:

- (a) That the South African Railways be requested to expedite the construction of the proposed line.
- (b) That the Chief Director be requested to make representations to the South African Railways for the establishment of a Railway station between Nancefield Station and Kliptown Station as an interim measure until the new railway line through Pomville is completed.
- (c) That the Chief Director be requested to make representations to the South African Railway for the introduction of Railway buses to operate between Pimville and Nancefield Station.

URBAN BANTU COUNCIL SOWETO: (29.7.76)(25.11.76)

EDUCATION AND HEALTH COMMITTEE: (11.5.76)(8.6.76)

WEST RAND ADMINISTRATION BOARD

ERECTION OF SCHOOLS FROM BANTU SERVICES
LEVY FUND

"The Education and Health Committee at its meeting held on 11 November 1975 RESOLVED inter alia:

- (a)
- (b) That this matter be deferred to enable the Secretary to obtain the following information:
 - (i) Names of all schools built;
 - (ii) Ethnic groups catered for at each school;
 - (iii) Category of schools (whether Lower Primary, Higher Primary or Secondary Schools)".

The information required by the Committee is as follows:

ZOLA/EMDENI COMPLEX

| NAME | ETHNIC GROUP | T Y P E |
|-------------------|--------------|-------------------------|
| Ezibukweni | Zulu | Lower Primary School |
| Dr. B.J. Vilakazi | Zulu/Xhosa | Junior Secondary School |
| Vusisizwe | Zulu | Lower Primary School |
| Icu' Lihle | Zulu | Higher Primary School |
| Sivuleleni | Zulu | Lower Primary School |
| Thathani | Xhosa | Lower Primary School |
| Esidlekeni | Xhosa | Higher Primary School |
| Eusisive | Zulu | Lower Primary School |
| Zola | Zulu | Lower Primary School |
| Zibambele | Zulu | Lower Primary School |
| Mkulani | Zulu | Higher Primary School |
| Ingolo | Zulu | Lower Primary School |
| Ishlani | Zulu | Lower Primary School |
| Fundani | Zulu | Lower Primary School |
| Luseni | Zulu | Lower Primary School |
| Not yet named | Zulu | Higher Primary School |
| Not yet named | Zulu | Junior Secondary School |
| Not yet named | Xhosa | Lower Primary School |

KOFOLO/ZONDI COMPLEX

| N A M E | ETHNIC GROUP | TYPE |
|-----------------|--------------|------------------------------|
| Emisebeni | Zulu | Lower Primary School |
| Vukayibambe | Zulu | Lower Primary/Higher Primary |
| Risuna Combined | Shangasan | Lower Primary/Higher Primary |
| Mehlaleng | Tswana | Junior Secondary School |
| Tshedimoso | Tswana | Higher Primary School |
| Igugu | Zulu | Lower Primary School |
| Fred Clark | Zulu | Higher Primary School |
| Vukazenzele | Zulu | Higher Primary School |
| Ncube | Zulu | Junior Secondary School |
| Ikwezi | Zulu | Lower Primary School |
| Phakamani | Zulu | Lower Primary School |
| Uvuyo | Zulu | Lower Primary School |
| Emthandweni | Zulu | Lower Primary School |
| Emathafeni | Zulu | Lower Primary School |
| Usindiso | Zulu | Higher Primary School |

SENAOANE EAST AND WEST COMPLEX

| | | |
|----------------------|--------------|-------------------------|
| Phenyo | North Sotho | Low Primary School |
| Motsaneng | South Sotho | Lower Primary School |
| Mapetla Lower P. | South Sotho | Lower Primary School |
| Lo-Itsekile | Tswana | Lower Primary School |
| Sedibathuto | Tswana | Higher Primary School |
| Megatong | Tswana | Lower Primary School |
| Mapetla Junior Sec. | South Sotho | Junior Secondary School |
| Enkanyezini | Zulu | Higher Primary School |
| Pumuzile | Zulu | Lower Primary School |
| Khotso | South Sotho | Lower Primary School |
| Phiri H/P | South Sotho | Higher Primary School |
| Molapo Ext. Indus. | South Sotho | Higher Primary School |
| Enaweni | Zulu | Lower Primary School |
| Bafikile | Zulu | Lower Primary School |
| Sibongile | Zulu | Lower Primary School |
| Sekano Ntoane | Mixed | High School |
| Senaoane J/S | Zulu | Junior Secondary School |
| Tickeni | Tsonga | Lower Primary School |
| Tshilidzi | Venda | Lower Primary School |
| Chiawelo J/Secondary | Venda/Tsonga | Junior Secondary School |
| Basani | Tsonga | Higher Primary School |
| Phutalushaka | Venda | Higher Primary School |
| Gazankulu | Tsonga | Higher Primary School |
| Pfanani | Venda | Lower Primary School |
| Nambo | Venda | Higher Primary School |
| Hitekani | Tsonga | Lower Primary School |
| Venda J. Sec. | Venda | Junior Secondary School |

MCOFOLO/ZONDI COMPLEX

| NAME | ETHNIC GROUP | TYPE |
|-----------------|--------------|------------------------------|
| Emisebeni | Zulu | Lower Primary School |
| Vukayibambe | Zulu | Lower Primary/Higher Primary |
| Risuna Combined | Shangaan | Lower Primary/Higher Primary |
| McKläleng | Tswana | Junior Secondary School |
| Tshedimoso | Tswana | Higher Primary School |
| Igugu | Zulu | Lower Primary School |
| Fred Clark | Zulu | Higher Primary School |
| Vukazenzele | Zulu | Higher Primary School |
| Ncube | Zulu | Junior Secondary School |
| Ikwezi | Zulu | Lower Primary School |
| Phakamani | Zulu | Lower Primary School |
| Uvuyo | Zulu | Lower Primary School |
| Emthandweni | Zulu | Lower Primary School |
| Emathafeni | Zulu | Lower Primary School |
| Usindiso | Zulu | Higher Primary School |

SENAOANE EAST AND WEST COMPLEX

| | | |
|----------------------|--------------|-------------------------|
| Phenyo | North Sotho | |
| Motsaneng | South Sotho | Low Primary School |
| Mapetla Lower P. | South Sotho | Lower Primary School |
| Lo-Itsekile | Tswana | Lower Primary School |
| Sedibathuto | Tswana | Higher Primary School |
| Megatong | Tswana | Lower Primary School |
| Mapetla Junior Sec. | South Sotho | Junior Secondary School |
| Enkanyezini | Zulu | Higher Primary School |
| Pumuzile | Zulu | Lower Primary School |
| Khotso | South Sotho | Lower Primary School |
| Phiri H/P | South Sotho | Higher Primary School |
| Molapo Ext. Indus. | South Sotho | Higher Primary School |
| Emaweni | Zulu | Lower Primary School |
| Bafikile | Zulu | Lower Primary School |
| Sibongile | Zulu | Lower Primary School |
| Sekano Ntoane | Mixed | High School |
| Senaokane J/S | Zulu | Junior Secondary School |
| Tiakeni | Tsonga | Lower Primary School |
| Tshilidzi | Venda | Lower Primary School |
| Chjavelo J/Secondary | Venda/Tsonga | Junior Secondary School |
| Bhçani | Tsonga | Higher Primary School |
| Phutalushaka | Venda | Higher Primary School |
| Gazankulu | Tsonga | Higher Primary School |
| Pfanani | Venda | Lower Primary School |
| Nambo | Venda | Higher Primary School |
| Hitekani | Tsonga | Lower Primary School |
| Venda J. Sec. | Venda | Junior Secondary School |

SENAKANE EAST AND WEST COMPLEX

(Continued)

| NAME | ETHNIC GROUP | TYPE |
|------------------|--------------|-------------------------|
| Isipho Community | Xhosa | Lower Primary School |
| Nonto Community | Zulu | Lower Primary School |
| Egadlelweni | Xhosa | |
| Lilydale | Zulu | Higher Primary School |
| Hlakaniphani | Zulu | Lower Primary School |
| Ibhongo | Xhosa | Junior Secondary School |

TLADI COMPLEX

| | | |
|------------------|-------------|-------------------------|
| Tau-Pedi | Tswana | Higher Primary School |
| Mmila | South Sotho | Higher Primary School |
| Merafe | Tswana | Lower Primary School |
| Lumelang | South Sotho | Lower Primary School |
| Tlholohelo | South Sotho | Lower Primary School |
| Bonegang | South Sotho | Higher Primary School |
| Lerechabetse | Tswana | Lower Primary School |
| Atamelang | Tswana | Lower Primary School |
| Naledi High | Combined | High School |
| Thaba-Tshehlo | South Sotho | Lower Primary School |
| Michael-Seageng | Tswana | Higher Primary School |
| Khauhelo | Tswana | Lower Primary School |
| Naledi Tswana S. | Tswana | Junior Secondary School |
| Ikemeleng | South Sotho | Lower Primary School |
| Karabo | South Sotho | |

ORLANDO WEST AREA

| | | |
|-------------------|-------------|-----------------------------|
| Orlando West | Mixed | Higher Primary School |
| Phuti | Zulu | Lower Primary School |
| Bhelle Community | Mixed | Higher Primary School |
| Thlorang | Nguni | Lower Primary School |
| Mzambo | Xhosa/Nguni | Lower Primary School |
| Thulasizwe | Nguni | Higher Primary School |
| St. Martins | Mixed | Lower Primary |
| 7th Day Adventist | Mixed | Lower/Higher Primary School |
| Mooki | Mixed | Higher Primary School |

SENAOANE EAST AND WEST COMPLEX

(Continued)

| N A M E | ETHNIC GROUP | T Y P E |
|------------------|--------------|-------------------------|
| Isipho Community | Xhosa | Lower Primary School |
| Nonto Community | Zulu | Lower Primary School |
| Esadlelweni | Xhosa | |
| Lilydale | Zulu | Higher Primary School |
| Hlakaniphani | Zulu | Lower Primary School |
| Ibhongo | Xhosa | Junior Secondary School |

TLADI COMPLEX

| | | |
|------------------|-------------|-------------------------|
| Tau-Pedi | Tswana | Higher Primary School |
| Mmila | South Sotho | Higher Primary School |
| Merafe | Tswana | Lower Primary School |
| Lumelang | South Sotho | Lower Primary School |
| Tlholohelo | South Sotho | Lower Primary School |
| Bonegang | South Sotho | Higher Primary School |
| Lerechabetse | Tswana | Lower Primary School |
| Atamelang | Tswana | Lower Primary School |
| Maledi High | Combined | High School |
| Thaba-Tshehlo | South Sotho | Lower Primary School |
| Michael-Seageng | Tswana | Higher Primary School |
| Khauhelo | Tswana | Lower Primary School |
| Maledi Tswana S. | Tswana | Junior Secondary School |
| Ikemeleng | South Sotho | Lower Primary School |
| Karabo | South Sotho | |

ORLANDO WEST AREA

| | | |
|-------------------|-------------|-----------------------------|
| Orlando West | Mixed | Higher Primary School |
| Phuti | Zulu | Lower Primary School |
| Bhelle Community | Mixed | Higher Primary School |
| Thlofeng | Nguni | Lower Primary School |
| Mzambo | Xhosa/Nguni | Lower Primary School |
| Thulasizwe | Nguni | Higher Primary School |
| St. Martins | Mixed | Lower Primary |
| 7th Day Adventist | Mixed | Lower/Higher Primary School |
| Hooki | Mixed | Higher Primary School |

FINVILLE AREA

| NAME | ETHNIC GROUP | TYPE |
|-----------------------------|--------------|-----------------------------|
| Ithateng | Tswana | Lower Primary School |
| Batsogile | Tswana | Higher Primary School |
| Bapedi Combine | Pedi | Higher/Lower Primary School |
| Melisiibuko | Xhosa | Lower Primary School |
| Sithuthile | Zulu | Higher Primary School |
| Finville Tsonga Combined | Tsonga | Higher/Lower Primary School |
| B.E.D. Industrial | Mixed | Industrial |
| Winnie Ngwekazi | Nguni | Lower Primary School |
| Elalefang | South Sotho | Lower Primary School |
| Thebedisano | South Sotho | Higher Primary School |
| Roman Catholic | Mixed | Higher Primary School |
| Finville Bantu | Zulu | Higher Primary School |
| Mdelwa Hlongwane | Zulu | Higher Primary School |
| Kusi High | Mixed | High School |

Councillor Chuenyane said the report does not supply the Committee with the information asked for. The Committee wanted to know the number of schools built since 1968 from the Bantu Services Levy Fund.

He wanted to know the formula followed by the authorities in arranging the priorities for the building of schools.

Councillors Motha, Xulu and Senior Townships Manager addressed the meeting.

RESOLVED TO RECOMMEND:

- (a) That the Director Development be requested to indicate the schools built from "Teach" Fund and those built from the Bantu Services Levy Fund in Soweto since 1968 from the list of schools contained in this report.

ACCEPTED

- (b) That the Director Development supply the Urban Bantu Council with the formula on which priorities for the erection of schools is based.

ACCEPTED

- (c) That full details with regard to the names and site numbers of schools in Meadowlands and Diepkloof, the number of pupils in each school as well as the ethnic group catered for in each school be furnished.

ACCEPTED

(Councillor Thebehali said this information is available at 80 Albert Street).

URBAN BANTU COUNCIL SOWETO: (29.7.76) (25.11.76)

EDUCATION AND HEALTH COMMITTEE: (8.6.76)

WEST RAND ADMINISTRATION BOARD

(d) SOWETO PRIMARY TEACHERS' TRAINING COLLEGE

Matters discussed at a meeting between:-

| | |
|-------------------|---|
| Mr. M.C. O'Dowd | - AAC |
| Mr T.J. Makhaya | - U.B.C. |
| Mr P.M. Lengene | - U.B.C. |
| Mr R.J.P. Maponya | - U.B.C. |
| Mr S. Motha | - U.B.C. |
| Mr M. Rantho | - School of Social Work, University of the Witwatersrand |
| Mr H. Hotson | - A.A.C. |
| Mr P.G. Henwood | - A.A.C |
| Mr P.S. Baddeley | - A.A.C |

Mr O'Dowd described the background to the Anglo American Corporation being given permission to build a primary teachers' training college in Soweto. During late 1974 and early 1975 discussions were held with people from Soweto to try and define a project in which the Corporation could participate. The outcome of the discussions was that education was considered to be the highest priority and since the Department of Bantu Education is responsible for education in Soweto we then approached the Department.

The Corporation did not wish to build a number of primary or secondary schools however pressing the demand might be, but rather to build a unique institution, one would be the first of its type in Soweto and so set new standards. A second condition was that funds must be available to meet the running costs so that the Corporation would only provide the initial capital. This is because there is only a certain amount of money available for this type of project each year and we do not want these funds to be gradually committed to running expenses leaving nothing for new projects.

cont...../

The Department considered the matter for some time and towards the end of 1975 further discussions were held. From a number of alternatives we considered a teachers' training college to be the most exciting not only because it would be the first in Soweto but because it more than fulfilled our requirements. Also the multiplier effect of a teachers' training college are extremely high since a class of children significantly benefit from one better qualified teacher.

In April 1976 the Anglo American Corporation received formal permission to build the college. However, because of the present set-up only ourselves and the Department of Bantu Education had been involved in the discussions on the college and we considered it most important that the people of Soweto should be involved in the design, planning and building of the college although it must be remembered that since the Department will run the college they will have the final decision on these matters. With this in mind we have arranged two meetings, the first with members of the teaching profession and this one with representatives from the Urban Bantu Council. It is anticipated that other meetings will be held.

Mr O' Dowd then asked the architect to describe the sites which had been offered to us by the West Rand Board. Both are in Jabulani - the first is next to the technical high school and is restricted in area and the second site further down the hill is part of a park area and there is plenty of room for expansion. The architect preferred the second site mainly because of the larger area, absence of rock outcrop and the orientation of the slope. The recommendation was supported by the meeting.

The architect then described in detail the provisional plans which he had drawn up. The design provided plenty of scope for expansion of the college and in addition to the classrooms and administration block, a hall, music room and a library were provided for. Provision has also been made for a tuck-shop and also for a kitchen where light lunches can be prepared. A football/rugby field, tennis court and netball court are planned and space has been reserved for a swimming pool.

cont...../

The safety of the students attending the evening classes is considered most important and the buildings will be well lit and the perimeter of the grounds marked by a security fence. The main buildings will be double-storey. The details of the plans were discussed at some length.

The meeting considered that it was most important that the facilities could be used for adult education during the evenings. It was also suggested that the local community be able to use the sports facilities. Mr O'Dowd pointed out that while he sympathised with the idea, he considered this would place a lot of extra work and responsibility on the principal of the college. In reply to a question the architect said that changing facilities with showers were being planned.

The meeting was most concerned that the college should cater for all ethnic groups. Mr O'Dowd said that one of the conditions of the suitability of the project was that it should meet this requirement.

It was suggested that a model of the school should be made after the plans had been finalised so that it could be shown to other members of the community. The meeting agreed that this was an excellent idea.

The meeting expressed the hope that the school would be given a name and not just called for example The Soweto Primary Teachers' Training College. Furthermore it was considered necessary to name the school as early as possible so that the name was always associated with the college. Mr O'Dowd suggested that the Urban Bantu Council should recommend a number of names for the school. The representatives of the Council agreed to this. On a more general note the meeting recognised the importance of building the college in Soweto particularly because it means that the students will teach in similar schools and a similar environment in which they had received their training.

RESOLVED TO RECOMMEND:

(a) That this report be NOTED.

(b) That the suggested names for consideration for the proposed college are:

- ADOPTED (i) Soweto Teachers' Training College;
REJECTED (ii) New Era Teachers' Training College;
REJECTED (iii) Greek name (for Fountain of knowledge.)

Ordinary Meeting of the Urban Bantu Council : 25 November 1976 :

URBAN BANTU COUNCIL SOWETO: (25.11.76)

TRADING AND TRANSPORT COMMITTEE: (13.10.76)

WEST RAND ADMINISTRATION BOARD:

(e) PROVISION OF ROBOTS ALONG THE ROODEPOORT ROAD

The following recommendations have been received from Councillor Hanyane:

That the following Traffic Signs be provided along the Roodepoort Road:

- (a) Robots at Roodepoort Road opposite Putco - Mnala Road and Ikwezi Drive;
ADCP TED
- (b) Robots at Roodepoort Road and Zondi Stores near Railway Bridge;
ADCP TED
- (c) Bridge sign and protecting poles at the bridge;
ADCP TED
- (d) Robots at intersection of Roodepoort Road and road from Mofolo Administration Offices;
ADCP TED
- (e) Robots at the intersection of Mashaba and Kinini streets, Roodepoort Road and street cutting from Mofolo to White City Jabavu near Assemblies of God Church.
ADCP TED
- (f) T.B. Clinic Sign, near T.B. Clinic Mofolo South;
ADCP TED
- (g) Sharp Curve Sign opposite T.B. Clinic;
ADCP TED
- (h) Pedestrians Crossing Sign and Bus stop sign opposite T.B. Clinic.
ADCP TED
- (i) Robots ahead sign near Intersection of Potchefstroom Road and Roodepoort Road.
ADCP TED

Ordinary Meeting of the Urban Bantu Council : 25 November 1976 : MINUTES:548

URBAN BANTU COUNCIL SOWETO: (25.11.76)

TRADING AND TRANSPORT COMMITTEE: (13.10.76)

WEST RAND ADMINISTRATION BOARD

f) PROVISION OF A PEDESTRIAN BRIDGE

Councillor F. Mahlangu recommends that a pedestrian bridge be constructed over the roads going to and from town near the Orlando Police Station. During peak hours people going to the station are delayed because of the heavy traffic.

RESOLVED:

That a pedestrian bridge be constructed over the roads going to and from town near the Orlando Police Station.

URBAN BANTU COUNCIL SOWETO: (25.11.76)

TRADING AND TRANSPORT COMMITTEE: (13.10.76)

WEST RAND ADMINISTRATION BOARD

(g) SOWETO LIFT CLUB

The following is an extract from the minutes of the Urban Bantu Council meeting held on 25 September 1975 when it considered the quoted recommendation of the Trading and Transport Committee:

RESOLVED TO RECOMMEND:

That the Urban Bantu Council has no objection to the applications provided the applicants satisfied all the requirements of the Local Road Transportation Board.

Councillor Rakgomo said that it was a misnomer to call this organisation a Lift Club in that, in terms of the Transportation Act, all members of the club should own vehicles and no fares were to be charged.

Councillor Mlonzi said that the Lift Club was not a recognised body. He suggested that the Taxi Association be met and be asked if they could cope with the demands of the commuters.

He said that some of the Taxi-Owners were holding certificates which precluded them from taking passengers to town and restricted them to using only sedan cars.

Continuing, he said that the Urban Bantu Council should recommend that all certificates issued to Taxi Owners in Soweto now be issued for the Magisterial District of Johannesburg.

Councillors Rasmeni and Motha addressed the meeting.

RESOLVED:

That this matter be referred to the permanent Liaison Committee dealing with transport.

A letter has now been received from Mr. J.W. Madi Chairman of the Witwatersrand African Taxi Association Limited which is directly connected with this matter:-

"My Association requests you and your Committee to recommend to the Johannesburg Local Transportation Board that magisterial Taxi Certificates be issued to our members and to other interested persons of the Public, as against the Soweto Zoned Certificates as follows:

- (1) The shortage of transport facilities to Soweto workers to get to their places of employment in time.

- (2) The cause for the shortage is that 90% of Soweto Taxi Certificates are zoned only to operate in Soweto.
- (3) As soon as a commuter feels like getting to work she/he takes any form of conveyance whether it be a Combi, Pirate or truck etc. These form of unauthorised transport are not covered by Insurance laws of conveying commuters. If an accident occurs whilst in that kind of transport they are not covered by insurance.
- (4) The Zoned Certificates Taxi-man is always put at an embarrassment whenever he is asked to convey passengers to town, because he has to say "I am sorry, I am not allowed to convey passengers to town" Thus the unauthorised Transport takes over immediately the work of transporting people to town, and as they transport passengers to city and suburbs these Pirates are not stopped along the way by traffic inspectors and the Police. Why is there such a situation? The answer is bribery and corruption is taking place at a high scale.

Then when the Transportation Board takes to stop Pirates, confusion then takes place in that Pirates cease to operate thus causing people to be late for work and as a result lose their good jobs.

Then a strange thing happens, passengers would demand that Certificated Taxis with Zoned Certificates should transport them to their places of employment although they are stopped along the way by Police and Traffic Inspectors while the Pirates go smoothly on the road.

- (5) The population of Soweto has tremendously increased and PUTCO and S.A.R. have repeatedly stated in the press and public places that they cannot cope with transport demands. This proved by the fact that during the pick hours passengers are standing by hundreds along Soweto to Town roads waiting earnestly to be conveyed to their places of employment with the abovementioned reasons we humbly request your Committee to recommend to the local Transportation Board that additional Magisterial Certificates be granted to interested applicants.

We await your urgent reply in that some applicants have submitted their applications."

RESOLVED:

That any application for a certificate to operate taxi services between Soweto and Johannesburg be supported by the Urban Bantu Council.

URBAN BANTU COUNCIL: (25.11.76)

EDUCATION AND HEALTH COMMITTEE: (10.8.76) (12.10.76)

WEST RAND ADMINISTRATION BOARD

(h) PROVISION OF A BRANCH OFFICE:
HEALTH DEPARTMENT

On 29 January 1976 the Urban Bantu Council RESOLVED:

That this request receive favourable consideration provided there is an existing office at either Pimville or Senoane that could be used for the purpose and that no expense be incurred to provide such a branch office.

The Director, Housing, comments as follows:

Please advise the Soweto Urban Bantu Council with reference to item A minutes page 288 of an ordinary meeting of the Urban Bantu Council held on 29 January 1976 that there are no offices available at either Pimville or Senoane at present.

RESOLVED:

That this report be NOTED.

URBAN BANTU COUNCIL SOWETO: (25.11.76)

WEST RAND ADMINISTRATION BOARD:

URGENCY MATTER

re : REGISTRATION OF THE SOWETO SOCIETY
FOR MARRIAGE AND FAMILY LIFE

The following letter has been received from Rev. Tau, the Director of the Soweto Society for Marriage and Family Life:

"You will recall that,

1. On January 25, 1973 the Urban Bantu Council passed the following resolution:-

- "(a) That this Committee accepts the establishment of a Marriage Guidance and Counselling Service in Soweto.
- (b) That a member of the Education and Health Committee be appointed to serve on the Advisory Council of the Soweto Counselling Service to assist in the establishment of the Marriage Counsel Service."

2. That in October last year, the Bantu Affairs Commissioner of Johannesburg wrote advising that his Department has approved of the constitution of our organization and has recommended registration as a welfare organization.

I have since received confirmation of the above mentioned recommendation from the secretary of the Southern Transvaal Regional Welfare Board who, among other things, wrote, "A report from the Department of Bantu Affairs and Development and a report from a senior professional officer of this Department recommending the registration of your organisation was submitted to the Regional Welfare Board at its meeting on 2nd June 1976".

Yet, in spite of all these recommendations no decision has been taken by the Regional Welfare Board.

In view of the Urban Bantu Council's declared intention "to assist in the establishment of the Marriage Council Service", I plead that some action be taken by the Urban Bantu Council to help expedite registration of the above mentioned Society."

RESOLVED:

- (a) That the Chief Director be requested to make representations to the Bantu Affairs Commissioner to have this organisation registered.

URBAN BANTU COUNCIL SOWETO: (25.11.76)

WEST RAND ADMINISTRATION BOARD:

RE: REGISTRATION OF THE SOWETO SOCIETY
FOR MARRIAGE AND FAMILY LIFE

(Continued)

- (b) That this organisation be allocated a site whereon
an office may be built.

The meeting closed at 4,30 p.m.

CONFIRMED

CHAIRMAN: 

DATE: 

DMK/JSM

WES-RANDSE BANTOESAKE-ADMINISTRASIERAAD
WEST RAND BANTU AFFAIRS ADMINISTRATION BOARD

DIE STEDELIKE BANTOERAAD VAN JOHANNESBURG
URBAN BANTU COUNCIL OF JOHANNESBURG

MINUTES OF THE 103RD ORDINARY MEETING OF THE URBAN BANTU COUNCIL OF
JOHANNESBURG HELD IN THE URBAN BANTU COUNCIL CHAMBER JABULANI ON
THURSDAY 25 NOVEMBER 1976 AT 2,30 P.M.

PRESENT:

COUNCILLORS : Thebehali, D. (Chairman)
Makhaya, T.J. (Deputy Chairman)
Buthlezi, E.
Chuenyane, F.
Hanyane, S.
Hlungwane, H.
Jiyane, J.N.
Leepo, J.M.
Lengene, P.M.
Machaba, B.C.
Mahlangu, S.S.
Makhanya, A.
Mokoena, D.
Motha, S.
Mzinyane, J.B.
Nevhulaudzi, J.
Nepfumbada, F.
Ngubane, Z.
Nkosi, K.
Ntloko, M.M.
Radebe, L.
Rakgomo, J.M.
Rasmeni, D.
Tjeeko, M.
Tshabangu, L.
Xulu, M.B.

OFFICIALS:

Mr. M.P. Wilsnach (Director Housing)
Mr. P.M. Fouche (Senior Townships Manager, Tladi)
Mr. D.M. Kubayi (Acting Secretary)
Mr. A. Mfete.

ALSO PRESENT:

Brigadier J.F. Visser (South African Police)
Mr Fayne (From the United States of America)

OPENING PRAYER

Councillor Makhaya opened the proceedings with a prayer.

INTRODUCTION AND WORD OF WELCOME

The Chairman introduced Brigadier Visser to the meeting as the Divisional Commissioner of Soweto whose office is at Protea. As a result of the decision taken at a meeting of the delegation of the Urban Bantu Council with Brigadier Visser to discuss the rumours circulating in Soweto in connection with the activities of the riot police, the Divisional Commissioner of the police of Soweto was invited to this meeting. Brigadier Visser is here to meet the leaders of Soweto, the Community leaders and the civic leaders.

The meeting of the delegation with the Divisional Commissioner was very successful and the members discussed the situation in Soweto in a frank manner.

Brigadier Visser said he felt honoured to be given an opportunity to address the Council.

He said he was not new in Soweto as he was here in 1970. He said the doors of his offices in Protea were open to anybody who wished to talk to him in connection with matters within the scope of police role in Soweto. He said he had come to renew old acquaintances and to extend invitations to members of the Soweto community to discuss with him any problem related to police duties in the area. He said he was grateful to the Chairman and the delegation for their decision to invite him to the Council meeting.

He said he had acceded to the Chairman's request for the re-establishment of the Liaison Committee on crime. He said the police want to be received by the public and to be made to feel that they belong to the community. If the police and the Soweto community are frank to one another no problem will be too difficult to solve. He said he was pleased to come and say hello to old friends. He said he would be pleased to attend future meetings of the Council.

On behalf of the West Rand Administration Board and the Urban Bantu Council the Director Housing thanked the Divisional Commissioner of the police for attending the Urban Bantu Council meeting, and thanked the Chairman for having extended an invitation to Brigadier Visser to attend the Urban Bantu Council meeting. He said he was disturbed about the unrest in Soweto since June 1976, and added that the situation was returning to normal since Brigadier Visser's appointment as Divisional Commissioner of the Police for Soweto.

Councillor Lengene said he was grateful to see that the relationship between the police and the public was returning to normal. He requested the Divisional Commissioner to withdraw the Hippos and to instruct the police to wear their usual uniforms and not the camouflage uniforms. He said he wanted peace and calm in Soweto.

The Chairman thanked Brigadier Visser for agreeing to his request for the resuscitation of the Liaison Committee on crime and for attending the Urban Bantu Council meeting.

At this stage Brigadier Visser left the meeting.

The Chairman then introduced Mr. L. Payne, a visitor from the United States of America.

1. CONFIRMATION OF MINUTES

Confirmation of minutes of the ordinary meeting held on 11 November 1976 deferred to the next ordinary meeting as they were not circulated to members.

2. LEAVE OF ABSENCE

Leave of absence in terms of Regulation 29(2) was granted to Councillors Vilakazi, Nkge, Manthata, G. Jiyane and Felotona.

3. CONSIDERATION OF REPORTS

TABAK BANTU COUNCIL SOWETO: (29.7.76)(25.11.76)

TRADING AND TRANSPORT COMMITTEE: (3.6.76)

WEST RAND ADMINISTRATION BOARD :

- (a) NOTES TAKEN AT A MEETING HELD BETWEEN THE S.A.R. (PLANNING) AND A DELEGATION REPRESENTING THE URBAN BANTU COUNCIL, IN CONNECTION WITH THE PROVISION OF RAIL FACILITIES TO SOWETO : RAILWAY HEADQUARTERS, JOHANNESBURG : 4 NOVEMBER 1975

PRESENT:

REPRESENTING THE SOUTH AFRICAN RAILWAYS ADMINISTRATION

J.D. LLOYD (CHAIRMAN)

J.J.P. VAN DER VORT

J.C. ENGELBRECHT

H.J.A. ENGELBRECHT

T. DU TOIT

C.M. LABUSCHAGNE

REPRESENTING THE WEST RAND BANTU AFFAIRS ADMINISTRATION BOARD

M.F. WILSNACH

A.M. CONN

REPRESENTING THE URBAN BANTU COUNCIL OF SOWETO

T.J. MAKAYA (U.B.C. SO. ETC CHAIRMAN)

D. MOKOENA

S. HANYANE

S.S. MAHLANGU

THE CHAIRMAN opened the meeting by welcoming the representatives and asked all present to feel completely free to say how they felt about the problems.

STATEMENT TO THE PRESS

It was decided unanimously that a combined statement to the Press would be made through the S.A.R. Public Relations Officer.

THE OBJECT OF THE MEETING

The purpose of the meeting was to give the leaders of Soweto the opportunity to express their views on the planning of improved rail facilities for commuter to and from Soweto. The S.A.R. wanted to hear criticism on the commuter service with the view to improving it. Basically, changing ideas must lead to the planning for the future and so satisfy future demand.

This meeting would take place regularly every three months, and representatives would have the opportunity to submit items for discussion.

DISCUSSION OF VARIOUS ITEMS

THE CHAIRMAN gave the Soweto councillors the opportunity to express their views.

The following items were discussed :

PIMVILLE LINE

The continuation of a train service over the Pimville line is of great importance to the community. The residents of the Pimville area were promised some years ago that the S.A.R. would build a new line.

COMMENTS

The problem with this line was the same as that experienced at Nancefield and New Canada stations. The growth in the number of trains has increased to such an extent that it has outstripped the Railways' capability of keeping pace by improving the capacity of the lines by means of comparatively inexpensive methods.

The problem of providing an improved commuter service is created by congestion which occurs between Langlaagte and Johannesburg. At present the double line from the West Rand converges with the four lines from Soweto at Langlaagte. At Langlaagte the flow of traffic from these six lines is converted into the four lines which run to Johannesburg.

Although more trains could be scheduled on the other side of New Canada, the intensity of traffic on the Johannesburg side of Langlaagte is such that no additional traffic could be handled.

Ordinary Meeting of the Urban Bantu Council : 25 November 1976 :

A new line through the Diepkloof area down to Eldorado Park along the side of Pimville to Johannesburg is planned for the near future, instead of running trains over the Pimville line and blocking the flow of traffic between Langlaagte and Johannesburg. .

MOTOR TRANSPORT

Both PUTCO and the S.A.R. appealed against all applications for transport certificates. As Soweto was the greatest transport sufferer, lift clubs should be permitted to the people of Soweto, so that they could assist the S.A.R. and help their own community. The people were in need of railway, buses, taxis and lift clubs.

COMMENTS

As the S.A.R. does not control transport certificates and is only a member of the Transportation Board, this particular item must be referred to the Board. As far as Soweto lift clubs are concerned, the S.A.R. does not object to applications for certificates.

UNDERGROUND RAILWAYS

The hastening of planning an underground railway system linked up with Soweto would be of great help.

COMMENTS

The underground rail system of the Johannesburg City Council would form part of an integrated scheme. Discussions are being held with the City Council with regard to this issue due to developments in the Newtown area which would be the start of such an integrated system.

EXPANSION OF PLATFORMS AND TRAINS

The expansion of platforms and the lengthening of some trains was greatly appreciated by the people of Soweto. However, the available capacity of trains is still not enough.

COMMENTS

All trainsets utilised on the Soweto service will be lengthened from 11 to 12 coaches; half the fleet for this service has already been converted. By 1979/80 all these trainsets will have been converted to fourteen coaches.

URBAN PASSENGER TRAINS : JOHANNESBURG - RANDFONTEIN

Some of the urban passenger trains for Whites from Johannesburg to Randfontein run empty while trains for Non-Whites are full. More reserved class coaches on these trains for Non-Whites - as well as on the trains to Pretoria - would make their running cost more economical.

COMMENTS

During peak hours all trains to Pretoria and the West Rand are loaded to maximum capacity. Due to the fact that there are not sufficient staging facilities, some of these trains move up and down the whole day. In the Soweto area the maximum interval between trains is approximately half an hour compared to a train every 45 min. on the West Rand. However, the Suburban Planning Team will make an intensive investigation into the matter to ensure that an acceptable solution is found.

BETTER ACCOMMODATION/TRAIN SERVICE

The two reserved coaches per train are always packed and at least one more reserved class coach per train was suggested - more better-class accommodation is essential even if the prices are to be increased. A better train service similar to the service for the Whites was requested.

COMMENTS

Crowded trains during peak hours are a common feature in the conveyance of commuters all over the world. To cope with the increasing flow of passengers during peak periods, the S.A.R. - as overseas - would follow the trend to provide rolling-stock with more standing place. The tendency all over the world is to provide standing place only on urban trains and also on buses. In the near future there would only be one class on suburban trains for both Whites and NON-Whites. Nevertheless, overcrowding on Black and White trains are restricted to peak periods.

GENERAL. No other organisation in the country could provide the same capacity of services as the S.A.R. That is why the Government has put the transportation of Black commuters firmly in the hands of the S.A.R. No railway lines have been built in recent years for the transportation of white commuters in this country, but many lines have been constructed for the transportation of Blacks.

Several improvements on the Soweto lines were recommended by a committee appointed to determine the extent of additional facilities required. Some of these improvements already completed are -

- (i) the replacing of automatic colour-light signals by telephone - controlled signals to promote safety at R1 200 000;
- (ii) the building of additional footbridges at R210 000;
- (iii) the construction of Longdale station at more than R400 000;
- (iv) additional ticket facilities for stations on the Soweto line at R350 000 and
- (v) the provision of rolling-stock exclusively for the Soweto services at R32 231 923; etc.

Not a single passenger service in the world operates profitably. The subsidy from the Government on commuter services in settlement areas amount to about R23-million for the 1975/76 financial year, whilst the remaining part thereof was carried by the S.A.R. - as set off against other traffic. The total loss on all passenger transport for the past financial year was over R142-million. A considerable amount of money is spent every year on improvements and this is one of the reasons why this meeting is being held to ensure that the money is correctly spent. A considerable amount of money is to be spent on the improvements in the near future, e.g. the building of an extra double line between Johannesburg and Langlaagte to improve Black commuter services from Soweto at a cost of more than R2-million per kilometre.

JOHANNESBURG STATION

All notice boards and train announcements on Johannesburg (Park) station are either in English, Afrikaans or Sotho, whilst most main-line passengers are Zulu.

COMMENTS

Due to the short interval between trains, train announcements could not be made in all Bantu languages. Arrangements would be made, however, whereby audible notices would also be made in Zulu, where possible. A screen - as in the airport terminal at Jan Smuts Airport - showing the arrivals and departures automatically is being considered for Johannesburg station. More indication boards would be erected on the station, as requested.

IKWEZI

Not a single train starts at Ikwezi and by the time trains reach Ikwezi, they are full or almost full. Most passengers were thus forced to use alternative transport, e.g. taxis and buses.

COMMENTS

The S.A.R. was aware of this problem being experienced at Ikwezi. Financial provision has been made for turn-round and staging facilities for trainsets at Ikwezi as well as at Orlando and Phomolong, etc. In addition, the S.A.R. will spend a huge sum of money within the next few years, in providing a large staging area for trains on the southside of the Kliprivier between Merafe and Midway stations.

MAIN-LINE SERVICES

The tendency to use local coaches on main-line trains, e.g. to Durban, causes discomfort to passengers. There are not sufficient toilets and sleeping accommodation on these coaches.

COMMENTS

Main-line services were outside the scope of this meeting.

BLACK DRIVERS

The S.A.R. is the property of the Whites as far as the Soweto community is concerned. However, it was felt that the time has come that Black people should be trained as drivers on trains to Soweto. Some of the Black people were highly educated and could be trained as drivers so as to help the S.A.R.