

Pretoriana



NZASM—Herdenkingsuitgawe

NZASM—Memorial Issue

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(GENOOTSKAP OUD-PRETORIA)**

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(GENOOTSKAP OUD-PRETORIA) OP 1 APRIL 1987**

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VAN DIE REDAKTEUR

Die onderhawige, voor u liggende No. 91 van *Pretoriana* is 'n NZASM-herdenkingsuitgawe. Op 21 Junie 1987 sal dit naamlik 100 jaar gelede wees dat die Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM) in Amsterdam gestig is. Hierdie onderneming word nou nog belangrik genoeg geag om dit in Transvaal te herdenk. Na die inleiding van die redakteur gee Robert C. de Jong 'n oorsig van geboue en ander konstruksies deur die NZASM in en om Pretoria opgerig. Dan volg die bydrae van Dr. Kenneth E. Wilburn van die Universiteit van East Carolina in die VSA, "Railway diplomacy in South Africa 1890-1892". Mnr. R. Searle beskryf in tegniese besonderhede die loopbaan van die lokomotief 'Roos', die enigste NZASM-lokomotief in bedryf, in 1893 gebou. C. de Jong wys op skakels tussen die Nederlandse spoorwegaanleg in Transvaal en Oos-Indië.

Die redakteur verwag nog meer bydraes oor die NZASM te ontvang en sal hulle in toekomstige uitgawes van *Pretoriana* publiseer.

Na die herdenkingsartikels aan die NZASM gewy volg bydraes oor "Die Koningin-Wilhelminaboom herplant", "Eerbewys aan Dr. W.H.J. Punt", herdenking van Dr. H.H.A. van Gybland Oosterhoff wie se omvangryke Oranje-Nassau-versameling in die Universiteit van Pretoria berus, en 'n bespreking van die derde oorlogskildery van S. Reisacher in die Nasionale Kultuurhistoriese en Opelug-museum alhier.

FROM THE EDITOR

The present Nr. 91 of *Pretoriana* is a NZASM-Memorial issue. For on 21 June 1987 it will be 100 years ago that the Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM) was founded in Amsterdam. This company is deemed of sufficient importance to commemorate it in Transvaal.

After the introduction of the editor, Robert C. de Jong gives a survey of buildings and other works erected by the NZASM in and around Pretoria. It is followed by a contribution of Dr. Kenneth E. Wilburn of the East Carolina University in the USA, under the title "Railway diplomacy in South Africa 1890-1892".

Mr. R. Searle describes in technical details the career of the locomotive 'Roos', the only NZASM-loco still operating, constructed in 1893.

C. de Jong points out links between Dutch railway construction in Transvaal and the East Indies.

The editor expects the reception of more contributions regarding the NZASM and will publish them in future issues of *Pretoriana*.

After the commemorative articles, devoted to the Dutch railway company, there follow contributions on the replanting of the Queen Wilhelmina tree, homage to the late Dr. W.H.J. Punt, In memoriam Dr. H.H.A. van Gyb-land Oosterhoff, whose substantial Orange-Nassau collection is kept in the University of Pretoria, and a discussion of the third warpainting of S. Reisacher in the National Cultural History and Open Air Museum in Pretoria.

1887 - 21 Junie - 1987
DIE NZASM 100 JAAR
deur C. de Jong

Op 21 Junie 1987 is dit 100 jaar gelede dat die Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM) in Amsterdam gestig is. Daar is aanleiding om hierdie gebeurtenis te herdenk. Die NZASM het tydens sy bedrywigheid van 1887 tot 1900 sy stempel op talle plekke in Transvaal gedruk. Nou nog herinner talle bouwerke of bouvalle aan die NZASM-spoorweë. Verskeie daarvan is nasionale monumente of gedenkwaardighede, byvoorbeeld die stasiegeboue in Middelburg, Heidelberg en Klerksdorp, geboue by die sentraalstasies te Pretoria en Johannesburg en die tunnel en vyfboogbrug tussen Waterval-Boven en Waterval-Onder.

Die NZASM het die hoofspoorwegnet in Transvaal aangelê, waaronder die Oosterlyn van Komatipoort na Pretoria. Dié lyn is deur die Transvalers vurig begeer om die Zuid-Afrikaansche Republiek (ZAR) in direkte en kortste verbinding met die nie-Britse hawe Delagoabaai te bring. Die geskiedenis van die NZASM is 'n kort, maar opmerklike hoofstuk in die geskiedenis van Suid-Afrika en Nederland. Die Nederlanders wou met die NZASM demonstreer dat hulle kundige spoorwegbouers en -eksploitant was, 'n industriële nasie van betekenis was en die saak van die ZAR wou bevorder. Dié Maatschappij het president Kruger kragtig gesteun en het daarin geslaag om buitengewone finansiële, tegniese, diplomatieke en politieke moeilikhede te oorwen danksy bekwame leiers soos R.W.J.C. van den Wall Bake, G.A.A. Middelberg en J.A. van Kretschmar van Veen.

Die NZASM het in vredestryd 1887-1899 en in die oorlog 1899-1900 indrukwekkende prestasies gelewer. Tog was hy ongewild by die Engelstalige en Afrikaneropposisie teen Kruger se bewind. Die Engels- en Nederlandstalige opposisiepers het 'n propagandaveldtog teen Kruger en die NZASM gevoer wat ons mag vergelyk met die Duitse oorlogspropaganda in 1939-45 en die hedendaagse propaganda teen die blanke bewind in die Republiek Suid-Afrika. Dit was deel van hul veldtog teen die bevoorregte posisie van die Nederlanders in die bestuur van die ZAR. Toe die NZASM die Oosterlyn voltooi en sy dienste verbeter het, het die felle kritiek op hom ietwat afgeneem, maar nie verstom nie. Vir 'n deel van die kritiek was daar aanleiding, vir 'n ander deel nie.

- (1) Die NZASM was 'n private Nederlandse maatskappy en het 'n konsessie met alleenreg vir spoorwegaanleg en -eksploitasie in die ZAR ontvang. Hy is beskuldig van uitbuiting van die Staat wat hom rentebetaling gegarandeer het, en van die publiek. Latere beoordelaars vind dié kritiek ongemotiveerd. Sy tariewe is te hoog genoem, maar sy aanlegkoste was hoog en hy het die tariewe in 1897 verlaag.
- (2) Die eerste konsessie is in 1884 toegestaan, maar die Oosterlyn is eers in die begin van 1895 geopen. Op hierdie vertraging is veel kritiek uitgeoefen, maar ten onregte. Van 1887 tot '89 kon die NZASM nie aan die lyn bou nie omdat die konsessionaris van die spoorlyn van Delagoabaai na die Transvaalse grens, McMurdo,, geen tariefooreenkoms met die NZASM wou sluit nie. Die Maatschappij moes wag totdat die Portugese regering McMurdo se konsessie in 1889 ingetrek het.

- (3) Veral in die eerste jare het die NZASM-treine dikwels te laat vertrek of aangekom en het sy dienste te wense oorgelaat. Die verklaring is die moeilikheid om geskikte spoorwegpersoneel uit Europa na 'n Derde-Wêreldland soos Transvaal aan te trek. Geleidelik het die personeel se gehalte verbeter en is die dienste beter verrig.
- (4) Die NZASM het die treinreisigers te min geriewe verskaf. Hierdie kritiek was grotendeels korrek. Hy wou hom op goederevervoer toelê en het veral in sy eerste jare te min vir die treinreisigers gedoen. Die rytuie was kleiner en minder gerieflik as dié van die Staatspoorweë van die Kaapkolonie en Natal. Die NZASM het meestal met kapitaalskaarste gekamp, maar opreg na verbetering gestreef. In 1899 was daar egter nog veel om te verbeter.
- (5) Vreemdelinge in Transvaal het gekla dat alle dokumente van die NZASM, diensreëlings inbegrepe, alleen in Nederlands beskikbaar was, in 'n vreemde taal wat hulle nie kon of wou leer nie. Die NZASM het geantwoord dat Nederlands die amptelike taal van die ZAR was en dat geen spoorwegbedryf in enige ander land sy aankondigings in 'n nie-amptelike taal doen nie.
- (6) In die algemeen is aan die Nederlanders, onder wie die NZASM-personeel, gebrek aan soepelheid en tegemoetkomendheid verwyt. Dit is waar dat die stipte Europese mentaliteit van die Nederlanders somtyds gebots het met die ongeërgdheid van die publiek in die ZAR, hoewel die bestuurders Middelberg en Van Veen gewoonlik soepel en taktvol opgetree het.

Die NZASM in die oorlog 1899-1900

Een van die kernspreuke wat ek in Duitsland tydens Wêreldoorlog II op talle muurbiljette gelees het, was: "Räder müssen rollen für den Sieg!" - Spoorwegwiele moet rol vir die oorwinning! Dit geld vir elke moderne oorlog, ook vir dié in Suid-Afrika 1899-1902. Aan die NZASM se prestasies in oorlogstyd het die historici tot dusver min of geen aandag gewy. Daarom het ek die verslag van die NZASM-ingenieur Th. Steinmetz oor die NZASM se verrigtings van September 1899 tot April 1900 in *De Ingenieur* van 1900 uit Nederlands in Afrikaans vertaal en vir die volgende uitgawe bestem. Ook die besturende direkteur J.A. van Kretschmar van Veen het daarvoor 'n verslag geskryf; dit berus in die NZASM-argief by die Algemeen Rijksarchief, Den Haag.

Die kritiek op die NZASM is voortgesit in die oorlog 1899-1900 ondanks sy kraginspanning vir die oorlogvoering. Sommige Afrikaners het gesê: Eers die Engelse die land uit en daarna die verdomde Hollanders. Ook is die NZASM dikwels tot sondebok gemaak en het die skuld van teenslae gekry. Rayne Kruger skryf in sy beskouing oor die slag by Dalmanutha op 27 Augustus 1900: "..... the Hollander railwaymen had mistakenly sent away badly needed ammunition" (p. 359); sy bron was waarskynlik Afrikaans.¹ R.W. Schikkerling wyt die treinbotsing op Hectorspruit 'n paar dae later aan die dronkenskap van die treindrywer² - daar is min twyfel dat hy van die NZASM was. Die skaars lof vir die NZASM in die oorlog wat ek gevind het, is afkomstig van vreemdelinge.³

Die NZASM het die republieke in die oorlog lojaal gedien en is saam met hulle eervol ondergegaan. By die nadering van die ondergang het Van Veen geskryf: "Een groote illusie minder voor ons, voor Nederland, voor het Hollandse ras, zal alles zijn wat we hier hebben uitgewerkt, niet eens de voldoening dat de overwonnenen ons dankbaar zullen herdenken of dat we iets voor hun toekomst hebben tot stand gebracht".⁴ Dit was profetiese woorde.

Die NZASM het, hoewel laat, tog erkenning vir sy prestasies van Suid-Afrikaners gekry. By die onthulling van 'n eenvoudige gedenkteken vir die NZASM-personeel op Waterval-Boven op 28 Augustus 1934 het die Eerste Minister J.B.M. Hertzog in 'n boodskap hulde aan die personeel laat bring. By die herdenking in 1945 van die opening van die Oosterlyn, op versoek van die Stadsraad van Pretoria georganiseer, het die Stadsraad 'n gedenkpenning aan oud-werknemers van die NZASM en andere uitgereik. By dié geleentheid het die Administrateur van Transvaal, generaal J.J. Pienaar, die NZASM en sy personeel lof toegeswaai.

In 1948 het die publikasie *Die Suid-Afrikaanse Spoorweë, geskiedenis, omvang en organisasie*, verskyn. Daarin verklaar die hoofbestuurder van die S.A. Spoorweë, W. Marshall Clark, "Aan die planmatige baanbrekende werk (van die spoorweë) het die NZASM en sy personeel 'n belangrike aandeel gehad, terwyl almal in 'n gees van vertroue hulle groot taak aangepak en volbring het". Dit is 'n laat, maar mooi kompliment aan die nagedagtenis van die NZASM en sy werknemers.

Ook by die herdenking van die NZASM in 1987 is die woorde in die boodskap van Eerste Minister Hertzog in 1934 oorgedra, van toepassing: "Dit is gepas dat op 'n dag soos hierdie, dankbare hulde gebring word nie alleen aan diegenes wat hulle lewe aan die werk opgeoffer het nie, maar ook aan al diegenes wat deur hulle kraginspannings en toewyding die bou van die lyn - 'n monument van hulle kunde en deeglikheid - voltooi het".

NZASM en ZASM

Tot slot 'n opmerking oor die afkorting NZASM. In Suid-Afrika is en word die letter N daarvan meestal weggelaat, vermoedelik om die uitspraak te vergemaklik. Ek meen egter dat die uitspraak van NZASM as "enzassem" geen moeite kan gee nie en dat die N van "Nederlandsche" deel van die afkorting vorm.

Daarvoor is nog 'n tweede aanleiding. Daar bestaan nou nog 'n instelling met die afgekorte naam ZASM in Amsterdam. By die likwidasie van die NZASM in 1908 het die Britse regering aan alle aandeelhouers skadevergoeding weens die onteiening van die maatskappy uitbetaal. 'n Deel van dié bedrag is nie opgeëis nie en die vroeëre direksie het dié deel in 'n trustfonds gestort vir die bevordering van die betrekkinge tussen Suid-Afrika en Nederland. Hulle wou die inisiale van die NZASM behou en het daarom die trustfonds die ietwat merkwaardige naam Zuid-Afrikaansche Stichting Moederland (ZASM) gegee. Die fonds besit 'n vermoë van betekenis en steun sedert 1908 tallé projekte. Sedert Sharpeville (1960) soek die ZASM geen publisiteit nie

weens die delikate betrekkinge tussen die Republiek Suid-Afrika en Nederland, maar hy bly aktief.

Verwysings

1. Rayne Kruger, *Good-bye Dolly Gray, The story of the Boer War*, Cassell, Londen, derde druk 1960, p. 359.
2. R.W. Schikkerling, *Hoe ry die Boere, 'n Kommandodagboek*, Africana Boekhandel, Johannesburg 1964, p. 55-56.
3. C.S. Sandberg, *Twintig jare onder Krugers Boeren in voor- en tegenspoed*, Amsterdamsche Keurkamer, Amsterdam 1943, p. 242; hy prys hier die werk van die NZASM-werkswinkel te Pretoria. Ook Ernst Freiherr von Wrangel, *Mit den Buren gegen Albion*, Zurich 1903, prys in hoofstuk 2 die NZASM.
4. P.J. van Winter, *Onder Krugers Hollanders, Geschiedenis van de Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij*, J.H. de Bussy, Amsterdam 1938, deel 2, p. 347.



Die embleem van die NZASM in mosaïek omring deur NZASM-huise op Salvokop in Pretoria. Dit toon 'n gevleuelde spoorwiel op 'n spoorstaaf; die twee ente van die wielas stoot elk 'n bondel weerligstrale uit. Die embleem is omring deur die vol naam van die maatskappy. Dit is onthul deur minister H. Schoeman na die restorasie van die woonbuurt Salvokop in 1981.
Foto: C. de Jong 1982

THE NZASM IN AND AROUND PRETORIA : A VISUAL RECORD

by Robert C. de Jong

INTRODUCTION

When the NZASM became active in Transvaal towards the end of 1887, the capital town Pretoria was chosen as the seat of the company's headquarters. Not only was a constant liaison between the NZASM and the Transvaal Government required, but at that time Pretoria was as yet the largest town in the republic. Furthermore, it was to be the terminus of the important Delagoa Bay Railway Line. Some years later Pretoria likewise became a terminus of the railway line to the south (Vereeniging) and the Pietersburg railway to the north.

Today several buildings recall the times when Pretoria used to be the NZASM's administrative and technical headquarters.

In this article almost all noteworthy buildings and other structures, plaques, monuments, graves, rolling stock etc. relating to the NZASM are listed and briefly described. Hopefully this list will not only stimulate interest in the NZASM, but also in South Africa's railway history in a broader sense. More and more old and historic station buildings, cottages, bridges, culverts and other visual records of early railway history unfortunately have to give way to "progress". Such visual records are lost forever to posterity, as the systematic documentation of early railway structures is in many cases nonexistent. Much useful work in this respect has already been done concerning the structures and lines of the NZASM and the Natal Government Railways, but what about other early South African railways? Therefore, the motto of this article is: let's preserve our railway heritage!

1. SITES

1.1 Site of NZASM office buildings

On the SW corner of Minnaar and Paul Kruger Streets.

There were about seven separate brick buildings, all single-storied with high-pitched roofs and spout gables. They were demolished in 1961 and replaced by the present seven-storied NZASM Building, inaugurated on 22 November 1963. The letters N Z A S M on the main façade, an emblem and a bronze plaque in this building's entrance porch are remembrances of the NZASM offices. The plaque reads as follows: "The original / headquarters building of the / Nederlandsche Zuid-Afrikaansche / Spoorweg-Maatschappij (N.Z.A.S.M.) / was erected on this site. The / letters N Z A S M on the front / elevation of this building / were removed from the gable / of the original building. The crest / over the east entrance is the / emblem of the company".

It is of interest to note that one of the first buildings of the NZASM office complex was a structure for the photo-mechanical reproduction of plans and drawings. This was erected by Gerrit Pierneef in 1890 at a cost of £ 182.

1.2 Site of NZASM House

On the northwestern corner of Jacob Maré and Paul Kruger Streets.

It was completed in 1894 as office building-cum-residence for the NZASM's managing directors, viz. G.A.A. Middelberg and his successor, J.A. van Kretschmar van Veen. An unknown architect designed this imposing double-storied brick edifice with its low-pitched roof, double-storied front verandah and decorative stonework.

Demolished in 1958, it was replaced by an office block today containing offices of the Ministry of Education and Development Aid. Hopefully a commemorative plaque will once mark the site of NZASM House.

1.3 Site of Pretoria's first railway station

On the western side of Station Square.

During the course of 1892 a number of detached brick buildings containing restaurant, offices, waiting-rooms, toilets and lamproom, were erected by a combination of building contractors. They were : A. van der Meulen, C. and G. Prins, C. Clark and C.F. O'Driscoll. Their tenders amounted to £ 7765.

These unpretentious structures served the NZASM and its successors, the Imperial Military Railways (IMR), the Central South African Railways (CSAR) and the South African Railways until 1912, when the present Herbert Baker station buildings were officially opened. A framed bronze plaque above the central doorway of the Baker station reminds one of the NZASM: "This building which replaced / the original N.Z.A.S.M. station / building (completed in 1895) was / designed by Sir Herbert Baker / and erected at the time of / unification of the four provinces / of South Africa (1910) / from surplus funds of the Government / of the Province of Transvaal. / It was taken into use on 2nd / September, 1912".

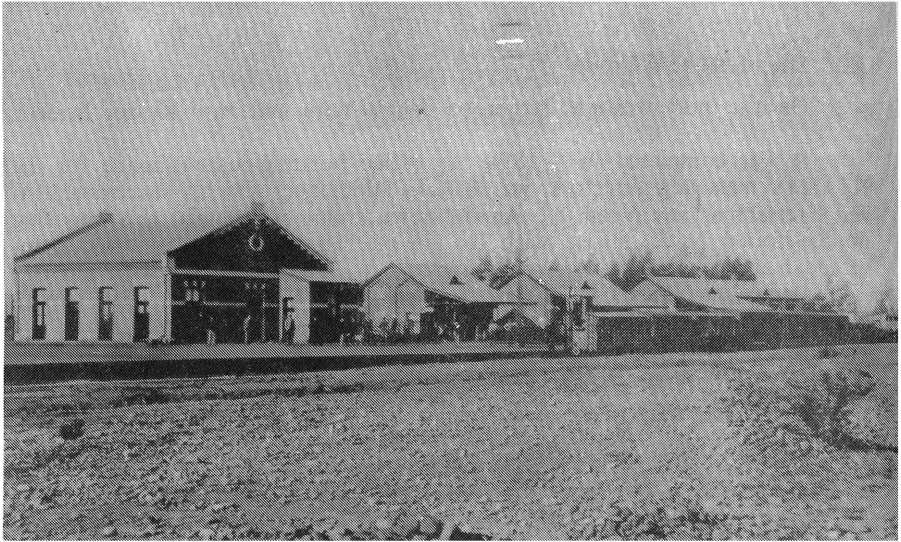
1.4 Site of the "Centrale Werkplaats" (central workshops)

To the west of the footbridge connecting Salvokop with Station Square, spanning the width of the railway yard.

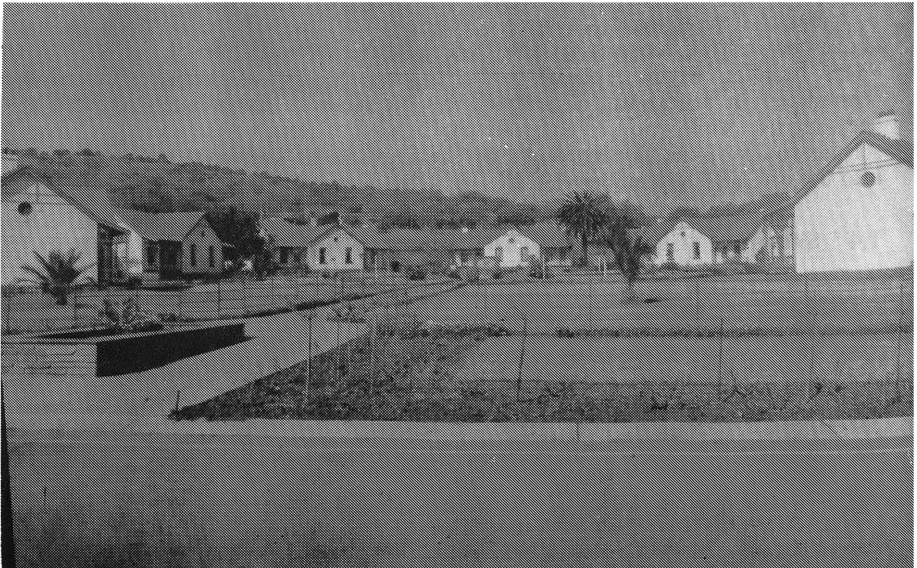
As Pretoria was the seat of NZASM headquarters, as well as the terminus of two important and busy railway lines worked by the company, it was decided to erect the main workshops here.

Work started in January 1893 and the complex was completed by October the following year. The buildings were of corrugated iron with a framework of wood and steel. Their stone foundations and also the ashpits were built by J. Munro.

The workshop complex covered about 27 000 sq. m, of which 8 000 were roofed. The main building housed locomotive, turning, paint, fabric, carriage, brasswork and foundry shops. All machinery was powered by steam. About 200 locomotives, 80 carriages and 1 400 wagons were repaired, serviced



The first Pretoria station buildings, seen from the West
Photo: *Gedenkboek uitgegeven ter gelegenheid der feestelijke opening van den Delagoabaaispoorweg 1895, door de NZASM, druk J.H. de Bussy, Amsterdam 1895*



The Salvokop NZASM houses - the central building is a 'C' type house : the others are all 'B' types.
Photo: R.C. de Jong

and overhauled annually, and 300-400 Whites as well as about 170 Blacks were employed at the workshops.

The "Centrale Werkplaats" served the NZASM, IMR, CSAR and finally the SAR. After the completion of the giant new Koedoespoort workshops during the 1950's, all the functions of the Pretoria workshops were gradually transferred to the new premises. As the SAR had no further use for the empty NZASM buildings left standing in the end, they were demolished during the 1960's.

1.5 Site of original Fountains Halt

Situated to the west of the eastern abutment of the bridge carrying the Ben Schoeman Motorway across the deep valley opposite the Fountains Valley entrance.

The railway from Elandsfontein (Germiston) to Pretoria was completed in 1892. Provision was made for those who wished to travel to Fountains Valley, which was already a favourite recreational area. A stopping-place was provided. The original railway line made a considerable detour to the west in order to avoid crossing the valley by means of a large and expensive viaduct. Consequently, the first Fountains Halt was situated at some distance from the present line.

Although the halt was only about three-and-a-quarter miles from Pretoria station, it took a NZASM train some 21 minutes to cover this distance. But life proceeded at a much more leisurely pace in those days, so complaints would have been few!

During the CSAR period (1902-1910) a station on the site of the present Fountains Station was taken into use, named Ashbury at that time. The arched concrete viaduct spanning the valley was completed by 1939, thus eliminating the old NZASM loop to the west, and with it Fountains Halt. Fortunately the name was retained, as Ashbury became Fountains.

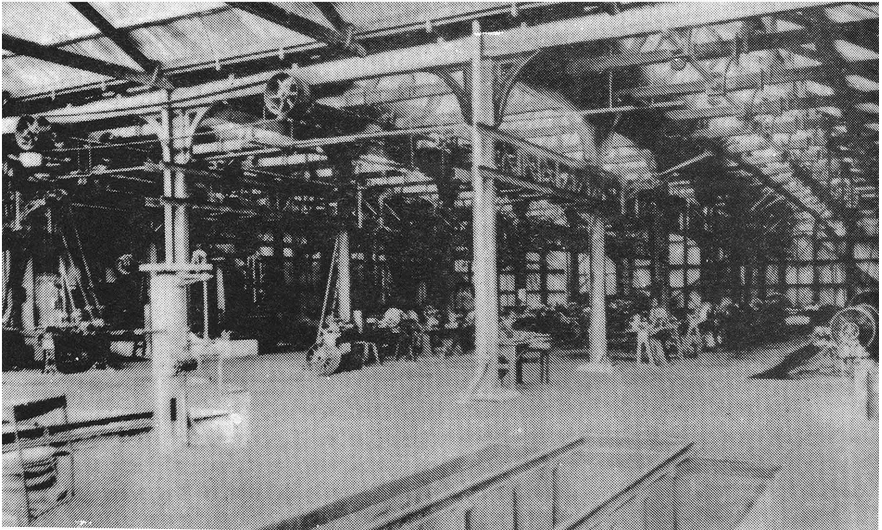
2. BUILDINGS

2.1 Former NZASM store for printed matter, Railway Street

Situated on the western side of Railway Street, opposite the Belgrave Hotel.

Once the scheduled train services to Elandsfontein and Komatipoort came into operation, goods and passenger traffic increased considerably. In the course of 1896 more space for the necessary administrative work in this respect was provided. A double-storied brick building with side gables and dormer windows was constructed. The builder is unknown. There are original plans of this building in the Plan Room of SATS, showing the two floors fitted with numerous shelves for the storage of timetables, leaflets, tickets, manuals etc.

The building later was converted into offices by the CSAR. Its existence was endangered when it was decided to demolish it in 1969 on account of its poor condition. As a result of an appeal by the Simon van der Stel Foundation the SAR restored the building. The old NZASM store for printed matter is the



Interior view of the 'Centrale Werkplaats' of the NZASM in Pretoria

Photo: *Gedenkboek uitgegeven ter gelegenheid der feestelijke opening van den Delagoabaaispoorweg 1895, door de NZASM, druk J.H. de Bussy, Amsterdam 1895*



Central pillar and western abutment of the old Moreletta Spruit railway bridge on the eastern side of Pretoria

Photo: R.C. de Jong

sole survivor of the company's office buildings in Pretoria. For this reason it was declared a National Monument in 1981.

2.2 The Salvokop NZASM houses

Eight buildings dating back to the NZASM era have survived in the railway suburb of Salvokop. Seven of these are houses, still occupied by SATS employees.

Activities at Pretoria station increased considerably once the lines from the south and the east had reached the town. A further influx of employees was generated when the main workshops were taken into use. Especially for the lower income groups cheap and adequate housing was at a premium.

Consequently the NZASM embarked upon a housing project, and during 1893 the first phase was completed. Around a central well from which water was obtained a number of double cottages were built. A school building was later added (1896), providing for the education of employees' children. Of this first complex seven double cottages (one of the "C", and six of the "B" type) have survived, as well as the little school. This unique complex, now called "NZASM Court", was restored by SATS during 1980-81. Hopefully these unpretentious, yet well-built cottages, will still serve SATS many years from now.

2.3 NZASM Memorial House, Rissik Street 62

Although probably not built for the NZASM, this well-known double-storied villa (also known as "Mea Vota") can be listed as a NZASM building.

Most NZASM employees, especially the higher-paid, lived outside the Salvokop township. The high officials could afford to live in stately homes comparable to other mansions like Melrose House, Parkzicht, Barton Keep etc. In 1898 two NZASM engineers, A. Westenberg and C. van der Made, bought a portion of an erf bordering on Rissik Street, and by 1899 their villa on this stand was completed.

As the building has many NZASM characteristics, it was probably designed by the company's architect, V. van Lissa, perhaps as a private venture. The builder could have been W.A. de Rapper.

Westenberg and Van der Made and his family had scarcely moved in when the Anglo-Boer War broke out. Like many Dutch citizens they were deported by the British during 1900.

After being a home for the Southgate, Hendrikse and Noël-Barham families, the mansion was purchased by the Willem Punt Society in 1978. The long-term objective of this society is to establish the "NZASM Memorial House" as a museum and a villa representative of its time.

Fortunately Rissik Street 62 now is a National Monument (declared in October 1980), through which its existence is virtually guaranteed.

3. BRIDGES

3.1 Six Mile Spruit Bridge

Situated to the west of the bridge by which the old road from Irene to Olifantsfontein crosses Six Mile Spruit.

This railway bridge was built between August 1890 and January 1893 by A.L. Lawley, who had the contract for the construction of earthworks and masonry of the railway line to the south. In the SATS Plan Room drawings of this bridge across the "Hennops River" (sic) were discovered.

The bridge consisted of two sandstone abutments, supporting a 25 m long parabolic steel girder. This girder was manufactured in Germany by the Gutehoffnungshütte (Oberhausen), and was transported in sections by ox-wagon from Charlestown. At the spruit these sections were assembled.

The bridge gave good service until it was demolished by NZASM engineers on 31 May 1900, in order to delay the British advance to Pretoria. After the IMR had taken over, the bridge was repaired.

With the advent of longer and heavier trains the old bridge was replaced by the present double girder bridge on the other side of the road.

3.2 Apies River Bridge

Pretoria's best-known old railway bridge (or rather, what is left of it), situated to the west of the Maria van Riebeeck Drive, right beside the present concrete railway bridge.

As soon as the line from the south (Vereeniging) had reached the town on 1 January 1893, work started on the western portion of the Delagoa Bay Railway. The Apies River was one of the number of streams which had to be crossed as the railway line progressed slowly in an easterly direction.

The first section was the one between the station and the east bank of the Apies River. Its earthworks and masonry were constructed by J.M. Mante, and thus it was he who built the Apies River railway bridge. It was completed by the end of 1893.

The bridge consisted of two sandstone abutments, supporting between them a single span 15 m in length. Contrary to the Six Mile Spruit bridge described above, this was no truss or lattice girder span, but a span of the plate-girder type the NZASM used for most of its bridges. These plate-girders came in standard lengths of 5, 10, 15 and 20 m. They were manufactured either in Germany by the Gutehoffnungshütte, or in the Netherlands by the "Pletterij Den Haag".

A unique feature of the bridge was that it lay in a rather sharp curve in the railway line, having a radius of 200 m. The plate-girder span was straight of course, but the rails on top of it were curved. The SATS Plan Room has plans showing the bridge's masonry and steel superstructure.

The bridge gained a measure of fame during the Boer War. Winston Churchill crossed it in the night of his escape (12 Dec. 1899), President Kruger's train (one of the last to leave Pretoria) rolled over it on 29 May 1900, and the British bombarded it (without success) on 4 June 1900 when Pretoria was taken.

The original 15 m span was replaced in 1914 by a similar but sturdier plate-girder, enabling larger and heavier trains to cross. A few years later a viaduct spanning the new Harmony Street extension to the south was constructed. With the doubling of the railway line, a new three-span concrete bridge was built in 1960, eliminating the old NZASM bridge and the road viaduct. During the construction of the Maria van Riebeeck Drive, the whole embankment between the eastern abutment of the old bridge and the viaduct was removed.

The eastern abutment, together with the girder, finally had to go in July 1984, in connection with the traffic improvement scheme for Fountains Valley, which inter alia entailed the doubling of Maria van Riebeeck Drive. The western abutment was left in peace as a last memory of a bridge steeped in history.

3.3 Moreletta Spruit Bridge

Situated immediately to the north of the concrete railway bridge spanning Moreletta Spruit, east of Silverton station.

This spruit was the next important stream to be crossed after the Apies River. It formed part of the section Apies River – Eerste Fabrieken, the earthworks, bridges and culverts of which were constructed by G.M. Fall between June 1893 and May 1894.

Like its Apies River counterpart described above, the Moreletta Spruit bridge was situated high above water-level. It had two sandstone abutments and a free-standing central sandstone pillar, supporting between them two plate-girder spans of 10 m each, the length of the whole bridge thus being 20 m.

The bridge was not damaged during the Boer War. It served the IMR, CSAR and SAR. The latter strengthened the bridge soon after 1910 by replacing the old NZASM girders.

After the new concrete bridge was completed during the 1960's, its old NZASM predecessor fell into disuse. The girders were removed, and only the abutments and pillar are to be seen. (See photo 2 on page 12).

3.4 Pienaars River Bridge

Situated to the west of Eerste Fabrieken station, immediately to the south of the concrete railway bridge.

This bridge was also built by G.M. Fall between June 1893 and May 1894. It is very similar to the Moreletta Spruit bridge, except that it is longer, having two free-standing pillars instead of one. The bridge was made up of two plate-girders of 10 m each, plus a central girder of the "fish-belly" type, 20 m in length.

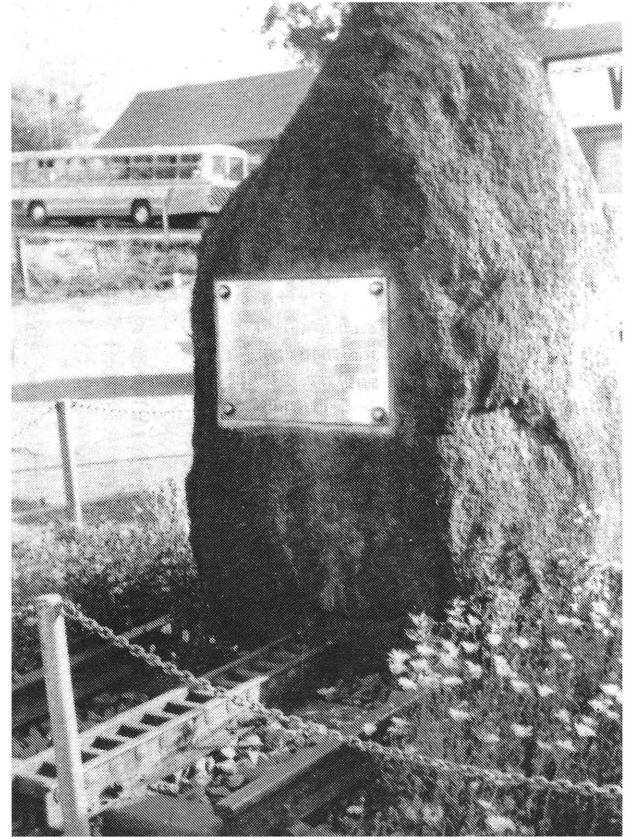
The bridge's history runs along the same lines as the story of the Moreletta Spruit bridge.

4. CULVERTS

Because of their relatively small size the NZASM culverts in and around Pretoria are the least-known of all old railway structures. However, their signi-



Old arched culvert under the previous NZASM railway near
Fountains Valley entrance
Photo: R.C. de Jong



Die gedenkklip met koperplaat met inskrip vir die personeel van
die Nederlandsche Zuid-Afrikaanse Spoorweg-Maatschappij
(NZASM) wat by die aanleg van die Oosterlyn en die gebruik
daarvan die lewe verloor het, onthul voor die stasie op Waterval-
Boven op 28 Augustus 1934. Voor die klip lê 'n stuk van die
tandradspoor wat in die NZASM-tyd Waterval-Boven en Waterval-
Onder verbind het.
Foto: C. de Jong

fiance should not be underestimated, as many are still in use, hunched underneath the tracks carrying heavy modern trains.

Beginning at Pretoria station and ending in Lyttelton, one comes across the following culverts, all of which were built by A.L. Lawley between August 1890 and January 1893:

- (1) An arched sandstone culvert carrying the railway across a spruit which divides Salvokop and Schanskop. This actually is quite a remarkable culvert because of its great length (14 m).
- (2) Another arched culvert to the west of Hadden Bridge, also still in use.
- (3) A large and picturesque sandstone culvert (arched), situated in the detour or loop the old railway line made opposite the Fountains Valley entrance. This culvert (no longer in use) is about 500 m to the west of this entrance.
- (4) A small sandstone culvert of the rectangular type, situated above the present railway line to the north of Fountains station, forming part of the old line higher up against the hill.
- (5) A small, arched sandstone culvert to the south of Fountains station. This one is very difficult to spot.

5. ROLLING STOCK

Very few examples of NZASM rolling stock have survived. Pretoria is fortunate in this respect : not only does it have a standard mainline locomotive on display, but also the company's most luxurious carriages.

5.1 46-tonner NZASM locomotive "TELEGRAFIE", Pretoria station

The NZASM placed 167 locomotives of the "46-tonner" class in service from 1893 to 1899, these being their heaviest and also standard mainline type. Only five of these 46-tonners have survived, one of which is displayed at Pretoria station.

A short article on this locomotive appeared in *Pretoriana* of November 1985, so the history and description of this engine will not be repeated here. However, the loco was not built in the Netherlands as stated, but by the Maschinenfabrik Emil Kessler at Esslingen (Germany) in 1897, with the works number 2861. All except two of the NZASM's 46-tonners came from this factory.

This particular locomotive was declared a National Monument in November 1968. Recently the author discovered that the loco's NZASM number was 203 (works no. 2861), and that it was named 'Telegrafie'.

5.2 Managing Director's carriage

Coupled to the 46-tonner described above, is a luxurious private carriage which once was used by the NZASM's managing directors (and guests) on official visits and inspection trips.

Originally this was a double carriage, consisting of two units coupled close

together, each unit mounted on a four-wheeled chassis. To improve stability at higher speeds they were later joined together and placed on a longer truck chassis with two bogies.

The carriage was built by the "Koninklijke Fabriek van Rijtuigen en wegmateriaal J.J. Beijnes" in Haarlem (Netherlands) in 1894, at a cost of 18 000 guilders (£ 3164). It served Middelberg and his successor, Van Kretschmar van Veen, as carriage no. 200, and after 1910 the SAR as Private Carriage No. 18.

In 1961 the carriage's long term of service ended. It was restored by the SAR, and in September 1965 came to its final place of rest on Pretoria station's main platform. Like the locomotive, the carriage is a National Monument.

5.3 President Kruger's private carriage

Parked underneath a protective canopy behind the Kruger House Museum is a carriage identical to the one described above if one looks at the physical characteristics. However, its interior is much more sumptuous, as this was a carriage designed and built for a head of state, namely the President of the South African Republic.

Like the carriage at Pretoria station the one made for Kruger originated in J.J. Beijnes' carriage works. It was ordered by the NZASM as a gift to the President, and built in Haarlem during 1894 at a cost of 24 000 guilders.

The interior arrangement was similar to that of the other NZASM private carriage mentioned above. The rear half contained a lounge with an open balcony, whilst the front part was fitted with two dual-purpose compartments (sleeping or seating), as well as a small bathroom and a toilet.

As carriage no. 198 it travelled many kilometres, having President Kruger and his cortège as passengers. It took Kruger on his last journey from Pretoria to Machadodorp in May 1900, and from there to Lourenço Marques (Maputo) during August-September the same year.

Originally the carriage consisted of two parts, which the NZASM workshops later joined together and mounted on a longer chassis.

During the carriage's SAR period it was known as Private Carriage No. 17. After years of use on SAR lines it became part of the Railway Museum's collection at Kaalfontein during the early 1950's. From here it was transferred to the Kruger House Museum, where this venerable and very historic NZASM carriage now has found its final and most fitting home.

6. TRACK

The locomotive and Director's carriage at Pretoria station, as well as Kruger's coach, are each mounted on a short section of steel-sleepered NZASM track. Both sections are fitted with a central rack which once formed part of the famous rack railway between Waterval-Onder en -Boven.

The rails are also of NZASM origin. They were supplied in lengths varying from 6 to 8 m, and were manufactured by the Bochum and the Union (at Dortmund) steel works in Germany. The steel sleepers to which the rails are tied likewise came from these factories. Most NZASM sleepers, however, were wooden ones of tough Indonesian teak, imported specially from Java.

Hundreds of the old steel sleepers and NZASM rails are still in existence, being used for fences and railings.

7. STREET NAMES

7.1 Middelberg Street, Muckleneuk

Named after Gerrit Adriaan Arnold Middelberg, who was the NZASM's Managing Director in Pretoria during 1890-1898.

7.2 ZASM Street, Waltloo

Note that the spelling is incorrect, as it should be 'NZASM'. For the sake of an easy pronunciation, the company's official abbreviated name often was shortened to ZASM. Even the NZASM did this on many occasions, e.g. on its locomotives, most of which bore the letters ZASM. The official abbreviation 'NZASM' must however be followed at all times, as it is historically speaking wrong to make use of 'ZASM' : the latter was not a South African company ('Zuid-Afrikaansche Spoorweg-Maatschappij'), but a Dutch company, as the letter N denotes.

8. MONUMENTS

8.1 Monument to major (later Governor) J.J. Machado

This monument (a brass plaque) is to be found right beside the NZASM carriage mounted on the main platform of Pretoria station.

It must be remembered that it was Machado who surveyed the first practical route of the planned Delagoa Bay Railway. He was a highly-skilled Portuguese army engineer, and he surveyed the projected railway on behalf of the Transvaal Government during 1883-1884 in less than eight months. Although better routes were later developed by NZASM engineers for certain sections, most of Machado's surveyed route was adhered to when the line was built during 1889-1895.

Further it is known about Machado that he later became Governor-General of Mozambique (1890-1900).

8.2 NZASM emblem, Salvokop

NZASM Court in Salvokop (see section 2.2) was built around a central well, which later dried up.

During 1980-1981 the seven double cottages and the school were restored by SATS. On 6 November 1981 the then Minister of Transport, Hendrik Schoeman, officially opened the restored complex by unveiling a large NZASM emblem at the site of the former well.

This emblem takes the form of a polychrome mosaic, depicting a winged wheel from which bolts of lightning emanate. This logo is encircled by the company's full name. A pond surrounds this mozaic, and a bronze plaque briefly

tells the story of NZASM Court, its restoration and its opening or rather rehabilitation on 6 November 1981. (See photo on page 7).

9. GRAVES

A few NZASM employees are buried in Pretoria's Old Cemetery, but most of them were lain to rest in a special cemetery not far from the Salvokop township. The most important grave in the Old Cemetery is that of C.W. Verloop.

For the first few years the NZASM had, besides its head-office, only a Construction Department (Afdeling Aanleg), led by a Chief Engineer. By 1890, however, it was not only the Delagoa Bay Railway which was under construction, but also the Rand Tram between Krugersdorp and Springs, and the Southern Line between Vereeniging and Pretoria. It became necessary to create a new Department, solely charged with the operation of the completed railway

The NZASM was very fortunate to find Cornelis Willem Verloop to fill the newly created post of Chief Traffic Manager (Chef der Exploitatie). Verloop had been Traffic Manager of the former Nederlandsche Rhijnspoorweg-Maatschappij for 25 years. He and his family moved to Pretoria at the end of 1890.

Verloop was only for a period of three years the NZASM's Chief Traffic Manager. On 12 October 1893 he died in Pretoria. During his short term of office Verloop had proved his worth, and helped the NZASM through very difficult years of development and expansion.

A large gravestone marks Verloop's last place of rest, bearing the following inscription: "Hier rust / Cornelis Willem Verloop / in leven / Chef der Exploitatie der / Nederlandsche Zuid-Afrikaansche / Spoorweg-Maatschappij / geb. 4 april 1844 te Utrecht / overl. 12 oktober 1893 te Pretoria".

Another important grave, though not of a NZASM employee, is that of J.S. Smit and his wife.

The Transvaal Government created the post of "Regeerings-Commissaris voor Spoorwegen" soon after the NZASM was founded. This official represented the Government on the NZASM's managing board in Pretoria. The first Commissioner was dr. W.J. Leyds. He was succeeded in 1892 by Jacobus Stephanus Smit, born in Pietermaritzburg on 5 September 1845.

During his term of office Smit proved to be a staunch supporter of the NZASM, protecting the company against unfair competition or criticism whenever he could. Smit died at Pretoria on 3 April 1904. His wife Maria Christina Francina Smit née Meyer (3.7.1856 - 9.6.11918) lies buried beside him.

THE STORY OF 'ROOS'

by R. Searle

1. A PLACE IN HISTORY

On the 16th of February 1971 the South African Railways (SAR) acquired a venerable steam locomotive for its museum, having exchanged it for a larger and more modern machine. The SAR had good reason for this apparently one-sided exchange. This locomotive was 'Roos', the first of a series of 175 locomotives acquired by the NZASM to operate on the Pretoria - Delagoa Bay line. 'Roos' is the subject of this story and the narrative is linked closely to the persistent striving of the Zuid-Afrikaansche Republiek and her state president Paul Kruger to establish a railway line from the landlocked Transvaal to the Portuguese-controlled Delagoa Bay on the eastern seaboard of South Africa. President Kruger was of the firm opinion that political independence for the Transvaal would be assured only if the Republic became independent of the rail transport and harbour facilities of her two neighbouring British Colonies, i.e. Natal and the Cape of Good Hope. As Britain's empire building presented a threat on her very doorstep, the Republic attached great significance to the establishment of the Pretoria - Delagoa Bay railway line. Discovery of an immensely rich gold reef on the Ridge of the white waters gave added momentum to the rapid development of the rail network.

2. THE WAY TO THE SEA

2.1 Efforts on the part of president T.F. Burgers to establish a railway - 1872 to 1883, Annexation time and aftermath.

2.1.1 Destitute republic - Discovery of gold in 1870

The ZAR was close to destitution until the discovery in 1870 of alluvial gold at Mac-Mac and Pilgrim's Rest. The close proximity of these gold fields to Lourenço Marques, situated in Delagoa Bay, underlined the growing importance of this harbour to the Transvaal.

2.1.2 Granting of the first railway concession - 1872 to 1873

In 1872 one George Moodie submitted his plan for a rail link between Transvaal and Lourenço Marques to state president Thomas F. Burgers of the Transvaal. The Volksraad (Parliament) of the ZAR approved the plan in 1873 and granted Moodie a concession to construct a railway line.

2.1.3 No progress - 1874 to 1877

Due to a dispute between Great Britain and Portugal as to who owned Delagoa Bay, and Moodie's inability to obtain the necessary capital funds, the concession was allowed to lapse.

Exploitation of alluvial gold had relieved the worst indigence of the Transvalers but war against Sekhukhune, chief of the Pedi, intervened in the attempts of president Burgers to establish a state railway.

Although this had proved a failure in the case of Moodie, concession granting was to form the basis for railway development in the ZAR.

2.1.4 Annexion of the Transvaal and the British occupation 1877 to 1881

The arbitrator in the Delagoa Bay dispute, Mac Mahon, gave judgement in favour of Portugal in 1875. Great Britain wished to prevent the Transvaal from obtaining an outlet to the sea and annexed the ZAR in 1877.

Railway development in the Transvaal was discontinued during the British occupation until civil government was restored to the ZAR. The British Colonies, the Cape of Good Hope and Natal, on the other hand, developed their railway systems far into the interior during his time.

2.1.5 Consideration of railway concessions - 1882 to 1883

The Volksraad of the Transvaal had received a number of applications from prospective railway concessionaries and appointed a Railway Commission in 1882 to investigate the feasibility of a railway to Delagoa Bay. No progress was made and the commission was dissolved in 1883.

2.2 Railway policy of the ZAR and of state president Paul Kruger - 1883 to 1899

2.2.1 Surveying a route - 1883

The Portuguese were very interested in the Delagoa Bay railway and co-operated with the Transvaal Government. Machado, a Portuguese military officer, was commissioned in 1883 to establish and survey a route for the proposed line. He acquitted himself extremely well and mapped out the route the railway line would eventually follow. The Portuguese Government granted the concession for the building of this railway from Lourenço Marques to the Transvaal border to one McMurdo.

2.2.2 Granting of the railway concession - 1883 to 1884

The ZAR sent a deputation to England in 1883, the major purpose of which was to effect changes in the terms of the Convention of Pretoria, (the peace treaty that ended the British annexation). Delegates also succeeded in generating a certain amount of interest in the Netherlands for the construction of a railway line to Delagoa Bay. A group of Netherlands entrepreneurs accepted the project and were granted a concession by the Transvaal Volksraad in 1884 to construct and operate a railway from Pretoria to Mozambique.

2.2.3 A long road to the establishment of the NZASM - 1884 to 1887

Three years were to elapse before the group of Netherlands entrepreneurs to whom the concession was granted were able to establish the Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij on June 21, 1887.

During this period president Kruger came under pressure to establish railway facilities in the Transvaal. The requirements of the rapidly developing gold fields in the Eastern Transvaal had become a matter of urgency and the need for transport intensified after the world's richest goldfield was discovered on the Witwatersrand in 1886. The Government of the Cape of Good Hope, and to a lesser degree that of Natal, did their utmost to persuade president Kruger to abandon his plans for a railway line to Delagoa Bay and to link up with their network instead. President Kruger, however, remained firmly committed to his point of view, namely that a neutral outlet to the sea was essential to political independence for landlocked Transvaal. He therefore continued to fight resolutely for the construction of the Delagoa Bay railway.

2.2.4 Further delays before construction is commenced - 1887 to 1889

Discovery of the Witwatersrand gold reef resulted in major economic and social changes in the Transvaal and South Africa in general. Johannesburg, at that stage a mere shanty town, suddenly became the focal point of the South African economy. Government-controlled railways of the Cape and of Natal were in open competition during the scramble to provide transport facilities for the Reef. Even the Republic of the Orange Free State eventually became involved in the contest. President Kruger, still, remained committed to his preference for an independent outlet to the sea.

The railway line from Delagoa Bay to the Transvaal border was completed by 1887, but the Portuguese concessionary, McMurdo, began exerting pressure from that end by demanding excessive throughfare rates based on various unscrupulous schemes. The NZASM could not afford these rates and construction on the Transvaal side of the line was delayed as it would have been uneconomical for the NZASM to transport material over McMurdo's line. The Portuguese Government became impatient with the concessionary, confiscated the line on June 26, 1889, and negotiated acceptable tariffs for through traffic on this section of the railway. In November 1889, the NZASM was able at last to start with the construction of the Transvaal's independent outlet to the sea.

2.2.5 The Rand Tram - 1888 to 1890

The transport riders and their oxwagons were unable to cope with the demands of the booming Reef mining area. President Kruger realised that railway links had become an urgent matter and in 1888 persuaded the Volksraad to sanction construction of a railway line between Johannesburg and nearby Boksburg, where coal deposits had been found.

The NZASM, who had been waiting in vain since 1887 to start with the construction of the Delagoa Bay railway line, was fortunate to obtain the concession to build the Johannesburg - Boksburg line, eventually known as the Rand Tram. (This name indicates Dutch influence in the Transvaal railway development as local railway lines in Holland are generally known as tramways). The line from Johannesburg to Boksburg, and subsequent extensions from Boksburg to Springs and from Johannesburg to Krugersdorp, a line 82 km in length, was completed and became fully operational by June, 1890.

2.2.6 The Pretoria - Vereeniging railway line - 1890 to 1892

Soon after construction of the Rand Tram line had started, developers of the gold mining industry stepped up their pressure on the Transvaal Government and increased their demands for a rail link between the Reef and the Cape Colony. By 1890 president Kruger had made certain that construction on the Delagoa Bay line was progressing rapidly, and only then did he consent to the consideration of a rail link between the Transvaal and the Cape. After intensive negotiations, agreement was reached with the governments of the Cape of Good Hope and of the Orange Free State to the effect that the CGR would build a railway line from

Colesberg, through Bloemfontein, to the Transvaal border at Vereeniging, and would then operate the line as far as Johannesburg.

In 1890 the Transvaal Government granted the NZASM two concessions, the first to construct a railway line from Elandsfontein (now Germiston) that would link up with the CGR line at Vereeniging, the second for a line from Elandsfontein to Pretoria. Construction proceeded rapidly and during the first half of 1892 rail traffic started flowing between Johannesburg and the Cape harbours. The Pretoria - Elandsfontein line was completed towards the end of 1892, connecting by rail the somewhat rural and conservative capital of the Transvaal to what was to become the great Golden City of Johannesburg.

2.2.7 The "way to the sea" completed - 1894

The line from Pretoria to Delagoa Bay was eventually completed in 1894, and was the crowning achievement of president Kruger's struggle for independence. The inauguration of rail traffic between the Transvaal and a non-British port on January 1, 1895 was a personal triumph for the president of the Transvaal.

3. ZASM LOCOMOTIVES (i)

3.1 A modest beginning

By 1892 the NZASM was operating a rail network of about 207 km that consisted of the lines between Pretoria and Vereeniging, and Springs and Krugersdorp. Four different classes of locomotives were used on these lines, namely five locomotives (Nos. 1 - 5) (ii) known as the 14-tonner class, three locomotives (Nos. 6 - 8) known as the tramway class and twenty four locomotives (Nos. 15 - 38) known as the 19-tonner class. (Records of locomotives Nos. 39 and 40 cannot be traced).

In order to cope with the increased demand for transport facilities and due to the limited power and insufficient water and coal capacity of the existing 38 locomotives, twenty larger locomotives (Nos. 41 - 60), known as the 40-tonner class, were placed in service during 1892 and 1893.

- (i) See glossary/bibliography for information about the use of the word Zasm.
- (ii) See glossary/bibliography for further information about locomotive No. 1.

3.2 The ZASM 32-tonner class rack locomotives

The 7,2 km line between Waterval Onder and Waterval Boven included a 3,3 km rack section built to the Riggerbach design (i). Four rack locomotives (Nos. 991 - 994), known as the 32-tonner class, were used for banking or braking purposes on this section of the line, which had a severe gradient of 1 in 20 over the rack section.

3.3 The ZASM 46-tonner class locomotives

3.3.1 Standard main line locomotives of the NZASM

When the Delagoa Bay railway approached completion, the NZASM decided to improve on the design of the 40-tonner class locomotive by replacing the fixed rearwheel arrangement with a four-wheeled bogie.

This modification increased the weight of the redesigned locomotive, and they became known as the 46-tonner class. During 1893 and 1894 a total of 35 of these locomotives (Nos. 61 - 95) were ordered and they were placed in service on the Pretoria – Delagoa Bay main line when it was opened on January 1, 1895.

From 1895 to 1898 a further 140 (Nos. 96 - 235) similar locomotives were placed in service. The 175 locomotives mentioned were built by Emil Kessler, while a further 20 (Nos. 236 - 255) (ii) were ordered from the Nederlandsche Fabriek van werktuigen en spoorwegmaterieel “Werkspoor”, in 1899. Only two of the latter (Nos. 236 - 237) were placed in service by the NZASM as the rest were delivered after hostilities had broken out during the Anglo-Boer War. These 18 locomotives were assembled in East Londen and placed in service by the Imperial Military Railways (IMR) during 1899 to 1900.

3.3.2 Interesting properties

ZASM Locomotives of the 32-tonner, the 40-tonner and the

- (i) See glossary/bibliography for more information about Riggerbach.
- (ii) Locomotive No. 242 is a National monument and is mounted at Pretoria Railway Station.

46-tonner classes, together with six locomotives of the Pretoria – Pietersburg Railway (i), share the distinction of being the first locomotive classes in South Africa to be fitted with Walschaert (ii) valve gear. These ZASM locomotive classes, together with a locomotive of the erstwhile Metropolitan and Suburban Railway Company (iii) as well as ‘La Moye’ (iv) are the only South African locomotives of the Cape gauge (v) which had frames on the outside of the driving wheels.

The coal bunkers of the 40-tonner class locomotives, as well as Nos. 61 - 95 of the 46-tonner class, were designed in such a way that coal had to be shovelled into the bunker through the cab. The coal bunkers of this series of 46-tonner class locomotives were modified in due course to resemble those built subsequent to 1895 whereby coal could be taken on through the back of the bunker.

Locomotives used in the Transvaal had certain Continental-European characteristics that distinguished them from their British counterparts used on the CGR and NGR lines. The ZASM locomotives had a large steam-operated bell mounted on top of the smokebox, and three small brass headlamps on the front of the smokebox instead of the customary large single headlamp mounted on top of the smokebox. Each locomotive was eventually stripped of its bell and a large single headlamp replaced the multiple headlamp arrangement. (One such bell was used as a train departure bell at Heidelberg Station which was built by the NZASM until the station fell into disuse in 1969 due to the electrification of the line. The old station building was taken over by the Rembrandt Foundation and has been converted into an excellent transport museum).

The ZASM locomotives were distinguished by a very soft exhaust beat, which is a characteristic of the Adams vortex type blast pipe fitted to these machines. The safety valve is located inside the cab and the roof of the cab is of corrugated iron.

- (i) See glossary/bibliography about the Pretoria- Pietersburg railway line.
- (ii) See glossary/bibliography about Walschaert valve gear.
- (iii) See glossary/bibliography about the Metropolitan and Suburban Railway Company.
- (iv) See glossary/bibliography about ‘La Moye’.
- (v) See glossary/bibliography about the Cape gauge.

The locomotives were normally worked at full capacity, and as a result the D-type slide valves wore out rapidly. This valve design was systematically replaced by an improved balanced valve according to the Richardson design and also incorporated an improved steam inlet by way of a cross port in the valve housing according to the Trick design.

Due to the unusual 0-6-4 wheel arrangement, the 46-tonner class locomotives were inclined to shake excessively and engine drivers generally preferred to run them in reverse, thereby utilising the rear bogie as leading bogie, which resulted in a much smoother ride.

As a part of the line between Waterval Onder and Waterval Boven included an elevated centre rack rail, the centre part of the cow-catcher of each locomotive was recessed.

Each 46-tonner class locomotive was numbered as well as named.

3.3.3 Good properties

The locomotives were generally reliable, maintenance costs were low, and they steamed exceptionally well.

3.3.4 Poor properties

The firebox frame rivets were inclined to foul the wheels of the bogie. This fault was rectified in due course by recessing the rivets. The safety valve, situated in the cab, was noisy when steam was blowing off.

The axle journals tended to shear at the wheel face, and crank pins were inclined to shear at the crank face. (It should be noted that a locomotive with an outside frame, which is driven by way of an outside crank, has a short extension of the axle at the outside of the driving wheel. This extension forms the axle journal to which the crank is fixed).

The blowdown hand valve is situated beneath the ash pan, which makes it difficult to reach and operate properly.

SUCCESSORS TO THE NZASM

4. SUCCESSORS TO THE NZASM

When the Anglo-Boer War broke out in 1899, the NZASM owned and operated 1 200 km of railway lines, i.e. the Pretoria - Komatipoort,

Pretoria - Vereeniging, Elsburg - Volksrust and Springs - Klerksdorp lines.

After the Transvaal Government had been defeated by Britain, the IMR assumed control of the NZASM. Locomotive maintenance was almost non-existent during the war and some machines had been damaged badly in the course of hostilities. When the Transvaal and Orange Free State surrendered and the peace treaty had been signed in 1902, the NZASM was taken over by the Central South African Railways (CSAR). The 46-tonner class locomotives were reclassified as class B. All irreparable units were scrapped, and at least 45 were sold to mining concerns that kept some locomotives working right until the end of the 1970's.

The SAR took 44 of the CSAR class B locomotives into service and numbered them 1 - 55. (The numbering discrepancy came about when certain locomotives that had been numbered were scrapped before being placed in service). The SAR used these locomotives on shunting duties in the Transvaal, the Free State and the Cape. One class B locomotive worked the regular passenger train from Monument station to the docks in Cape Town until the late 1920's. Another shunted regularly at stations between Germiston and Denver during the 1920's. A number were sold to the Mozambique Railways and were in service until the 1970's.

5. 'ROOS'

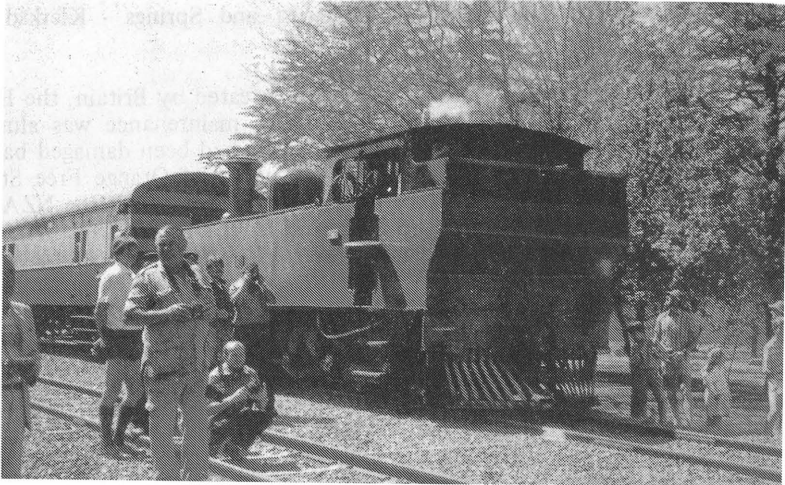
5.1 The NZASM - Original owner of 'Roos' - 1893 to 1900

Number 61 in the 46-tonner class of the NZASM, named 'Roos', was built by Emil Kessler of Esslingen, Germany, in 1893. She was assembled in East London and was worked over the CGR lines to the Transvaal. The date of her being placed in service is uncertain but it seems likely that she was used on the Pretoria - Johannesburg line during 1894.

There is a possibility that she was allocated to the Pretoria - Delagoa Bay line from January 1, 1895 as the 46-tonner class locomotives had been ordered for this line. She was probably worked there until the Anglo-Boer War broke out in 1899.

5.2 Taken over by the IMR and the CSAR - 1900 to 1910

The NZASM continued to operate during the Anglo-Boer War, until its properties were put under the control of the IMR. 'Roos' is likely to have remained undamaged during hostilities. Although the CSAR assumed control of the Transvaal railways after the war, the NZASM



Die NZASM-lokomotief die 'Roos', 46 ton, in 1893 gebou in Duitsland, voor die 'Grand Tram' wat hy op 6 September 1986 van die sentraalstasie in Johannesburg via Germiston na Rosherville en terug gebring het

Foto: C. de Jong



Naamplaat 'Paul Kruger' wat op die NZASM-lokomotief die 'Roos' aangebring is toe die 'Roos' tydelik die naam 'Paul Kruger' gekry het ter geleentheid van sy gedenkrit tussen Waterval-Boven en Waterval-Onder in 1970 om die opening van die Oosterlyn 75 jaar gelede te herdenk.

Foto: C. de Jong

continued in existence until 1908, and 'Roos' was taken into the books of the CSAR for the first time in that year.

The CSAR operated from 1902 to 1910 and placed a number of new locomotives in service during this period, and 'Roos' is likely to have continued working on the Pretoria - Delagoa Bay line. After the railway line between Waterval Onder and Waterval Boven had been reconstructed and the rack railway demolished in 1908, 'Roos' was probably brought to the Witwatersrand and used to haul suburban passenger trains.

5.3 Sold to Simmer Deep Mine - 1911 to 1919

With the establishment of the Union of South Africa in 1910, the CSAR, together with the Natal Government Railways (NGR) and the CGR were combined into the SAR, but for practical reasons, the CSAR continued to operate until 1914. 'Roos' was not included in the 44 locomotives which came on to the books of the SAR, as the CSAR had sold her to the Simmer Deep Mine in 1911. Simmer Deep and the adjacent Jupiter Gold Mine shared the services of 'Roos', where she worked on the lines to these two mines between Jupiter and Driehoek until 1919.

5.4 Bought by the Victoria Falls and Transvaal Power Company (VFP) - 1919 to 1963

'Roos' was bought by the VFP in 1919 and thoroughly overhauled at the Rosherville workshops of the company. Another ZASM locomotive No. 197 named 'Kracht' (i) and 'Roos' were allocated to the Brakpan Power Station in 1920 to replace the Kitson locomotive 'Kitty' (ii) and a Huslet locomotive that had been transferred to the Rosherville Power Station. 'Kracht' and 'Roos' hauled coal trains from Modrea Station over a distance of 4 km to the Brakpan Power Station (iii).

Escom took over the VFP in 1948 and 'Roos' was again transferred to the books of the new owner.

When a portion of the Clydesdale Colliery collapsed in 1960 and 435 mineworkers lost their lives, it became necessary to bring coal in by rail and 'Roos' was on temporary transfer to the Taaibos Power Station where she hauled trains from Coalbrook Station to Taaibos and Highveld Power Stations until the coal mine was re-opened in 1961.

- (i) This locomotive is mounted at the Waterval Boven running shed.
- (ii) 'Kitty' is the well-known locomotive at Rosherville which completed a century of service in 1979 and was declared a National Monument on 29th April, 1983.
- (iii) See under glossary/bibliography for further information about Brakpan Power Station.

Brakpan Power Station closed down in 1963 and 'Roos' returned to the Rosherville Power Station.

5.5 To Geduld Mine and South African Pulp and Paper Industries (SAPPI) - 1964 to 1971

When Escom withdrew the older power stations from service, a number of locomotives were put up for sale. 'Roos' was sold to Geduld Mine, - a goldmine, in 1964, where she was used for hauling ore trains from the various shafts to the central reduction works. The main activities of the mine centred on cleaning-up operations at this stage and when it finally closed down in 1967, 'Roos' was sold to SAPPI, the largest paper manufacturer in South Africa.

Seventy-two years after she had been placed in service on the Pretoria - Delagoa Bay railway line, 'Roos' again steamed across a portion of her old working territory to the Ngodwana pulp factory of SAPPI, that was to be her new home. Ngodwana is situated close to Waterval Onder and adjacent to the Pretoria - Delagoa Bay railway line.

August 17, 1970 witnessed a very special event on the railway line which had been of such importance to president Kruger and the Transvalers in their long struggle for independence. The 75th anniversary of the Delagoa Bay railway line took place that day and 'Roos' was used to haul a special train from Waterval Onder to Waterval Boven. She was temporarily renamed 'President Kruger' for this commemorative trip. Mr. Ben Schoeman, who was Minister of Railways and Harbours at the time and who had initially joined the SAR as a fireman, acted as driver over the last part of the journey up to Waterval Boven.

5.6 Acquired by the SAR

The SAR acquired 'Roos' for the first time in 1971. Although kept on the books of the CSAR, the locomotive had belonged technically to the SAR for one year before she started on her long journey from one owner to another. Six months after the commemorative trip on the Delagoa Bay line, the SAR presented SAPPI with a class 10C no. 772 (i) locomotive and received 'Roos' in exchange.

The veteran locomotive has now ended her wandering and is kept at the Germiston locomotive depot in trust for the SAR museum. 'Roos' is the only ZASM locomotive still under steam, and is used from time to time for special journeys or scenes in television and movie films.

- (i) This locomotive was donated to the SAR by SAPPI in December 1980 and is retained for the SAR Museum.

5.7 Technical details of the locomotive 'Roos'

5.7.1 Manufacturer

Name	Emil Kessler
Works number	2598
year	1893

5.7.2 Boiler

Boiler diameter	1169 mm
Boiler centre line above rail level	1765 mm
Blast pipe type	Vortex according to the design of Adams (i)
Fire grate type	Bar
Fire grate area	1,4 m ²
Drop grate operation	Wheel crank with screw winding
Heating surface area:	
Fire tubes - 144 of 45 mm diameter	78,5 m ²
Firebox	8,5 m ²
Total	87,0 m ²
Tube plates - distance between	4300 mm
Safety valve type	According to the design of Ramsbottom (ii)
Regular type	Double slide
Working pressure	1125 kPa

5.7.3 Engine

Cylinder bore	430 mm
Piston stroke	630 mm
Valve gear	Walschaert (iii)
Valve	Balanced slide valve according to the design of Richardson with a cross point according to the design of Trick
Driving wheel diameter	1310 mm
Bogie wheel diameter	810 mm
Wheelbase	5994 mm
Crosshead type	Alligator
Frame type	Outside plate

- (i) See under glossary/bibliography for further information about Adams.
 (ii) See under glossary/bibliography for further information about Ramsbottom.
 (iii) See under glossary/bibliography for further information about Walschaert.

5.7.4 Capacity

Water tank	6750 l.
Coal bunker	4t

5.7.5 General

Mass (in working order)	46t
Length between couplers	9590 mm
Wheel arrangement	0-6-4
Tractive effort (at 75% of operating pressure)	73 kN
Lubrication	Oil

ABBREVIATIONS USED

CGR	Cape Government Railway Established in 1872 by the Cape Government. Became part of the SAR in 1910.
CSAR	Central South African Railways Established in 1902 to take over from the IMR. Became part of the SAR in 1910.
ESCOM	Electricity Supply Commission Established in 1923 as a public utility corporation. Name changed to Escom in 1985.
IMR	Imperial Military Railways Took control of railways in the Transvaal and Orange Free State in 1900 for the duration of the Anglo-Boer War until 1902.
NGR	Natal Government Railways Established in 1875 by the Natal Government. Became part of the SAR in 1910.
NZASM	Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij A public company established in 1887 to build and operate railways in the Transvaal under concession of the Government of the Zuid-Afrikaansche Republiek. Placed under control of the IMR in 1900 and the CSAR in 1902, but remained in existence until 1908.
OVGS	Oranje-Vrystaat Goewerment Spoorweë Established in 1895 to take over railways in the Orange Free State previously operated by the CGR. Subsequently controlled by the

IMR from 1900 to 1902 and taken over by CSAR in 1902.

- SAR South African Railways
Established in 1910 when the Union of South Africa was formed. The CSAR, the CGR and the NGR merged into a single railway system. The three systems functioned separately until the final merger in 1914.
- VFP Victoria Falls and Transvaal Power Company
Established in Rhodesia in 1906 as the Victoria Falls Power Company to supply power to the Witwatersrand mines from the Victoria Falls. The idea was abandoned in 1909 and the Victoria Falls and Transvaal Power Company was created (with the Rand Mines Power Supply Co. as a subsidiary) to exploit coal discovered in the Transvaal. The VFP built and operated four power stations in the Transvaal, and together with Escom, built and operated three large power stations. The assets of the VFP were taken over by Escom in 1948.
- ZAR Zuid-Afrikaansche Republiek
The ZAR was established in the area beyond (or north) of the Vaal River in 1852, hence the popular name of Transvaal.

GLOSSARY/BIBLIOGRAPHY

1. ADAMS VORTEX TYPE BLAST PIPE

Adams (1797 to 1872) was a successful locomotive engineer and manufacturer, inventor of the steam rail car and designer of a successful type of rail fishplate. He is best remembered for his radial axle box, first used in 1863. He designed the vortex type blast pipe, which has an annular passage whereby the exhaust gasses are drawn through the centre part of the blast pipe itself.

2. BRAKPAN POWER STATION

Brakpan Power Station generated the very first electricity for the then fledgling Witwatersrand when the Rand Central Electric Works erected a 749 kW power station in 1895. This power station was opened by president Kruger in 1896. The VFP assumed control of the station in 1909 and enlarged it considerably. The original power station was converted to a compressor house. Brakpan Power Station was closed in 1963, and it is most unfortunate that the historic original portion was subsequently demolished.

3. CAPE GAUGE

The first two railway lines built in South Africa, the Point-Durban and the Cape Town-Wellington lines, were standard European gauge, i.e. the width between the rails were 1435 mm (4' 8½"). When it became necessary to extend the line from Wellington into the interior of the then Cape Colony, the Colonial Government had found that the cost of a standard-gauge line would be prohibitive in view of the mountainous area that had to be traversed. R.T. Hall, who had built a 760 mm (2' 6")-gauge line from O'Kiep to Port Nolloth for the Cape Copper Company in 1869, claimed that the 760 mm gauge line was undoubtedly the equal of the 1435 mm line. The Cape Colonial Government was influenced by this statement and decided justifiably as it proved, to adopt a gauge of 1067 mm (3' 6"), a compromise between the 1435 mm and 760 mm gauges. The 1067 mm gauge became known as the Cape gauge, and was gradually adopted as the standard for the whole of Southern Africa, as well as a large part of Africa.

4. 'LA MOYE'

This locomotive, which was bought by the VFP from the old Jersey Island Railway in 1928, is the only remaining locomotive from the numerous railways which served the Jersey Island.

5. METROPOLITAN & SUBURBAN RAILWAY CO

In 1887 the Green and Sea Point Co built a railway line from Cape Town to Sea Point - a distance of just over 3 miles. The company went insolvent before the line came into operation.

The Cape Town and Suburban Railway Co then bought the line, but this company also went bankrupt before the line could be put in operation.

The Metropolitan & Suburban Railway Co then obtained the track, extended the line and opened it to traffic in 1892.

Amongst its motive power were two interesting outside-framed locomotives named 'Sea Point' and 'Green Point'. These locomotives were eventually sold to the Mashonaland Railway where they were renamed 'Inyan-ga' and 'Paulington', the latter being after H. Pauling, the famous railway constructor and operator in Africa.

The assets of the company were taken over by the CGR in 1905. The line was operated until 1929 when it was finally closed down.

6. PRETORIA-PIETERSBURG RAILWAY

In 1895 the Transvaal Government granted a concession for the construction and operation of a railway line from Pretoria to Pietersburg.

The Concessionary sold his rights to the Pretoria-Pietersburg Railway Co who started construction of this line in 1897 and completed it in May 1899. With the outbreak of the Anglo-Boer War in October 1899 the Transvaal Government took possession of the railway and had it operated by the NZASM. With the collapse of the formal Government of the ZAR the railway was taken over by the IMR.

7. RAMSBOTTOM SAFETY VALVE

John Ramsbottom (1814 to 1897) was a locomotive engineer and locomotive superintendent of the Manchester and Birmingham Railway for a time. In 1856 he designed a safety valve widely used until the advent of the pop-type safety valve. He also invented the displacement lubricator.

8. REEF

The Witwatersrand is also known as the Reef.

9. RIGGENBACH RACK RAILWAY

Nikolaus Rigggenbach (1817 to 1899), a locomotive engineer of the Swiss Central Railway, became interested in the development of the rack railway system. He patented his ladder type rack system, subsequently used extensively in Europe, in 1863.

10. WALSCHAERT VALVE GEAR

The Belgian, Egide Walschaert, designed a valve gear in 1844 which bore a considerable resemblance to the one designed by the German, Professor Heusinger von Waldegg, in 1846. Neither of these valve gears were in general use when 'Roos' was placed in service, the Stephenson valve gear (better known as the Stephenson Link) being by far the most common gear then used. The first recorded locomotive in South Africa which was fitted with Walschaert valve gear was a solitary CGR double 'Fairley' engine built in 1875 of 0-6-0 + 0-6-0 wheel formation. The Walschaert valve gear only came into general use after the SAR was established.

The earlier Walschaert valve gear, with which 'Roos' is equipped, has a straight expansion link whilst its lifting arm is curved. In later Walschaert gear the expansion link is curved to the radius of the valve spindle connecting rod, the lifting arm of the connecting rod being straight in this case.

11. WITWATERSRAND

George Walker stumbled onto the main gold reef on the farm Langlaagte in 1886. The greatest gold rush of all times descended on the Ridge of the white waters (known by its Dutch description, namely "die Rand van die wit waters"). Johannesburg, laid out on this ridge, became the centre of the gold mining industry. The area from Randfontein, through Krugersdorp, Roodepoort, Johannesburg, Germiston, Boksburg, Benoni and Brakpan to Springs eventually became known as the Witwatersrand Goldfields.

12. ZASM LOCOMOTIVES

The name Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij did not fall easily on the tongue. Consequently, it became known as the ZASM and its locomotives were always referred to as ZASM locomotives.

13. ZASM LOCOMOTIVE NO. 1

Locomotive No. 1 in the 24-tonner class has been declared a national monument and is mounted in the concourse of the old Johannesburg Station which now forms part of the SAR Museum. This locomotive was placed in service on July 18, 1889 on the Rand Tram line and remained in service until December 1903. She was the first locomotive to see service in the Transvaal. As there were no rail links to the Transvaal at the time, the locomotive parts were transported by oxwagon from the nearest rail head, probably Ladysmith, to Elandsfontein (later Germiston) and assembled.

ACKNOWLEDGEMENTS/REFERENCES

ACKNOWLEDGEMENTS

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Typing: To Miss H.P. Reynecke a particular word of thanks for the many times she cheerfully (and sometimes not so cheerfully) retyped the manuscript.

History of 'Roos': This story is dedicated to D.H.W. 'Dave' Parsons. Dave entered the service of the VFP as an apprentice fitter in 1934. During 1939 and 1940 he worked, respectively, for a private firm and for the SAR at the Germiston locomotive depot. In

1941 he returned to the VFP as locomotive fitter where he worked until his retirement in 1976. It was his great love for steam locomotives which prompted him to record the history of 'Roos' so meticulously. Not only did he maintain her with affection and precision, but he also went to great lengths to obtain and record her many wanderings. Dave is one of the greatest experts on steam locomotives in South Africa and he is always willing to share his store of knowledge with laymen like myself. All the technical details of 'Roos' were supplied by him. Dave has through the years instilled many others with his effervescent enthusiasm for steam. He possesses an excellent steam locomotive photo collection, mostly photographed with a Brownie box camera.

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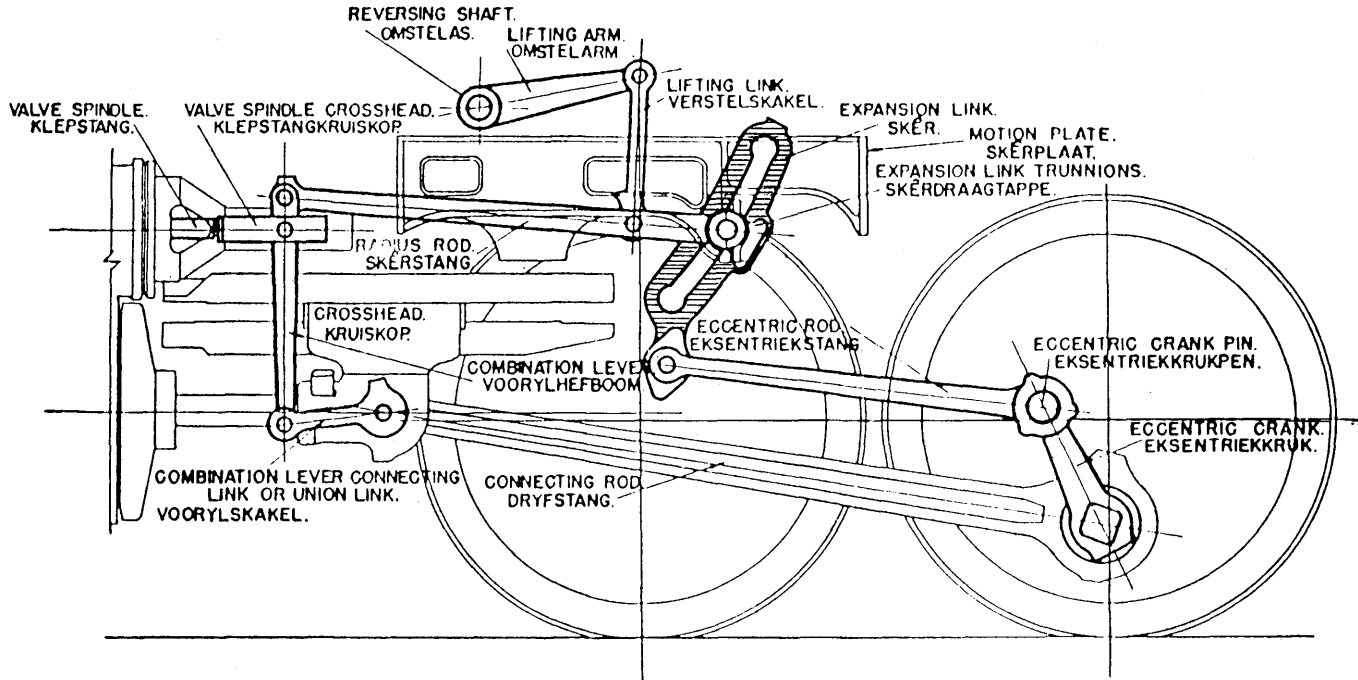


FIG. 63.
SKETS. 63.

WALSCHAERTS VALVE GEAR.
WALSCHAERTS - KLEPWERK.

Die skër is in die tekening gearseer (shaded).

BYVOEGSEL BETREFFENDE DIE "SCHAARBEWEGING"

Kyk die bygaande konstruksietekening van lokomotiefonderdele

Die "schaarbeweging" is my verduidelik deur Mnr. R. Searle te Irene, lid van die Bewaringsgroep van die Suid-Afrikaanse Spoorwegvereniging. Hy het ook die bygaande konstruksietekening verskaf. Daarop is die bedoelde "schaar" aangedui as "skêr", Engels "expansion link", gearseer (shaded). Deur die vertikale "verstelskakel" omhoog te trek word via die onderste wielstand - die dryfstang - die wielbeweging 'n voorwaartse. Deur die verstelskakel omlaag te druk word die wielbeweging 'n agterwaartse, d.w.s. die lokomotief ("lok") ry agteruit.

Die skêr of klepwerktuig is uitgevind deur die Belg Walschaert en sedert die jare 1890 op die Europese vasteland toegepas, onder meer op die NZASM-loks. Die Britse spoorweë, waaronder ook die spoorweë in die Kaapkolonie, Natal en die Oranje-Vrystaat, het die Stephenson-klepwerktuig toegepas. Die Suid-Afrikaanse Spoorweë wat in 1910 uit die provinsiale spoorweë ontstaan het, het ook die Walschaertskêr toegepas.

Tydens die terugtog van die republikeinse strydkragte in 1900 het die NZASM-personeel gewoonlik die loks en spoorwaens nie almal verniel nie, maar die loks onbruikbaar gemaak deur 'n paar onderdele weg te neem en na die hoofkantoor in Pretoria te stuur of weg te steek. Ir. Th. Steinmetz en Ir. M. Middellberg van die NZASM vermeld in hul verslae oor die oorlogstyd die verwydering van die "schaarbeweging". Slegs by die ontruiming van Komatipoort in September 1900, die grensstasie, aan die einde van die gereëde oorlog, het grootskaalse, hoewel onvolledige, vernieling van loks en spoorwaens deur NZASM-personeel en kommando's plaasgevind.

Die *Report of the Transvaal Concessions Commission deeds*, 19 April 1901, presented to both Houses of Parliament of His Majesty, June 1901, verwys op p. 49, 52 en 53 na die verwydering en wegsteek van die skêr van NZASM-loks. Op p. 49 sê getuie Charles H. toe Water dat hy volgens opdrag in Johannesburg in Mei 1900 van twee NZASM-loks onderdele weggeneem het om weg te stuur en dat hy beslis weier om te sê waarheen. Die skêr is waarskynlik onder die verwyderde onderdele wat op p. 53 deur NZASM-werknemer Jacob 't Hart aangedui is as "two kleppen, rare injektors, two stoomraalten (?), 2 excentriek stangen, two slingerstangen". In die spelling van hierdie benamings is ongetwyfeld foute.

Tydens of na die oorlog het die Britte die NZASM-loks weer op gang gebring deur die ontbrekende onderdele, onder meer die skêr, te vervang, (A) deur die opgespoorde onderdele weer in te sit, of (B) hulle na te maak, of (C) hulle van lokfabrieke in Duitsland, waar hulle vervaardig was, te verkry.

Die skêrbeweging het nog 'n tweede belangrike funksie wat Mnr. R. Searle my verduidelik het. Dit is die reëling van die stoomtoevoer na die suiersilinders. Wanneer die lok vinnig beweeg, is veel minder stoom nodig om die suiers aan te dryf as by stadige spoed aan die lok. Met die skêrbeweging kan dus baie stoom en brandstof bespaar word. Meer besonderhede word hier weggelaat om te veel tegniese uitvoerigheid te vermy.

C. de Jong

SOUTHERN AFRICA

Trunk Railways in the 1890's

Cape Government Railway Systems

Eastern: East London to Bethulie 314 Miles
 Midland: Port Elizabeth to De Aar 339 Miles
 Western: Cape Town to Vryburg 774 Miles

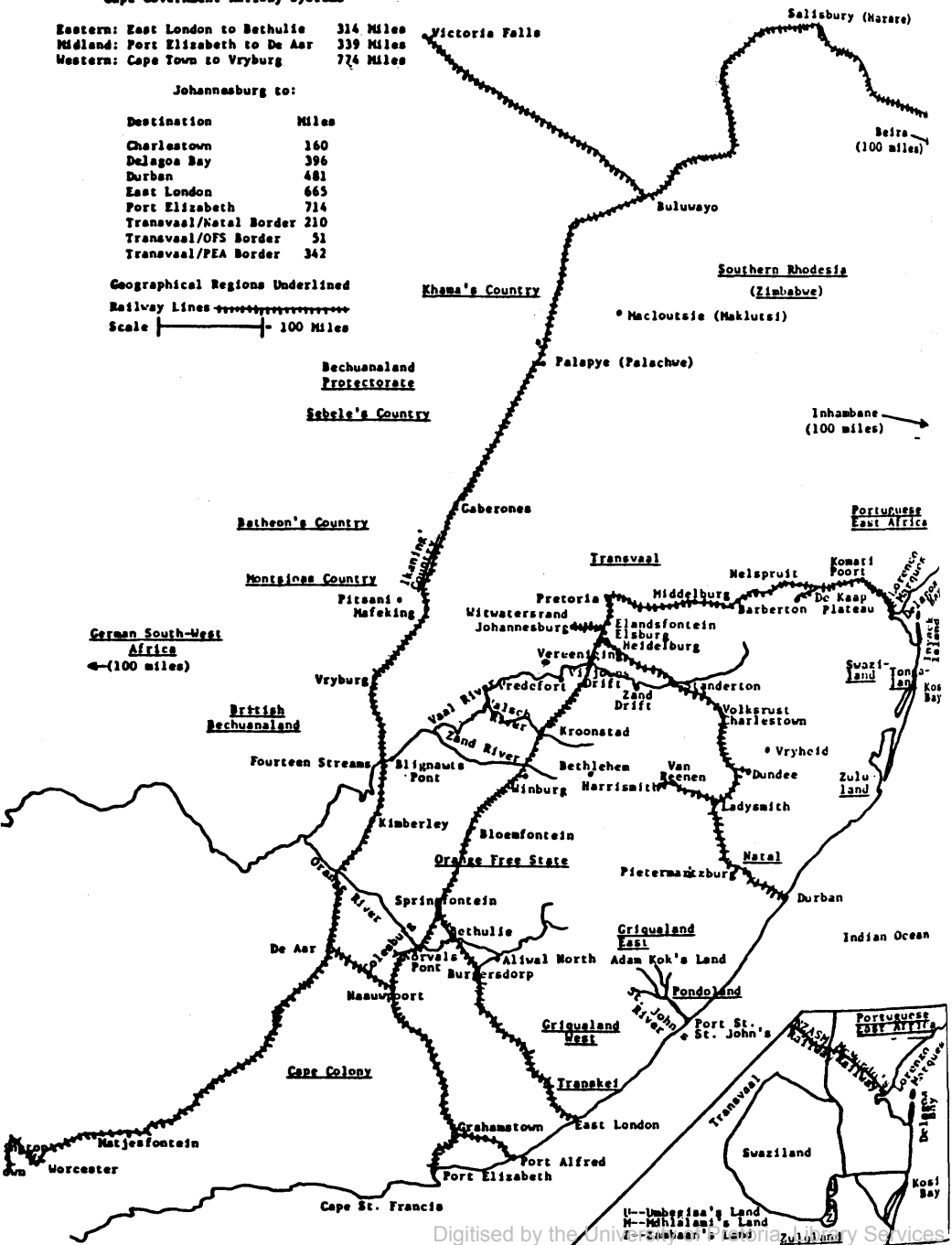
Johannesburg to:

Destination	Miles
Charlestown	160
Delagoa Bay	396
Durban	481
East London	665
Port Elizabeth	714
Transvaal/Natal Border	210
Transvaal/OFS Border	51
Transvaal/FEA Border	342

Geographical Regions Underlined

Railway Lines 100 Miles

Scale 100 Miles



**Cecil Rhodes, James Sivewright, and Paul Kruger:
The Nature of Railway Diplomacy in South Africa, 1890-1892**
by

Dr. Kenneth E. Wilburn
East Caroline University
Greenville, North Carolina, U.S.A.
4 July 1986

Throughout most of the nineteenth century British imperial power in South Africa increased. One effect of this growing influence was political and economic alienation between Boer and Briton. At first British control through Anglo/Boer conventions appeared quite adequate to thwart impoverished, fundamentalist pastoralists seeking independence. Then quite suddenly gold was discovered in 1886 on the Witwatersrand. Since the effects of gold mining soon began transferring economic and political power to republican Pretoria at the expense of colonial Cape Town, British imperialists took notice of the Transvaal's startling transformation. Foiling the Boer quest for independence now needed more substance than weak, unclear convention clauses. Some Cape colonials believed railways provided the imperial means to thwart that Transvaal goal. Ironically, some Transvaal republicans believed railways would free them from British imperialism. Railway diplomacy, which is defined as using railway construction, ownership, and operation as factors in conducting relations between Great Britain and South African colonies and republics on the one hand, and between South African colonies and republics on the otherhand, quite clearly was seen by Boer and Briton alike as a potent force in the struggle for supremacy in late nineteenth century South Africa.

Cecil Rhodes of the Cape Colony. The nature of Rhodes' motives in supporting the extension of British imperialism in southern Africa remains a matter of controversy. Whether Rhodes promoted British expansion for selfish, altruistic, or a combination of such reasons, he was certainly a commercial imperialist par excellence for Whitehall. During Rhodes' premiership, Great Britain received empire on the cheap in South Africa. Connecting Cape railways with Johannesburg was a critical tactic within Rhodes' imperial strategy.

What an able opponent Rhodes had in Transvaal President Paul Kruger. The old, formally uneducated Voortrekker, initially incensed with the influx of gold-seeking foreigners into the agrarian Transvaal, soon cleverly grasped his opportunity. Like an alchemist in reverse, Kruger began converting the curse of gold into the blessing of independence. The livelihood of taxing the economic life of the mining community created an expanded powerbase for Kruger. The irony of Kruger's growing economic and political might, which he hoped to use to achieve Boer independence, was that it was partly fed by British capital. If Kruger could connect a Transvaal railway to a port outside British control, such as Lourenço Marques in Portuguese East Africa, he would be able to loosen the tightening British noose around his Republic.

Once Whitehall and Rhodes began to appreciate the consequences of the vast gold reserves of Kruger's Witwatersrand, the struggle between British imperialism and Boer republicanism began in earnest. It was an important struggle in

the life of the British Empire. Any alternative to British rule in South Africa would dash British prestige around the globe. Certainly the independent-minded, pastoral Transvaal would be no match for the powerful British Empire. One important imperial tactic to maintain British rule in South Africa, very useful since force was absent, was railway diplomacy carried out through the impetus of Rhodes. Yet it was a tactic which would prove no surprise to Kruger. From the beginning both leaders understood the potential of railway diplomacy in their struggle for control of South Africa.

One effective measurement of that potential can be seen in comparing railway statistics with other sectors of revenue in South Africa. By comparing railway capital with mining capital, with colonial and republican debt, and with colonial and republican revenue, three revealing statistical models can be created and analyzed.

In the first informative model mining and railway capitalization statistics are compared. In 1891 the accumulated total capital in large mines (small ones were of little importance) was £14,192,186.¹ Railway capital expenditure in South Africa in that year had reached £16,686,731 in the Cape, £4,528,242 in Natal, and £2,068,583 in the Transvaal totalling £23,283,556.² Until 1896 Orange Free State railways were capitalized, constructed, and run through concessions given to the governments of the Cape and Natal. One can see then that on the eve of the Sivewright Agreement in late 1891 railway investment in South Africa was 60,95% greater than mining.

Another statistical model which reveals the significance of railways in South Africa is the comparison of railway capital invested with colonial and republican debt. In 1891 Cape railway capital invested totalling £16,686,731 was 67,2% of the Cape's total debt of £24,839,167. Natal's £4,528,242 in railway capital invested was 63,2% of her colonial debt of £7,170,354.³ The Transvaal's ratio was similar. Her railway capital in 1891 reached £2,068,583 and was 68,9% of her republican debt of about £3,000,000.⁴ Until 1896 when the Orange Free State began buying the railway concessions she had permitted the Cape and Natal to run, railway capital invested was not a significant part of that republic's debt. The considerable economic importance of South African railways is again clearly visible.

The third statistical perspective showing the importance of railway economics is the comparison of colonial and republican revenue of 1891 with total railway capital invested. In 1891 the Cape's total railway capital invested of £16,686,731 was 406% greater than her revenue of £4,112,042 (30 June 1890 - 30 June 1891).⁵ Natal's total railway capital invested of £4,528,242 was 344% more than her revenue of £1,318,769 (30 June 1890 - 30 June 1891).⁶ The railway capital of the Transvaal, £2,068,583, was 214% greater than that republic's income of £967,191.⁷ After excluding the statistically insignificant Orange Free State, whose 1890-1891 revenue was £378,000 in the absence of railway expenditure,⁸ one can see that South African railway capital expenditure of £23,283,556 was 364% of South Africa's income of £6,398,002 in 1891. Seen collectively, these three statistical models - railway capital/mining capital, railway capital/colonial and republican debt, and railway capital/annual colonial and republican revenue - illustrate the enormous economic investment in rail-

ways in South Africa, and the absolute necessity of making them profitable. Since profits were so important, it is easy to understand why railways became common means to promote local ends and tools to achieve imperial aims.

A critical feature of railways in South Africa, which contributed to their paramount importance, was their interdependent relationship with mining. As Witwatersrand gold became increasingly encased in pyrite and plunged ever deeper into the earth, it became quite obvious that heavy mining equipment, which only railways could transport, was urgently needed. Trunk railway lines would also bring in complementary supplies and foodstuffs for the rapidly increasing Witwatersrand population much more quickly than the conveyer.* Just as the prosperity of the mining community required trunk railway connexion, so the heavily capitalized colonial and republican railways needed the Johannesburg terminus in order to turn a profit. It was hoped by colonial and republican officials that revenue collected from transit rates and customs duties on trunk lines to the Witwatersrand would subsidize the construction and running of rural local lines which primarily served agriculture.

The bond between South African mines and railways grew stronger as the end of 1891 approached. Whoever mastered that bond stood to gain economic and political control of South Africa. Both Kruger and Rhodes knew this, and both formulated an intricate strategy of railway diplomacy. If Rhodes could control the ports of southern Africa, he would control the transit trade to the Transvaal. If Kruger could gain access to the Portuguese port of Lourenço Marques, he would break the growing grip the imperial factor had on his Republic. Alternatively, there were some South African statesmen, especially in the Cape and Orange Free State, who hoped this struggle would give way to a South African federation created by South Africans. Few occurrences in late nineteenth century South Africa held any promise for colonial and republican union. Given the antagonistic ambitions of both the Boers and the British, this is not surprising.

As the 1890's began, each competing group hoped the accelerating change brought about by the mining and transportation revolutions would serve its goals. As the Anglo-Boer rivalry intensified during the 1890's, the identity of the victor hung in the balance. Colonial and republican jealousies, separate ethnic destinies and greed had already destroyed earlier attempts, all born of economic hardship, to create South African union. What would prove to be the last substantive chance to promote peaceful union was also produced by economic duress; this time the nature of South African railways was at stake as 1890 broke. What was considered nigh impossible seemed at hand - a colonial Cape/republican Transvaal railway agreement which could easily include Natal and the Orange Free State. While admitting that the journey would be precarious, would South African politicians ride the iron horse to union? It is this opportunity, created by political and economic forces inside and outside South Africa, and its fruition, through raising the funds in either London or South Africa, which are the subjects of this investigation. Whether eventually promo-

*conveyer (transport driver)

ting union or separation, the Sivewright Agreement would prove to be a major turning point.

From 1882-1886 South Africa experienced an economic depression. During this period of financial deterioration, the Transvaal's economy became weaker. Revenue declined 6,9% from £174,000 in 1880 to £162,000 in 1884-1885.⁹ The more solvent Cape suffered a worse recession. Cape revenue in 1882 was £3,525,472; but by 1886 it had slipped 12.2% to £3,095,842.¹⁰ The Cape's larger capital base, Afrikaner population and British support convinced Kruger to send feelers on three separate occasions to establish Cape/Transvaal trading links. In 1884 contact with the Cape was made through Transvaal allies to establish free trade in South African produce, but it came to nothing.¹¹ In 1885 Sammy Marks, a Lithuanian immigrant and friend of Kruger's, negotiated unofficially for the Transvaal with the Cape. This attempt also met with failure.¹² Finally, about nine months before gold discoveries altered the character of Kruger's republic, the Chief Justice of the Transvaal, Johannes Kotzé, conducted negotiations with the Cape cabinet minister, John Gordon Sprigg, regarding a customs union, free trade in South African produce, and railway extension from Kimberley to Pretoria.¹³ This Transvaal effort met the same rebuff from the Cape as the earlier two. Kruger never forgot the treatment his beleaguered Boer Republic received at the hands of the British colony.

Natal and the Orange Free State fared little better during the depression. In 1882 Natal's revenue had reached £657,738, but by 1886 it had shrunk 8,75% to £600,178.¹⁴ In 1882-1883 the revenue of the Orange Free State was approximately £212,000.¹⁵ Since Bloemfontein depended on colonial and Transvaal trade for much of her revenue, she proved no exception to the South African recession of 1882-1886. Due to geographical, economic, and political circumstances, neither Natal nor the Orange Free State could provide the financial assistance the Transvaal needed; thus, Kruger's aid in South Africa had to come from Cape Town.

After the discovery of gold, and the new income from taxing it began to fill Pretoria's coffers, previously meagre, Kruger's tactics to achieve independence gathered substance. As deep level gold proved itself and new extraction processes were created during the 1890's, Kruger increasingly absorbed the political and economic power from the once mighty Cape. To secure this new strength, Kruger began in earnest to fulfill the decades-old Boer dream of a railway and seaport free from British influence. Prior to the discovery of gold, efforts of Transvaal officials searching for assistance in Europe had met with little success. After 1886 European investors were more willing to risk their capital in the railway development of the Transvaal. Continental investors were particularly sought by Kruger to counterbalance British capital on the Witwatersrand. Completing the Johannesburg/Pretoria/Lourenço Marques line and securing the lease or ownership of Johannesburg's natural seaport and trunk railway terminus, Lourenço Marques, were Kruger's tactics to independence. To help satisfy his goals the Transvaal Volksraad awarded the concession to construct railways in the Transvaal to the Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM) in August 1884.¹⁶ The predomi-

nately Dutch company, which also had Transvaal and German directors on its board, but no Britons, was finally floated in June 1887.¹⁷ The Witwatersrand gold rush had subsequently added profit potential to political sentiment.

One of the first tasks of the NZASM was to negotiate a through-rates agreement with the concessionaire of the fifty-four mile Lourenço Marques/Transvaal frontier section of the trunk line. During lengthy, curious negotiations between the NZASM and the American, Edward McMurdo, no through-rates agreement connecting their respective sections of the trunk line was ever reached. Instead, two secret agreements between Portuguese and Transvaal officials in May 1884 and July 1886 undermined the McMurdo Concession and contributed to the failure of through-rates negotiations.¹⁸ McMurdo's untimely death in May 1889 was followed in June by the Portuguese expropriation of the concession. Litigation pursued by McMurdo's heiress and British investors was finally resolved in 1900 by the Swiss Tribunal which ruled against Lisbon.¹⁹

In early September 1889 the NZASM and the Portuguese came to a through-rates and customs tariff agreement. Now that Pretoria and the NZASM no longer had to fear excessive railway and customs rates on the Portuguese section of the trunk line, railway construction by the NZASM on the Transvaal section of the line could at last begin in earnest. Much work needed to be done. The Johannesburg/Pretoria/Portuguese East Africa frontier line, being constructed by the NZASM, was almost non-existent as late as the end of 1891. From the frontier it was only operating 21,7 miles into the Transvaal, leaving 320 miles still to be constructed. Yet, including the short coal line, the Rand Tram, the capital of the NZASM had reached £2,068,585 by 31 December 1891.²⁰ No line had been laid towards Pretoria from Johannesburg nor from Pretoria towards Delagoa Bay. In contrast, the Lourenço Marques/Transvaal frontier line of the former McMurdo Concession, while needing some improvements, had been constructed.

During Kruger's search for European investors to finance his trunk line east, he opposed the extension of railways from the Cape and Natal into the Transvaal. He did not want colonial lines to preempt the lion's share of the Transvaal transit trade. As a result, railway construction on provincial lines to the South had stalled. The Cape line, which from East London would stretch 665 miles to Johannesburg, had reached 412 miles to Bloemfontein in December 1890 and had not moved forward for a year. The Cape's railway capital was almost £25 million in June 1891.²¹ The projected trunk line of Natal, the other competing colonial line vying for the goldfields, had just reached Charlestown from Durban in October 1891 and had 160 miles of construction left before arriving at Johannesburg. Like the Cape line, it could progress no further without Paul Kruger's assent. Natal's railway capital was £3,650,591 at the end of 1891.²² Except for the former McMurdo Concession's line, now Lisbon's section of the Johannesburg/Lourenço Marques trunk line, all had much construction left; the NZASM had barely broken ground.

By the end of 1890 the initial prosperity created by the gold rush had ended. The Transvaal Government reached a cash-flow crisis. This was partly due to the Republic's guaranteed dividend payments of at least £45,000 per

annum²³ on its section of the Delagoa Bay line for which it and the NZASM had borrowed. The Transvaal Government not only paid interest on a state debt of about £3 million, it also disbursed fixed charges and salaries which had increased 327.5% from £99,084 in 1887 to £324,520 in 1890.²⁴ The high cost of living in Johannesburg, the depression in the Transvaal, political grievances of foreigners and burgher opposition to alleged NZASM corruption all put pressure on Kruger to quickly connect the ports and mining center with a railway.²⁵

Yet from whence was the money to come? The Transvaal's economic and political problems did not encourage European investors to support the NZASM or Kruger's Transvaal. The rapidly growing Transvaal deficit for the first 6 months of 1891 was £182,000²⁶ following the £182,394 deficit for all of 1890.²⁷ Investors believed that the NZASM would not be profitable because of transshipments, an unhealthy climate at Lourenço Marques, Portuguese inefficiency, lack of direct steamer connexion with Europe, the high construction cost of £9,600 per mile, and the insufficiently recovered European money and share markets previously beset by the November 1890 Baring Crisis.²⁸ England and the Continent were unlikely sources. Kruger's options were narrowing.

By mid-1891 the Transvaal's financial position had deteriorated so far that rumours of imminent bankruptcy of the dependent NZASM were rife. Before the Transvaal and European monetary crises had occurred, the NZASM had offered to issue debentures for the total sum required to complete construction at £90 with 4% interest. Kruger chose instead to raise funds as each section was completed in order to keep better control over expenditure. Much of the NZASM's financial problems stemmed from this decision.²⁹

The liquidity crisis of the Transvaal and the NZASM was temporarily relieved in June 1891. A group of Continental capitalists granted a one-year £600,350 loan bearing 6% interest with a 1% commission added for each 6 month renewal. Known as the Advance Syndicate, many of its members held founders shares in the NZASM.³⁰ Secured on the loan was £1 million in NZASM £100 debentures, Transvaal Government guaranteed, bearing 5% interest.³¹ The members of the Advance Syndicate were Dutch, German, and Transvaal capitalists contributing 50%, 47% and 3% of the loan respectively.³²

Although the Advance Syndicate flotation, underwritten by Labouchère, Oyens and Company, did not return European investor confidence in the Transvaal, it seemed to give Kruger some time to secure the larger sum necessary to complete his trunk line east. At the end of July 1891 the Volksraad approved the floating of a loan of £1.3 million at 4½%³³ Kruger appointed Baron Eugène Oppenheim, Transvaal Consul General in France, as the Transvaal agent to raise a French-based loan. Reputed to be influential in French money circles, Oppenheim assured Kruger that a French loan, probably raised by The Banque de France,³⁴ was a foregone conclusion. French capital appealed to Kruger as a way to counterbalance Dutch, German, and English investment already in the Transvaal.³⁵

Kruger's appointment of Oppenheim ran into immediate opposition from the Transvaal's recently created National Bank. Its concession had previously

granted it the privilege of raising all Transvaal loans.³⁶ The members of the National Bank's Board of Directors acted to protect their business interests and the credit of the Republic by protesting Kruger's action. During the negotiations between the Board and Kruger, the representative of Hermann Eckstein and Company on the Board, James B. Taylor, shared much of his information regarding the Transvaal's financial status with the Cape Prime Minister, Cecil Rhodes. Alfred Beit, the long-time friend and business associate of Rhodes, ran the London-based Wernher, Beit and Company to which Hermann Eckstein and Company was attached as its Johannesburg agency. It was through Eckstein's involvement with the National Bank that excellent, analytic records were kept of the financial negotiations between Kruger and capitalists from South Africa and Europe to raise funds for the Johannesburg/Pretoria/Transvaal frontier railway line.

As the bickering continued in Pretoria and the Oppenheim negotiations in France began to falter, an interested observer down South was waiting to move. Rhodes had previously informed the National Bank that it could place the loan with the Cape, should Oppenheim fail.³⁷ In June 1891 Rhodes had unsuccessfully attempted to bring the Eckstein mining house and Rothschild financial house together to raise the necessary funds to construct Kruger's "little hobby".³⁸ It is quite clear that in the last months leading up to the Sivewright Agreement Rhodes was using Kruger's loan predicament as a lever to promote railway connexion with the Cape.

By early October 1891 Oppenheim's financial mission in France had failed. Wernher, Beit and Company argued that European capitalists considered Oppenheim's methods farcical, international money markets presently took up only first rate securities, the Transvaal had little security as its customs revenue was already pledged to the NZASM, financiers wanted Transvaal-NZASM affairs separated. The Transvaal had to be persuaded to connect with colonial railways since the cost of the Delagoa Bay line was too expensive to pay, few wanted to support Kruger's "arbitrary and corrupt" rule and the German competitors of the NZASM's German supporters at home did not want to relieve pressure.³⁹

It was obvious by early October that a £1 million loan to repay the Advance Syndicate and construct public works was necessary.⁴⁰ To avoid a gold tax Wernher, Beit and Company suggested that Eckstein and Company investigate the possibility of helping the Transvaal raise £1-3 million for railway construction and NZASM expropriation, but not to assist the Transvaal in its quest to purchase Delagoa Bay from the Portuguese.⁴¹ This was in line with Rhodes' views who was himself negotiating towards a British purchase in an imperial effort to encircle Kruger's Republic. In November 1891 Wernher met with the financial house of Labouchère, strong supporters of the NZASM, and with Schroeder's financial house on the Continent, but nothing could be done. It was obvious from the failure of a Russian issue and the sale of Portuguese, Spanish, Italian, Greek and South American bonds that the European market was glutted.⁴² Further enquiries in late November and early December 1891 by Alfred Beit turned up nothing.⁴³ There were too many sellers in the Euro-

pean bond markets.⁴⁴

Portuguese-Transvaal negotiations in late October and early November to raise funds to complete their trunk railway proved fruitless.⁴⁵ By mid-November 1891 Kruger was desperate.⁴⁶ A last stop gap measure by the National Bank to loan the NZASM £150,000 for one year, partly on the condition that the Vaal River/Pretoria line be completed, failed.⁴⁷ The NZASM was so hard pressed by 28 November that it had not funds to pay £47,000 in interest on loans due on 1 January 1892.⁴⁸ There seemed to be only one viable alternative; this was the imposition of a gold tax.⁴⁹

A rare opportunity for colonial-republican conciliation had arrived. The stage had been set by ongoing Orange Free State-Transvaal discussions on federal union and railway policy from 1887. By 1888 Kruger promised Bloemfontein to allow the Cape-Orange Free State railway into the Transvaal after his railway had reached the Kaap Plateau. Yet railway construction to the Kaap Plateau had been complicated by the protracted, unsuccessful through-rate negotiations between the NZASM and the Portuguese East African concessionaire, Edward McMurdo. As early as August 1888 Rhodes had suggested that the Cape help Kruger resolve these through-rate differences. Rhodes recognised the inevitability of the Delagoa Bay railway. Rather than attempt to prevent it, he hoped to capture it. By 15 November 1891 the Transvaal's urgent situation gave Rhodes the opportunity to send the Dutch-speaking Scottish member of his Ministry, James Sivewright, to make enquiries in the Transvaal.⁵⁰ Kruger knew Sivewright through the Transvaal business activities of the Fochabers native which included the Johannesburg water concession. Sivewright also forged the link between Englishman Cecil Rhodes and Afrikaner Jan Hofmeyr. As the leader of the Cape Afrikaner Bond, Hofmeyr represented half of Rhodes' political power base in the Cape. As a political subordinate of both Rhodes and Hofmeyr, and as the "Imperialist Afrikaner"⁵¹ who had negotiated with Kruger on previous business occasions, Sivewright was well-qualified for a mission whose imperial implications transcended sleepers and iron horses. Kruger's failure to gain access to international capital at this critical moment forced him to turn to the Cape for financial assistance. On 30 November 1891 Sivewright met with the Transvaal Executive Council, and on 10 December, Sivewright's birthday, the Agreement was signed.

The heart of the Sivewright Agreement between the NZASM and the Cape provided that the Cape would loan the NZASM up to £900,000 at 4% interest to construct the Vaal River/Pretoria railway line. Funds to construct the Pretoria/Lourenço Marques line were excluded. Kruger wanted to secure those funds from a non-British source another day. That construction materials be imported through Cape ports was a clause which would guarantee much business to the Cape line. A major concession to Sivewright was Kruger's concurrence that running powers over the Vaal River/Johannesburg/Pretoria line were to lay with the Cape and be carried out by Cape staff. This gave the Cape control of the line in Transvaal territory. In order to increase profits and avoid the bottleneck of heavy goods traffic which would follow

completion, a new Cape goods station was to be built in the Johannesburg city centre. In an effort to promote revenue and to protect both the Transvaal and the Cape from excessive charges, a maximum railway rate was set at 6d./ton/mile on the Vaal River/Johannesburg/Pretoria line. It was, however, a 250% increase over the well-established 2,4d./ton/mile rate from Cape ports to the Vaal River. An attached Supplementary Agreement, which created a special rebate fund to compensate shippers for high rates on the Cape-run Transvaal section, provided that for every £100 the Cape advanced for Transvaal-guaranteed NZASM bonds bearing 4% interest, £7 was put into the rebate fund.⁵² Finally, the Agreement, which could be renewed, had a two year term. This protected Kruger's freedom of action once the Pretoria/Lourenço Marques line was completed.

The Cape did not win the right to fix railway rates on the Vaal River/Johannesburg/Pretoria line although the Supplementary Agreement gave the appearance of doing so. During the period the Agreement existed, the maximum 6d./ton/mile was always charged. The rebate fund had been instituted partly in an effort to compete with cheaper ox wagon transport rates from the Vaal River.⁵³ It was also designed to protect the Cape line from the Delagoa Bay, Charlestown, and Harrismith lines, should they possibly be completed before that Agreement's expiration. From Port Elizabeth to Johannesburg a ton of goods cost about £8 to convey, out of which 11s. 8d. was the Transvaal portion on her section.⁵⁴

The Colonial Treasurer of the Rhodes Ministry, John X. Merriman, undertook negotiations to raise the loan in London during January - February 1892. Due to a "..... Colonial market in a state of indescribable collapse," the best price Merriman could get was £93 when he had hoped for £97.⁵⁵ Merriman recommended that the loan instead be brought out at £95 10s. 0d. in South Africa through the auspices of the Standard Bank of which the former Cape High Commissioner and friend of Rhodes, Sir Hercules Robinson, was a director.⁵⁶ In this thrifty way the Cape raised the loan in South Africa and avoided using international capital.

Reaction to the Sivewright Agreement was generally favourable. Wernher, Beit and Company saw it as a "splendid stroke of business for the Cape."⁵⁷ The South African press viewed it as anything, from a boon to South African unity⁵⁸ to an attempt to ruin the trade of Natal.⁵⁹ It was to have been the ".....finest bit of diplomatic work performed in South Africa in recent years,⁶⁰ which only Sivewright could have accomplished.⁶¹ It promised to secure the Transvaal transit trade to the Cape,⁶² resurrect the NZASM,⁶³ and perhaps accomplish a national service by assisting British capital on the Rand by bringing in previously untransportable heavy mining machinery and decreasing the cost of labour and living.⁶⁴

It also contained serious weaknesses. Crucial to the Sivewright Agreement was the verbal Solemn Promise given by Kruger and each member of the Transvaal Executive Council prior to and at the signing of the Agreement. They assured Sivewright that no railway entering the Transvaal, except the Delagoa Bay

line, would get better terms than the Cape.⁶⁵ By 1894 much controversy would swirl around this Kruger-Sivewright undertaking.

During Sivewright's negotiations with Transvaal officials, the opportunity to bring Natal jointly into the discussions was missed. Instead, although he denied it, Sivewright was reported to have favoured a clause denying Natal similar running powers.⁶⁶ The exclusion of Natal created a sense of bitter isolation, and placed her proposed Charlestown extension at a heavy competitive disadvantage. Yet High Commissioner Henry Brougham Loch claimed on the occasion of Sivewright's knighthood that the Sivewright Agreement served the interests of South African union.⁶⁷ It would have had a better chance had provision been made for Natal's participation. Yet as it was, the Agreement became another wedge for Kruger to drive between the impending *nouveau riche* Cape and the consequent monetary regression of Natal. These two major flaws - the Agreement's short tenure and the Garden Colony's exclusion - would soon haunt the Cape and greatly contribute to the unsettled nature of South African politics in the mid-1890's.

Nine months after the Sivewright Agreement was signed there were rumours that £50,000 from a Cape secret service fund had been used to bribe key Transvaal officials to support it. At a banquet honouring Sivewright on 23 September 1892, eight days after the first train chugged into Johannesburg, the 'Penman'⁶⁸ denied the accusation.⁶⁹ Even so, shadows were cast upon the occasion. In Pretoria the Natalians had successfully lobbied against giving Sivewright any presentation. Kruger declined to allow official festivities at the opening of the Cape railway to Johannesburg. Official republican celebrating was to be reserved for the opening of the Delagoa Bay line.⁷⁰

The pace of construction on the line from Bloemfontein to the Vaal River set a South African record: 212 miles in 14 months.⁷¹ It had been done by working day and night, constructing without ballasting, and using temporary works and bridges.⁷² Speed had a purpose: revenue. Cape Government Railways was working at a loss as late as October 1892.⁷³ The Cape needed railway receipts from the new trunk line to indemnify local line losses from construction and maintenance costs.⁷⁴ Only through the trunk line to the Transvaal could Cape railways and agriculture thrive. And thrive they did as the Sivewright Agreement soon brought windfall profits to the Cape.

Rhodes had other reasons for signing. By June 1891 hope had diminished considerably for the discovery of a Rhodesian Witwatersrand. In that El Dorado's absence Rhodes could not justify extending the Kimberley line beyond the Vryburg terminus in the face of Kruger's opposition. Afrikaner Bond leader Jan Hofmeyr also wanted the Sivewright Agreement. It not only promised to make Cape Government Railways profitable at last, it also provided an enlarged Transvaal market for Hofmeyr's farmers' produce. Rhodes could ill-afford to oppose the Bond which helped keep him in power. Furthermore, Rhodes, who had large interests in the Transvaal gold fields, and the Randlords supported the Sivewright Agreement because it promised to assist and hasten the recovery of the depressed Transvaal mining industry by lowering the cost of living and bringing in previously untransportable heavy mining

machinery. Rhodes also saw it as a means of eventually gaining control of the Delagoa Bay railway.

Aware of Rhodes' motive, Kruger safeguarded his interest by rejecting Sivewright's demand for a lengthy agreement by limiting it to two years. Sivewright and the Cape accepted the Solemn Promise as a substitute for a long term agreement. Whether it would prove a worthy alternative was not evident on 10 December 1891. At that time Rhodes probably reasoned that within two years Delagoa Bay would be his anyway.

Kruger's Republic and railway were so financially hard pressed that the Boer President did well to get the terms he received. The Sivewright Agreement guaranteed railway connexion with the southern line. The Agreement's effects would soon alleviate conditions in South Africa which had prevented the NZASM from raising the larger sum necessary to construct the Pretoria/Portuguese East Africa frontier line. By 1892 the Transvaal had turned her 1891 £382,882 deficit into a surplus of £67,064.⁷ The Witwatersrand's Rand Tram, a measuring stick used to gauge the recovery of the mining industry, had its receipts in 1892 increase 152% over its profit of £25,766 in 1891.⁸ European investors, recovering well from the fading Baring Crisis and recognising the beneficial consequences of the Sivewright Agreement, could now be lured to subscribe to the £3 million loan necessary to finance the rest of the Pretoria/Portuguese East Africa frontier line. With these financial factors in mind Kruger also knew his republican ally, the Orange Free State, was the Cape's trunk line partner and would share substantially in the windfall profits of the Cape's transit trade to the Transvaal.

The Sivewright Agreement promised much - too much perhaps. For Kruger it appeared to provide a relatively safe pause in which to fall back and regroup during his quest for an independent port. Rhodes hoped the Sivewright Agreement would advance his imperial goals - either a South African federation under the British flag or the encirclement of the Transvaal. The Cape Prime Minister certainly took a decisive step through Kruger's southern door. Cecil Rhodes appeared to be, as he often liked to say, riding on velvet. His ultimate destination would be decided in part by Paul Kruger. Quite clearly then, railway diplomacy in general and the Sivewright Agreement in particular, were important factors for both Boer and Briton in their struggle to determine the economic and political character of South Africa during the last decade of the nineteenth century.

Abbreviations

BPP	British Parliamentary Papers
BR	Barlow Rand Archives, Johannesburg
CA	Cape Archives, Cape Town
CGR	Cape Government Railways
CH	Cape Hansard
CO	Colonial Office

CSO	Colonial Secretary's Office
DSA	Dutch State Archives, The Hague
GH	Government House
HE	Hermann Eckstein Papers
LA	Leyds Archives, Pretoria
NA	Natal Archives, Pietermaritzburg
NBB	Natal Blue Book
NGR	Natal Government Railways
NZASM	Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij
OFSA	Orange Free State Archives, Bloemfontein
PMO	Prime Minister's Office
PRO	Public Record Office, Kew Gardens, London
RCR	Transvaal Government Railway Commission
SAPL	South African Public Library, Cape Town
TA	Transvaal Archives, Pretoria
V & P	Votes and Proceedings

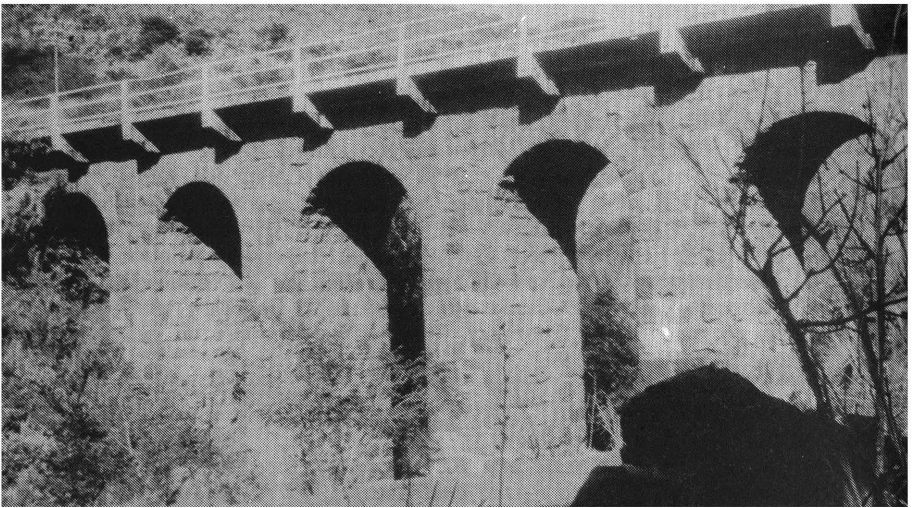
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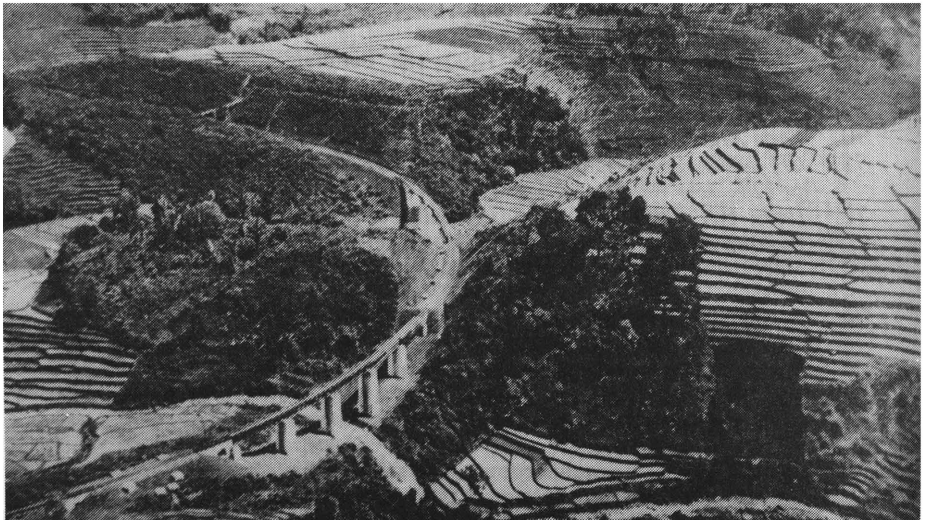
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Spoorwegviaduk oor die Dwaalheuwelspruit in Oos-Transvaal by Waterval-Onder, vir die NZASM gebou in 1892-93 as deel van die Oosterlyn en mooi voorbeeld van NZASM-boukuns - tans buite gebruik weens omlegging van die Oosterlyn tussen Waterval-Onder en Waterval-Boven.
Foto: C. de Jong 1983



Spoorwegviaduk tussen Jakarta en Bandung (dit is Batavia en Bandoeng) op Wes-Java in die Preanger-distrik. Mooi voorbeeld van spoorwegaanleg in Nederlands Oos-Indië in die 19de eeu: die Nederlanders se leerskool vir hul spoorwegaanleg in Transvaal. Die uitgestrekte terrasse is van nat rysvelde (sawahs) deur die inheemse bevolking kunstig aangelê.

Met dank aan Hein Buiteweg, *De laatste tempo doeloe*, Servire,

Den Haag, 1964. Digitized by the University of Pretoria, Library Services

DIE NZASM EN DIE OOS-INDIESE SPOORWEE

deur C. de Jong

As ons kyk na die hoë viadukte en lang tunnels van die NZASM-se Oosterlyn in Oos-Transvaal en dink aan die vlak en gelyk landskap in Nederland sonder berge en klowe, wonder ons hoe die Nederlandse ingenieurs dié spoorwegwerke so deeglik en duursaam kon bou. Die verklarings van hul prestasies is die volgende:

- (1) Die NZASM het nie slegs Nederlandse bou-aannemers soos Van Hattum & Co met ervaring in Oos-Indië nie, maar ook buitelandse met veel ervaring in bergland in diens geneem. Onder hulle was die Britse aannemers E. Warren en W. Royce wat saam spoorweë in die Kaapkolonie aangelê het en die vyfboogbrug en tunnel tussen Waterval-Onder en Waterval-Boven gebou het. Die spoorbrug oor die Apiesrivier by Pretoria wat in 1984 verder afgebreek is, was die werk van die Nederlandse aannemer J.M. Mante.
- (2) Sommige NZASM-ingenieurs het opleiding en ervaring in spoorwegaanleg en -eksploitasie in Europese berglande verwerf. Talle spoorwegdeskundiges het in die 19de eeu in die buiteland gestudeer en gewerk, veral dié op die Europese vasteland. Voorbeelde by die NZASM is die besturende direkteur in Transvaal, G.A.A. Middelberg,¹ en die hoof van die NZASM se werkwinkel in Pretoria, die Sweed, ingenieur A.C.H. Uggla. Middelberg is opgelei in Switserland en Duitsland en het in Duitsland, Brittanje en België by spoorweë en fabriekse gewerk voordat hy 'n leidende betrekking by die Nederlandse spoorweë beklee het. Uggla is opgelei in Swede en Switserland en het in Swede gewerk voordat hy 25 jaar oud as hoof van die NZASM se werkwinkel benoem is.²
- (3) Verskeie NZASM-ingenieurs het baie ervaring by spoorwegaanleg en -eksploitasie in die berglande van Nederlands Oos-Indië opgedoen. Dié feit verdien meer aandag as wat dit tot dusver gekry het. Hulle het pioniers van spoorweë op die bergagtige Java en Sumatra geword. Van die drie konsessionarisse in Nederland wat in 1884 die derde Transvaalse deputasie belowe het om die Oosterlyn van Komatipoort na Pretoria aan te lê, was twee groot manne uit Oos-Indië. Die eerste was Dirk Maarschalk (1829-1886),³ pionier van die spoorwegaanleg deur die Staat op Java in 1878-81. Die tweede was Johannes Groll (1825-85),⁴ pionier van die telegraafaanleg deur die Staat op Java en in 1871 en volgende jare hoof en saneerder van die Staatspoorweë in Oos-Indië. Die derde was Rudolf Willem Jan Cornelis van den Wall Bake (1843-1910);⁵ hy het in Nederland en nie in die buiteland gewerk nie. Groll is reeds in 1885 oordele en Maarschalk in 1886. Maar Bake, die eintlike stigter van die NZASM op 21 Junie 1887, het spoedig na hul dood as medekonsessionaris en medebestuurder Ir. J.L. Cluysenaer (1843-1932)⁶ gevind. Laasgenoemde

is te beskou as die belangrikste verbindingsfiguur tussen die NZASM en die Oos-Indiese spoorweë. Hy was 'n onrustige, maar heel bekwame tegnikus, organisator en skrywer. Hy is opgelei in die tegniese akademie te Delft en het gewerk by die uitbreiding van die Staatspoorweë in Nederland en as onderwyser voordat hy na Oos-Indië vertrek het. Daar het hy in 1873-76 die toekomstige spoorlyn van Padang en Emmahaven na Fort de Kock en die Ombilin-steenkoolmyn op Wes-Sumatra opgemeet en beplan. Terug in Nederland het hy sy werk vir dié lyn in die steil bergland voortgesit en herbeplan, onder meer 'n lang tandradtrajek voorgestel. Die lyn is volgens sy hersiene ontwerp in 1887-94 aangelê. Vermoedelik het sy ervaring gehelp by die aanleg van die tandradspoor op die Oosterlyn.

As mededirekteur van die NZASM het hy in 1888-90 in Transvaal gebly. Sy Indiese ervaring was daar ongetwyfeld bruikbaar. Die Staatspoorweë in Nederland het hom in 1890 gevra om die leiding daarvan te neem en hy het daarheen teruggekeer, maar hy het mededirekteur van die NZASM gebly. Hy het na 1890 die grootste spoorwegdeskundige in Nederland geword, mede danksy sy vermoë om kennis oor te dra en sy lang lewe.

Hy het verskeie van sy medewerkers in Oos-Indië in diens van die NZASM geneem, met name R.A.J. Snethlage, C. Groll en J.F. van Ysendijke. Snethlage het hom voorgestaan na Transvaal, maar spoedig sy ontslag gevra, en Ysendijke het reeds in 1888 aan malaria beswyk.

'n Foto van die groot en hoë viaduk op die lyn van Batavia (nou Jakarta) na Bandoeng deur die Preanger-bergland op Wes-Java is by hierdie aantekening afgedruk onder die foto van die vyfboogbrug tussen Waterval-Boven en Waterval-Onder. Die twee bouwerke is bewyse van die kundigheid van die Nederlandse ingenieurs en hul bou-aannemers.

Interessant is dat spoedig na die gedwonge beëindiging van die NZASM se bedrywighede in Suid-Afrika deur die Britse verowering in 1900 en die uitsetting van NZASM-personeel deur die Britte uit Suid-Afrika verskeie van sy personeelslede in diens van die spoor- en tremweë in Oos-Indië getree het. P.J. van Winter, die skrywer van die NZASM se geskiedenis, berig daaroor: "Velen (van het NZASM-personeel) hadden inmiddels een nieuwen werkkring gevonden, veelal bij de Maatschappij tot Exploitatie van Staatsspoorwegen (in Nederland) en bij de verschillende spoor- en tramwegen in Nederlandsch-Indië."⁷ Hulle was in Oos-Indië baie welkom. Van die leidende personeel noem ek Ir. Th. Steinmetz wat pionier van die Oosterlyn vanaf die begin was en oor die NZASM in die oorlog 1899-1902 gepubliseer het, en G.A.A. Middelberg se oudste seun Marthinus. Laasgenoemde het in Junie 1900 Transvaal verlaat om 'n betrekking by 'n aardoliemaatskappy in Roemenië te aanvaar. In 1902 het hy oorgegaan na die Nederlandsch-Indische Spoorweg-Maatschappij op Java. Hy het daar uitstekende werk verrig en is op 2 Desember 1925 te Bandoeng ontydig aan tifus oorlede.⁸ Hy het die voortreflike naam van sy vader as spoorwegdeskundige hooggehou. Ook laer personeel van die NZASM het in Oos-Indië gewerk, moontlik Daniël Pitton ("Oom Daantje") wat uit Tjepoe op Oos-Java oor sy belewenisse by die aanleg van die Oosterlyn in die "*Hollands Weekblad voor Zuid-Afrika*" van 1937 berig het.

Ir. Middelberg se opvolger as direkteur in Transvaal was Ir. J.A. van Kretschmar van Veen. Tot die likwidasië van die NZASM in 1907 het hy direkteur gebly en daarna in diens van die Staatsspoorwag in Nederland getree. Na sy aftrede as besturende direkteur in 1921 het hy in 1923 direkteur en voorsitter van die Deli-Spoorweg-Maatschappij op Sumatra geword. Hy het Java en Deli tweemaal besoek. Sy biograaf deel mee: "Buitengewoon heeft de Deli-Spoorweg-Maatschappij geprofiteerd van zijn rijke ervaring en leiderschappen".*

Die oordrag van kennis en ervaring van spoorweë van Oos-Indië na Suid-Afrika in die 19de eeu het dus vroeg in die 20ste eeu plekgemaak vir oordrag in omgekeerde rigting. Dit kan van belang wees om verder in te gaan op die betrekkinge tussen spoorwegaanleg en -eksploitasie in Nederlands Oos-Indië en Suid-Afrika.

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Einde van die bydraes oor die NZASM.

DIE KONINGIN-WILHELMINABOOM HERPLANT

deur C. de Jong

Van 31 Augustus tot 6 September 1898 was daar nie slegs in Nederland en sy kolonies nie maar ook in Suid-Afrika groot fees ter ere van die 18de verjaardag van Prinses Wilhelmina en haar troonsbestyging op 6 September - geen kroning nie, want die Nederlandse koning of koningin word nie gekroon nie, maar ingehuldig. In Pretoria was dit die laaste openbare fees voor die uitbreek van die Anglo-Boere-oorlog op 11 Oktober 1899. Die regering van die Zuid-Afrikaansche Republiek (ZAR) het 31 Augustus 1898 tot openbare vakansiedag uitgeroep en op alle owerheidsgeboue die Vierkleur laat waai. Op die begrafenisdag van dieselfde vorstin 8 Desember 1962 het op alle owerheidsgeboue in die Republiek Suid-Afrika die landsvlag halfstok gewaai as teken van rou - 'n unieke kompliment aan 'n buitelandse vors gebring.

Op 31 Augustus 1898 is in die Stadspark van Pretoria - ook die Burgerspark na president T.F. Burgers genoem - 'n Koningin-Wilhelminaboom geplant, soos ook elders in Transvaal, naamlik te Springs, en in Nederland, onder meer te Rijnsburg by Leiden, gedoen is. Die boom was 'n "oranjeboom" of soetlemoenboom omdat sy oranjevrugte herinner aan die wapenkleur van die vorstehuis van Oranje-Nassau. Die boompie is geplant deur die dogtertjie van die Nederlandse konsul-generaal in die ZAR, F.G. Domela Nieuwenhuis. Die boomplanting was deel van die groot fees in die Stadspark waarop Ir. G.A.A. Middelberg, direkteur van die Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM), as voorsitter van die feeskommissie die feesrede uitgespreek het.

Om die boompie is 'n mooi bewerkte hek van smeedyser geplaas. Dit was waarskynlik gemaak in die werkwinkel van die NZASM te Pretoria, waar die personeel van alle markte tuis was. Die hek dra 'n skild met die opskrif: Koningin Wilhelminaboom - 31 Augustus 1898. By die oorskilder van die hek in Oktober 1986 het die vier hoofletters W van Wilhelmina in geelkoper weer duidelik tevoorskyn gekom.

Dit het met die Wilhelminaboom in ons stad op en af gegaan, net soos in die lewe van die koningin en in die betrekkinge tussen Suid-Afrika en Nederland, waarvan die boom as simbool gedien het. Die boom het hoog opgegroeï en in die jare 20 doodgegaan. Hy is toe deur 'n naartjieboom vervang, moontlik omdat dit langer sou leef. Maar ook hierdie boom het gekwyn: dit was in die afgelope 25 jaar slegs 'n armsalige plant. Dit het nie gedy nie weens die ongunstige plek tussen hoë bome wat veel sonlig wegneem. Daarom het die hoof van die Parke-afdeling van die Stadsraad in 1986 voorgestel om 'n nuwe boom te plant en tewens die hek na 'n beter plek midde in die park te verplaas, weg uit die afgeleë hoek waar die eerste boom gewortel het.

So het dit gebeur. Die hek is oorgeskilder en verskuif na 'n oop plek teenoor die standbeeld van die Skotse soldaat. Op die plek waar boom en hek gestaan het, sal 'n betonplaat met inskrif die oorspronklike plek aandui. Op Saterdag 15 November 1986 het die burgemeester van Pretoria, Raadslid Steyn van der Spuy, amptelik binne die hek 'n nuwe, jong boom - weer 'n soetlemoen-

boom - geplant. Uit die amptelike aard van die herplanting blyk dat die Stadsraad van Pretoria die herinnering aan Koningin Wilhelmina in ere wil hou.

Die uitnodiging na die herplantingsplegtigheid het uitgegaan van die voorsitter van die Skakelraad vir Nederland- en Vlaandere-gerigte verenigings, Mnr. Willem Punt, wat die burgemeester ingelei het. Aanwesig was 70 tot 80 persone wat verskeie organisasies verteenwoordig het, onder meer die Historiese Pretoriase Vereniging (Genootskap Oud-Pretoria). Die aanwesige lede hiervan was op hul jaarlikse bustoer ter afsluiting van die jaar waarop belangrike ingesetenes van ons stad vereer word. Na die plegtigheid is die aanwesiges in die musiektent by die kiosk onthaal op tee en appelgebak.

Op 30 Augustus 1980 is 'n byeenkoms by die voorgaande Wilhelmina-boom gehou ter herdenking van haar geboortedag 100 jaar tevore. Daarop het onder andere die burgemeesters van Pretoria en Verwoerdburg en die waarnemende voorsitter Dr. N.A. Coetzee die woord gevoer. 'n Verslag van dié byeenkoms is opgeneem in *Pretoriana* No. 80 van November 1980 en in die brosjure *Ek sal handhaaf*, saamgestel deur C. de Jong in opdrag van die Stigting Jan van Riebeeck (Suid-Afrika).

Mag die herplante Koningin-Wilhelmina-boom op sy beter plek groei en vrug dra as simbool van toekomstige verbeterde betrekkings tussen Suid-Afrika en die vroeëre stamland Nederland!

Toespraak van die burgemeester van Pretoria, Raadslid Steyn van der Spuy, tydens die boomplantseremonie - die herplanting van die Koningin-Wilhelmina-boom - in die Burgerspark op Saterdag 15 November 1986.

Die boom as sigbare kontaksimbool vir Pretorianers met die Zuid-Afrikaanse Republiek-tyd en die bande met die ou stamland Nederland, wat vandag nog ondanks die politiek bestaan.

Meneer die Voorsitter van die Skakelraad vir Nederland- en Vlaandere-gerigte verenigings, Mnr. Willem Punt; en die voorsitters en verteenwoordigers van die Genootskap Oud-Pretoria, die Stigting Jan van Riebeeck, die Afrikaans-Nederlandse Werkgemeenskap, die Nederlandsche Vereeniging te Pretoria, die Nederlands Cultuurhistorisch Instituut, die Genootskap Nederland – Suid-Afrika, die Federasie van Nederlandse verenigings, die Maatskappy vir Europese Immigrasie, die Pretoriase Africana-Vereniging, en ander belangstellendes, Dames en Here,

Pretoria is alom bekend vir sy historiese bome wat die bande met die verlede behou, en natuurlik vir sy lowerrykheid - vandaar die toekenning as eerste lowerstad in die land in 1984. Dink maar aan die bekende Wonderboom, die wêreldbekende jakaranda's en dan veral die geskiedkundige bome wat juis hier in Burgerspark aangeplant is. Hier is onder andere die 'akkerboom ter herdenking aan die bewind van Koningin Victoria en vanselfsprekend die Koningin-Wilhelmina-Gedenkboom: die lemoenboom wat die simbool is van die Huis van Oranje, 'n simbool wat hom herhaal in die embleem van die Oranje-Vrystaat en in ons Landswapen.¹ Ons is trots op ons verlede en deur die simbole te bewaar



Die herplanting van die Koningin-Wilhelminaboom binne die herplaaste hek om die voorgaande boom in die Burgerspark te Pretoria op Saterdag 15 November 1986. Links die burgemeester van Pretoria, Stadsraadslid Steyn van der Spuy, regs Mnr. J. Aves, Stadsparker-Afdeling.

Foto: T.E. Andrews



Van links na regs: Willem J. Punt, ondervoorsitter; Stadsraadslid Mnr. Steyn van der Spuy, burgemeester van Pretoria; Dr. N.A. Coetzee, voorsitter van die Pretoriase Historiese Vereniging, voor die hek rond die pas herplante Koningin-Wilhelminaboom in die Burgerspark op 15 November 1986.

Foto: Frik Dreyer

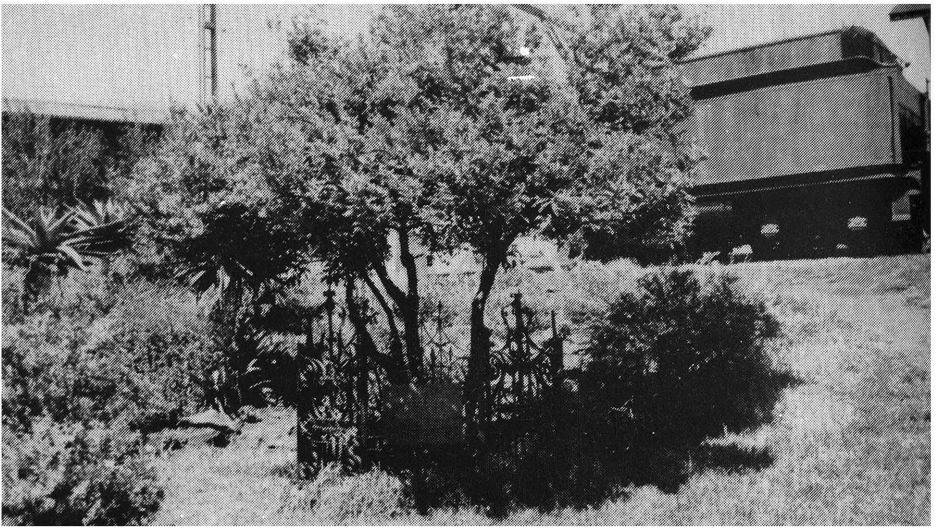
en te eerbiedig toon ons aan die wêreld dat ons nie skaam is oor ons herkoms nie. Die aanplant van 'n boom dui, afgesien van sy gebruikswaarde, ook op verbintenisse wat die mens met sy verlede, hede en toekoms aangaan. 'n Boom is 'n sigbare teken, 'n verbintenis wat die nageslag met sy verlede aaneenskakel en in baie gevalle oorleef die boom die mens, dus skakel hy geslag aan geslag aan mekaar.

So het Pretoria deur middel van die Wilhelminaboom 'n skakel met die ou stamlande en die Zuid-Afrikaansche-Republiek-tyd. Dit strek terug tot 13 Mei 1898 toe Mnr. Gerrit Middelberg, voorsitter van die hoofkomitee van die kroningsfees² en hoofdirekteur van die Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM), 'n versoek tot die Burgersparkkomitee³ gerig het om 'n gedenkboom in Burgerspark te plant by geleentheid van die troonsbestyging van Haar Majesteit Koningin Wilhelmina as koningin van die Nederlande.

Op Woensdag 31 Augustus 1898 het die dogter van die Nederlandse konsul-generaal Mnr. F.G. Domela Nieuwenhuis 'n lemoenboom in die Park geplant. Ongelukkig het die boom van Oranje mettertyd begin kwyn.⁴ Talle pogings is deur die jare aangewend om sy lewe te verleng. Onder andere het Mnr. Jack Repton, 'n voormalige Direkteur van parke en ontspanning, verskeie onderstamme van die sterk groeiende Cape-Bough-suurlemoen op die ou boom geënt. Die Gedenkboom het egter verdere tekens van agteruitgang getoon en Mnr. Jimmy Aves, afgetrede Direkteur en tans in beheer van Burgerspark, het Mnr. Jerry Vorster, die destydse stedelike skakelbeampte en ook sitrusboer, versoek om entings op sitrusonderstamme te doen. Hy het 'n takkie van die oorspronklike boom op die onderstam van 'n ander boom geënt en die dogterboom is in die middel-sewentiger jare sonder enige seremonie in Burgerspark geplant. Die dogterboom staan aan die oostekant van die paadjie, sowat 30 meter hiervandaan, en ek verneem dat die boompie ten spyte daarvan dat dit beskadig is, in die jongste tyd tekens van beter groei toon.

Die oorspronklike boom van Oranje wat afgesterf het, noodsaak vandag dat 'n nuwe lemoenboom aangeplant word om die band tussen Suid-Afrikanners - en spesifiek Pretorianers - en die stamland Nederland asook met die Zuid-Afrikaansche Republiek te herbevestig. Ek verstaan dat daar word gereken dat die Gedenkboom tog nooit 'n ware lemoenboom was nie, maar jou waarlik 'n suurnaartjie, of aldus so lui die gerug. Ek wil die hoop uitspreek dat ons vandag hier 'n soetlemoenboom as simbool van goeie verhouding met die verlede en die toekoms plant.

Môre, 16 November, 137 jaar gelede is Pretoria amptelik gestig. Dit is gepas dat ons nie net Pretoria se stigtingsdatum so sal onthou nie, maar ook ons Nederlandse vriende en familie. Dit is nou vir my 'n besondere genoeë om oor te gaan tot die planting van die nuwe Wilhelminaboom hier in Burgerspark. Mag die lemoenboompie groei en sterk word en sodoende die bande tussen ons lande op dié simboliese wyse weerspieël!



Die Koningin Wilhelminaboom by die spoorwegstasie te Springs aan die Witwatersrand, wat op 31 Augustus 1898 geplant is.
Foto: Robert C. de Jong 1983



Die Koningin Wilhelminaboom in die dorp Rijnsburg by Leiden in Nederland. Dit is 'n Europese loofboom wat in 1898 geplant is.
Foto: C. de Jong 1982

Aantekeninge van die redakteur

1. Volgens prof. M.C. van Schoor van die Universiteit van die Oranje-Vrystaat te Bloemfontein is die boom in die wapenskild van die Oranje-Vrystaat geen lemoenboom nie, hoewel dit in die 19de eeu 'n tyd lank met lemoene as oranjeboom versier is; die kunstenaar wat die wapenskild omstreeks 1890 gemaak het, het naamlik gedink dat dit 'n lemoenboom was in verband met die naam van die Oranje-Vrystaat. Die oorspronklike boom is 'n olienhoutboom of 'n ander soort.
2. Die benaming kroningsfees is onjuis omdat die Nederlandse koning of koningin nie gekroon nie maar ingehuldig en ingesweer word deur verteenwoordigers van die volk. Dit is een van die republikeinse trekke van die Nederlandse monargie wat voorheen 'n republiek was.
3. Die Burgerspark het die naam van president T.F. Burgers in 1894 gekry. Voorheen het dit die Stadspark geheet.
4. Die boom wat in 1898 geplant is, het hoog opgegroeï maar in die jare 20 gesterf. Dit is vervang deur 'n naartjieboom of 'n verwante sitrussoort wat weggekwyn het en op 15 November 1986 vervang is deur 'n lemoenboom op 'n ander plek in die park.



Lede van die Pretoriase Historiese Vereniging byeen vir kransleggings op die graf van Dr. W.H.J. Punt, medestigter van die Vereniging, op 15 November 1986. Die voorsitter Dr. N.A. Coetzee hou 'n kort toespraak.

Foto: T.E. Andrews

EERBEWYS AAN DR. W.H.J. PUNT

Dr. Willem H.J. Punt is die nemer van die inisiatief tot stigting van die Pretoriase Historiese Vereniging - ook die Genootskap Oud-Pretoria genoem - in 1948 en mede-oprigger van die Vereniging se tydskrif *Pretoriana* waarvan No. 91 nou verskyn het. *Pretoriana* No. 81 van Julie 1981 bevat sy lewenskets en verslag van sy begrafnis, *Pretoriana* No. 84 van Julie 1983 is 'n besondere uitgawe wat aan hom gewy is.

Die bestuur het in 1986 op sy grafsteen op die begraafplaas aan die Rebekkastraat in Pretoria-Wes die opskrif

Stigter Genootskap Oud-Pretoria

laat aanbring. Op 15 November 1986 het lede van die Vereniging volgens jaarlikse gebruik een van Pretoria se verdienstelike inwoners geëer deur 'n besoek aan Dr. W.H.J. Punt se graf af te lê. Hulle het kennis van die nuwe opskrif geneem en 'n paar blomkranse neergelê. Die voorsitter Dr. N.A. Coetzee het in 'n kort toespraak Dr. Punt se verdienstes vir die Vereniging gememoreer. 'n Groot aantal lede van die talryke familie Punt was aanwesig, onder wie kinders, aangetroude kinders en kleinkinders en sy eggenote. Dit was ook die verjaarsdag van Dr. Punt se oudste seun Willem jr., ondervoorsitter, en familiedag vir die familie Punt.



Die familie Punt byeen voor die grafsteen van Dr. W.H.J. Punt op die begraafplaas aan die Rebekkastraat in Pretoria-Wes op 15 November 1986 na kransleggings deur die Pretoriase Historiese Vereniging en die familie Punt - van links na regs: Mev. Rita Punt (getroud met Mnr. Jan Punt) - Mev. Martie Punt (getroud met Mnr. W.J. Punt) - Mnr. Jan Punt - Mev. Phyllis Punt (getroud met wyle Dr. W.H.J. Punt) - Mnr. W.J. Punt - Mej. Marcelle Punt - Mev. Alison Punt - Mej. Jeanine Punt - dr. Anton Punt - Willem Adriaan Punt - Willem Jacobus Punt Jr. - Mev. Christine Gerber geb. Punt.



Grafsteen van Dr. W.H.J. Punt, 1900-1981, op die begraafplaas aan die Rebekkastraat in Pretoria-Wes. Die inskrip "Stigter Genootskap Oud-Pretoria 1948" is in 1986 bygevoeg volgens die wens van die Genootskap se bestuur.
Foto: Frik Dreyer

MOONTLIKE VOORBEELDE VAN REISACHER SE SKILDERYE VAN DIE TWEDE ANGLO-BOERE-OORLOG 1899-1902 (3)

deur C. de Jong

Derde skildery: Die slag op die Spioenkop

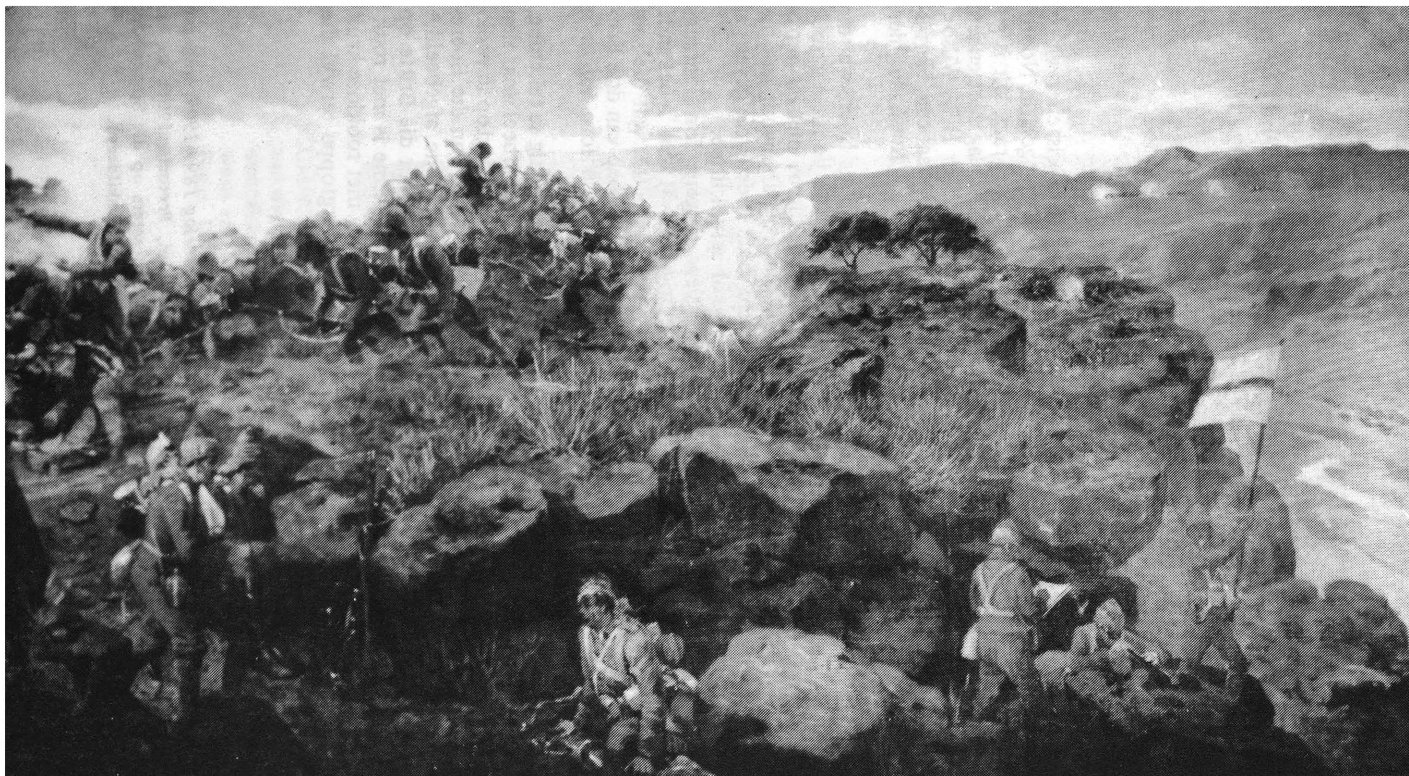
Die voorbeeld van die Duitse oorlogskilder Sylvester Reisacher vir sy groot skildery van die bekende slag op die Spioenkop by die Tugela in Noord-Natal op 24 Januarie 1900 is moontlik die tekening van Frank Craig. Dit is gemaak volgens 'n skets van 'n Britse offisier wat miskien aan die slag deelgeneem het. Dit is 'n bekende tekening en gereproduseer in onder meer H.W. Wilson, *With the flag to Pretoria, A history of the Boer War 1899-1900*, deel een, Harmsworth Brothers, Londen 1900, p. 299. Ek vind dit moontlik dat Reisacher hierdie bekende, ruim geïllustreerde werk van vyf dele gebruik het.

Reisacher se werk toon die stormloop van die Britte op die Boere wat die noordhelling van die Spioenkop beklim en skuiling agter 'n rantjie links gesoek het. Die skilder beeld ook hier die Britse soldate in groepe dig by mekaar in opmars of in aanval af. Hulle is blootgestel aan die geweer- en kanonvuur van die Boere wat hulle afmaai. In werklikheid het die Britte selde tydens die geveg gestorm en meestal skuiling gesoek in ondiep loopgrawe of agter klippe.

Opvallende gestaltes op die skildery is die offisier - volgens Ton Hennings met rede aangedui as kolonel Crofton van die elfde brigade¹ wat met 'n bekende gebaar sy manskappe vorentoe na die vyand wys, die trompetter wat die sein tot die aanval blaas, en regs op die voorgrond 'n interessante groep van drie Britse seiners, waarvan een 'n seinvlag hanteer. H.W. Wilson het 'n foto van so'n seiner met vlag opgeneem in deel een, p. 303.

Die opvallende figure van Reisacher se werk ontbreek op Craig se tekening. Daar is die volgende ooreenkomste. Op die voorgrond van albei afbeeldings sien ons die wegdra van Britse gewondes. Op albei afbeeldings is die bergtop in rookwolke van ontploffende granate gehul. Die granate is afkomstig van die Boerekanonne, deur die skilder regs op die agtergrond met rookpluime afgebeeld.² Dié geskut was op die Aalwynkoppie (Aloe Hill) opgestel en het die Britte op die Spioenkop met dodelike noukeurigheid beskiet. Die kanonne is met rookpluime ook regs op Craig se tekening aangedui, hoewel hulle met rooklose kruut geskiet het. Die vroeë moreelg beskyn stemmingsvol die bergtoppe terwyl die agterkant daarvan nog in die skaduwee lê.

1. Ton Hennings, *Vyf Skilderye oor die Tweede Vryheidsoorlog 1899-1902*. uitgegee deur die Nasionale Kultuurhistoriese en Opelug-Museum, Pretoria 1976, p. 11. Kolonel M.E. Crofton was in bevel van die Royal Lancasters op die Spioenkop.
2. Hennings skryf op p. 11 regse kolom per vergissing links (op die skildery).



Skildery van die Duitse oorlogskilder Sylvester Reisacher van die geveg op die Spioenkop in Noord-Natal op 24 Januarie 1900, aanwesig in die Nasionale Kultuurhistoriese en Opelug-Museum (NASKO) te Pretoria.

Foto: NASKO



THE SCENE ON SPION KOP—MAJOR THORNEYCROFT'S DESPERATE SITUATION.

Drawing by Frank Craig from a Sketch by a British Officer.

Bekende tekening van Frank Craig volgens 'n skets van 'n Britse offisier van die geveg op die Spioenkop op 24 Januarie 1900. Die stryd is nie met stormlope gevoer soos afgebeeld is nie, maar vanuit loopgrawe en klipverskandings.

Bronne: H.W. Wilson, *With the flag to Pretoria*, deel 2, Londen 1901, en Louis Craig, *South Africa and the Transvaal War*, deel 3, Edinburgh 1900, teenoor p. 116.



**Mr. Dr. Horace Hugo Alexander van Gybland Oosterhoff,
1887-1937, stryder vir God, die Nederlandse Ryk en Oranje**

**TER HERDENKING VAN DR. H.H.A. VAN GYBLAND OOSTERHOFF,
SKENKER VAN DIE ORANJEVERSAMELING IN DIE
UNIVERSITEIT VAN PRETORIA**

deur C. de Jong

Die Universiteit van Pretoria (UP) bewaar 'n versameling voorwerpe en dokumente betreffende die Nederlandse vorstehuis van Oranje-Nassau. Ek vermoed dat dit die grootste versameling oor Oranje buite Nederland is - stellig die grootste op die Suidelike halfrond. Dit is byeengebring deur 'n Nederlander, Dr. Horace Alexander van Gybland Oosterhoff, deur hom aan die Universiteit van Pretoria bemaak en later deur sy suster Louise uitgebrei. Hy was 'n groot vriend van Suid-Afrika en het ons land in 1932 besoek. Daarom herdenk ons in 1987 sy geboortejaar, 100 jaar gelede.

Hy is gebore te Salatiga op Java op 26 Mei 1887. Hy was 'n seun van Wybe Jacobus van Gybland Oosterhoff en Diane Susanne Frédérique Neys. Sy vader was 'n Fries, gebore te Marssum in Friesland op 26/1/1842, geneesheer en offisier van gesondheid in die Koninklijk Nederlandsch-Indische Leger (KNIL). Hy het gedien in Tjilatjap op Java, Kota Radja in Atjeh, Salatiga op Java en Batavia. Hy was ridder in die Militaire Willemsorde 4de klas - die hoogste militêre onderskeiding in die Nederlandse kolonies uitgereik. Hy is na 'n eervol loopbaan in 1890 gepensioneerd en het hom met sy gesin in Nederland gevestig. Hy is op 8 April 1923 in Den Haag oorlede. Hy het in Tjilatjap in 1876 met Mejjuffrou Neys getrou. Sy is in 1854 te Kediri, Java, gebore. Van hul drie kinders het Horace en Louise volwasse geword.¹

Hoewel Horace se moeder geen Friesin was nie, was sy aard Fries. Die Friese is die Skotte van Nederland en staan bekend om hul energie, uitgesproke oortuigings en intense Friese en/of Nederlandse nasionalisme. Talle Friese het leidende betrekkinge in Nederland en sy kolonies beklee en dit is nog die geval in Nederland. Ek reken tot hulle ook Oosterhoff.

Hy het die gimnasium in Haarlem besoek en regte in Amsterdam en staatswetenskap in Utrecht gestudeer. Ná sy eerste doktoraat op 26 Januarie 1909 in Amsterdam word hy amptenaar in die afdeling Arbeid van die Ministerie van Landbou, Nijverheid en Handel in Den Haag. Hy verwerf sy tweede doktorstiel in Utrecht op 23 Mei 1911.²

In Augustus 1914 breek Wêreldoorlog I uit. Hy is benoem tot adjunksekretaris en feitlike beheerder van die Koninklijk Nederlandsch Steuncomité, 'n amp telike hulporganisasie. Hy was te ondernemingslustig om staatsamptenaar te bly en het in Junie 1916 werknemer van die Bataafsche - later Koninklijke - Petroleum-Maatschappij, wat met Shell saamgesmelt het, geword. In opdrag van die Maatschappij het hy in 1916-17 'n wêreldreis gemaak en daarop die regering van Nederlands Oos-Indië oor 'n nuwe mynwet geadviseer. In 1918 het hy hoof van die afdeling Algemene Zaken en private sekretaris van Dr. Hendrik Colijn geword. Colijn was direkteur van die "Koninklijke" (KPM) en later minister en eerste minister namens die grootste Protestantse party, deur Dr. Abraham Kuyper gestig.³ Oosterhoff het saam met Cornelis Plokhooij, oudstryder uit die Anglo-

Boere-oorlog en later joernalis in Pretoria,⁴ en nog vier medestanders⁵ in November 1918 in Den Haag 'n aksiekomitee teen rewolusionêre agitاسie van die sosialiste gestig. Hulle het die plaaslike Landstorm (milisie) opgeroep. Die resultaat was 'n massale betoging om die gesag van koningin Wilhelmina te steun.

Die KPM het hom in 1920 tot bestuurder van sy dogtermaatskappy "La Corona" in Mexicostad benoem. Hy het vier baie interessante jare in Mexiko deurgebring. In 1924 keer hy na Nederland terug en word hy sekretaris van die Ondernemersraad van Suriname (in Nederlands Wes-Indië) en voorsitter van die Nederlands-Mexicaanse Kamer van Koophandel - funksies wat hom nie voltyds besig gehou het nie. Hy was in 1924-25 medestigter van die Fakulteit vir Indologie (studie van Nederlands Oos- en Wes-Indië) in die Universiteit van Utrecht. Dit is die "olie-fakulteit" genoem omdat die KPM dit gesubsidieer het as teenwrig teen die fakulteit vir Indologie in Leiden wat "eties" was en Oos-Indië los van Nederland wou maak. Oosterhoff is benoem tot sekretaris van die olie-fakulteit en was die stukrag daarvan.

Sy uitgesproke regse, nasionalistiese, koningsgesinde en antisosialistiese oortuiging het hom in die politiek gebring. Hy was een van hulle wat in 1920-40 glepuit het vir versterking van die nasionale gees, die monargale gesag en die bande met die kolonies. Hy was medestigter van die weekblad *De Rijkseenheid* wat vanaf Oktober 1929 verskyn het en waaraan hy veel bygedra het. Hy was aktiewe lid van die regs-Protestantse party die Christelijk-Historische Unie.

Die jare 1918-1939 was woelige jare in die oënskynlik kalm Nederland. Die sosialisme en denasionalisering het veld gewen. Reaksies daarteen was die beweging vir Rijkseenheid en die fascisme. Die Groot Depressie het swaar getref en omvangryke werkloosheid veroorsaak. Die dreiging van Hitler-Duitsland teen Nederland en van Japan teen Oos-Indië het akuut geword. In Nederland en sy kolonies het linkse woelinge voorgeval.⁶ Om daarteen wal te gooi is in Februarie 1933 die Verbond voor Nationaal Herstel gestig. Oosterhoff was medestigter. Die Verbond het vanaf Maart 1933 die tydskrif *Nationaal Herstel* gepubliseer. Oosterhoff was hoofredakteur en die stukrag daarvan. Die Verbond het deelgeneem aan volksraadsverkiegings in 1933 en in 1933-37 een setel gehad. Daarna het die kiesers bevrees vir uiters regse bewegings geword en die Verbond se volksraadslid nie herkies nie. Die Duitse besetter van Nederland het die Verbond op 31 Oktober 1940 ontbind.

Oosterhoff het buite die Parlement gebly. Hy het ook deelgeneem aan die internasionale bestryding van die kommunisme. Hy was 'n warm voorstander van die Groot-Nederlandse gedagte en die Dietse stamverwantskap. Hy het die Afrikaners as lede van Groot-Nederland en van die Dietse stam beskou, oor die geskiedenis van Suid-Afrika gelees, onder meer die populêre jeugverhale vol Boerehelde van Louwrens Penning, en graag 'n reis na Suid-Afrika onderneem. Hy het in 1932 'n verslag van dié reis gepubliseer en ek sal straks daarop terugkom.

Hy sterf op 21 Januarie 1937 plotseling, 50 jaar oud, aan buikvliesontsteking. Sy talle vriende het sy dood diep betreur en hy is met baie groot belangstelling ter ruste gelê op die begraafplaas Oud Eik en Duinen by Den Haag. Hy het naamlik na sy terugkeer in Nederland by sy moeder en suster op Stad-

houderslaan 2 in die hofstad gewoon. Hy was nooit getroud nie.

Sy vriende het hom in hul nekrologie⁶⁷ wiskragtig, baie aktief, opreg, somtyds bruusk en ondiplomatiek maar nie haatdraend nie, ietwat seunsagtig en 'n Christen met eenvoudige geloof genoem. Sy sinspreuk was "Christus solus mea rupes - Christus alleen is my rots". Hy was 'n onvermoeide stryder vir God, Groot-Nederland en Oranje.

Hy het volgens sy vriende te vroeg gesterf, maar sy vroeë dood het hom waarskynlik oorstelpende ellende bespaar. Hy het nie die Duitse besetting van Nederland 1940-45, die Japane besetting van Nederlands Oos-Indië 1942-45, die bloedige opstand van die Indonesiese nasionaliste ná die oorgawe van Japan en die verlies van Oos-Indië deur die erkenning van die republiek Indonesië in 1949 beleef nie. Dit alles sou hom hewig aangegryp het. Hy sou waarskynlik 'n leidende plek in die ondergrondse verset teen die Duitsers ingeneem en moontlik deur hulle tereggestel geword het.

Oosterhoff se besoek aan Suid-Afrika

Hy het tydens sy reis deur Suid-Afrika daarvoor berig in briewe wat in sy blad *De Rijkseenheid* afgedruk is en wat onder die titel *Indrukken van een reis naar Zuid-Afrika* in 1933 deur C. de Boer Jr. in Den Helder uitgegee is.

Hy het met die Edinburgh Castle op 6 Julie 1932 te Kaapstad aangekom en was daar gas van oudminister Senator F.S. Malan. Hy het die Algemeen Nederlands Verbond toegesprek oor die gevaar van die bolsjewisme (soos die kommunisme van die USSR toe genoem is) vir Suid-Afrika met sy groot gekleurde bevolking.⁶⁸ Met Jonkheer van Lennep, sekretaris van die Nederlandse gesantskap in Suid-Afrika, het hy per outo oor Stellenbosch langs die kus na Durban en oor Newcastle en Heidelberg na Pretoria gery. Hier was hy die gas van Dr. Lorentz, die Nederlandse gesant. Hy het 13 dae in Rhodesië deurgebring en noem die Victoriawaterval een van die sewe wonders van Suid-Afrika. Terug in Pretoria het hy lesings oor die bestuur van Nederlands Oos-Indië in die Universiteit van Pretoria gegee en daar die in 1931 gestigte Nederlands Cultuur-historisch Instituut besoek. Die hoof daarvan, prof. M. Bokhorst, het hom daarvoor ingelig. Hy het gesprekke gevoer met die eerste minister J.B.M. Hertzog, generaal J.C. Smuts in sy huis te Irene, Mnr. J. Postmus, president van die S.A. Reserwebank, sy ou vriend C. Plokhooy en andere. Hy het die nedersetting van Nederlandse boere te Wonderfontein by Potchefstroom wat 'n paar jaar later ontbind is, Johannesburg en Bloemfontein besoek en by die Vrouemonument 'n blommekrans namens die Nederlandsch Nationaal Jongerenverbond gelê. Opvallend is die rus en vrede wat hy in die Unie en Rhodesië gevind het. Hy het die viering van koningin Wilhelmina se verjaardag in Pretoria bygewoon en saans per trein na die Kruger Wildtuin vertrek. Daar was sy metgesel Mnr. Albert Kuit, kommissaris van die S.A. Spoorweë en Hawens. Op 4 September het hy in Lourenço Marques skeepgegaan en deur die Suezkanaal na Europa gevaar.

Hy prys die grootse Natuur, sonskyn, sterrehemel, ruimte en wildrykdom in Suid-Afrika en sien daarin ooreenkomste met Mexico. Hy het die voorindus-

triële Suid-Afrika gesien. Hy noem vraagstukke wat toe brandend was, maar nou verdwyn het, naamlik die armblankevraagstuk (in 1932 op sy ergste), die goudstandaard (wat kort daarna prysgegee is), die agterstand van Afrikaners by Engelstaliges en die afskeiding van Natal van die Unie. Ander vraagstukke wat hy vermeld, is tans netso aktueel as destyds, te wete die swartes, droogte, waterskaarste en swaar ekonomiese depressie.

Hy verwys na die Hollanderhaat tydens die Zuid-Afrikaansche Republiek en die verdwyning daarvan ná die oorlog 1899-1902 (myns insiens verklaarbaar weens die opheffing van die Nederlanders se bevoorregte posisie in Transvaal). Dis verstaanbaar dat hy pleit vir die handhawing van die Nederlandse taal en kultuur in Suid-Afrika.⁹

Sy opvatting was dié van 'n regse politikus. Hy beskou die blankes as kundiger as die meeste gekleurde volke en pleit vir langdurige blanke bestuur van die kolonies en vir stadige voorbereiding van selfbestuur in Oos-Indië. Hy waardeer in hierdie verband die Bunga in Transkei. Die blankes het die kolonies ontwikkel en besit daarom die "auteursrecht" oor die kolonies en moet die gekleurd regverdig en billik bestuur. Hy beskou Suid-Afrika as 'n "blankenland", — hoewel die meerderheid van die bevolking daar gekleurd is, — omdat blankes die land ontwikkel het. Hy stem saam met generaal Hertzog se segragasiebeleid.

Sy opvatting behoort nou tot 'n vorige tydperk en sou in Nederland as reaksionêr en moontlik as dié van 'n rassis, fascis, kolonialis en imperialis beskou word. Ander tye, ander opvattinge. Maar sommige van sy menings was profeties, byvoorbeeld sy mening dat die kommuniste die gekleurd in Suid-Afrika sou aanspoor tot optrede teen die blanke oorheersing. —

'n Stigting is gevorm om sy nagedagtenis in ere te hou deur toekening van 'n goue erpenning vir prestasies wat die Groot-Nederlandse strewesou bevorder. Die penning is virsover ek weet eenmaal uitgereik.¹⁰ Vermoedelik het die Stigting in en na Wêreldoorlog II onaktief geword, ook omdat hy deur die meeste amper vergeet is.

Die Oranje-Nassauversameling in Pretoria

Hy het sy uitgebreide, unieke versameling oor die vorstehuis van Oranje-Nassau aan die Universiteit van Pretoria bemaak. Sy suster Louise het daarby in 1947 haar versameling "Oorlog en besetting in Nederland 1940-45" en in 1949 Horace se boekery oor Nederlands Oos- en Wes-Indië, deur haar aangevul met dokumente oor Indonesië in 1937-49, gevoeg. Haar aandag vir sy versameling bewys haar piëteit jeens Horace. Ook sy het nie getrou nie.

Sy talyke dokumente is geskenk aan die Algemeen Rijksarchief in Den Haag. Mnr. W.L.A. Roessingh van dié Argief het in 1975 'n uitvoerige inventarislys met 'n lewensbeskrywing van hom gepubliseer.¹¹

Die versameling in UP word beheer deur die Departement Afrikaanse en Nederlandse kultuurgeskiedenis. Dit omvat ruim 2300 nommers en talyke soorte voorwerpe, ten dele curiosa. Daaronder trek die 348 gedenkborde en ander voorwerpe van porselein, die gedenkpenninge en meubels die meeste aandag. Die dokumente in die versameling omvat talle prente en geleentheidsuitgawes.

Die inventarisering en ordening sal twee persone twee jaar besig hou.

'n Deel van die voorwerpe is by die volgende geleenthede uitgestal:

1948 by die 50-jarige regeringsjubileum van koningin Wilhelmina¹²

1980 in die Intersaal van die Ou Letteregebou, Universiteit van Pretoria, by die herdenking van koningin Wilhelmina se geboortejaar in 1880

1984 in dieselfde saal by die herdenking van die dood van Prins Willem I van Oranje in 1584

1986 weer in die Intersaal as inleiding van die geldinsameling om die Oranjeversameling blywend uit te stal.¹³

Die uitstallings in 1980 en 1984 is ingerig deur studente in museumkunde, 'n kursus wat deur prof. P.G. Nel van UP ingestel is, met medewerking van Robert C. de Jong, oudstudent van prof. Nel. Die uitstalling van 1984 is weer vertoon in die Randse Afrikaanse Universiteit in 1986 ter geleentheid van die stigting van Johannesburg 100 jaar gelede.

Die Oranje-Nassauversameling in UP is 'n waardevolle herinnering aan 'n toegewyde Nederlander en groot vriend van Suid-Afrika.

Verwysings (Met dank aan mej. Marie van Heerden, Dept. Afrikaanse en Nederlandse Kultuurgeskiedenis, UP).

1. *Nederlands Patriciaat*, jaargang 24, 1938, p. 222-223, met portret van H.H.A. van Gybland Oosterhoff. 'n Noot deel mee dat Wybe by Koninklijk Besluit van 8 Mei 1911 toestemming bekom het om die naam Van Gybland aan sy van Oosterhoff toe te voeg.
2. 'n Beknopte lewensbeskrywing van H.H.A. van Gybland Oosterhoff met bibliografie staan in *Biografisch Woordenboek van Nederland*, deel een, M. Nijhoff, Den Haag, 1979, p. 433-434.
3. Dit is die Anti-Revolutionaire Partij wat 'n paar jaar gelede saamgegaan het met die Christeljk-Historische Unie en die Katholieke Volkspartij in die Christeljk-Democratische Actie.
4. Kyk oor Cornelis Plokhooij die artikel van Dr. Jan Ploeger in die *Standard Encyclopaedia of Southern Africa*, en van P.W.A. Mulder in die *Suid-Afrikaanse Biografiese Woordeboek*, deel 4, Raad vir Geesteswetenskaplike Navorsing en Butterworth, Pretoria-Durban 1981, p. 165-166.
5. Een van die vier was Frederik Carel Gerretson, in 1918 as kollega van Oosterhoff as private sekretaris van H. Colijn aangestel, later professor in die koloniale geskiedenis van Nederland in die fakulteit Indologie te Utrecht, medestander in die Verbond voor Nasionaal Herstel en na Wêreldoorlog II regse politikus en Senator. Hy het talle historiese werke gepubliseer en was onder die skrywersnaam Geerten Gossaert een van die belangrikste Protestantse digters in ons eeu in Nederland; hy het Afrika-nerdigters, onder wie N.P. van Wyk Louw, kragtig beïnvloed.
6. In Nederland die oproer in die Amsterdamse volkswyk de Jordaan in Julie 1934, Suriname 1931 en 1933 en Oos-Indië 1932, waar die muitery op die kruiser "De Zeven Provinciën", gevolg deur aksie teen die muiters

- en hul oorgawe,voorgeval het.
7. *Kyk Nasionaal Herstel*, jaargang 5 no. 2, 29 Januarie 1937, p. 1-4, *Nasionaal Herstel*, jaargang 5 no. 3, 13 Februarie 1937, p. 1, en *De Rijkseenheid* jaargang 8, 27 Januarie 1937, p. 1.
 8. 'n Verslag van die lesing het verskyn in *Hollands Weekblad voor Zuid-Afrika*, jaargang 2, no. 17, Pretoria 1932, p. 12-13; die verslaggewer vind sy bespreking van die bolsjewisme ietwat vaag en oppervlakkig.
 9. Oosterhoff het mondeling 'n oorsig van sy besoek aan Suid-Afrika gegee op die jaarvergadering van die Nederlands-Zuid-Afrikaanse Vereniging op 20 Mei 1933 te Amsterdam, gepubliseer in *Zuid-Afrika*, maandblad van die Vereniging (NZAV) en die Zuid-Afrikaanse Stichting Moederland, jaargang 10 no. 6, Junie 1933, p. 86-87.
 10. *Nasionaal Herstel*, jaargang 6, 31 Augustus 1938, p. 1, met foto's van die penning.
 11. W.L.A. Roessingh, *Inventaris van het archief van Mr. Dr. H.H.A. van Gyb-land Oosterhoff en van enige van zijn familieleden in het Algemeen Rijks-archief (ARA)*, uitgegee deur die ARA, Den Haag 1975.
 12. "De Oranje-versameling van het Nederlands Cultuurhistorisch Instituut te Pretoria", in *Zuid-Afrika*, jaargang 28 no. 11, November 1948, p. 102; die Oranjeversameling behoort egter nie aan die Nederlands Cultuurhistorisch Instituut nie, maar aan die Universiteit van Pretoria.
 13. *Kyk die brosjure Tentoonstelling Prins Willem I van Oranje-Nassau, Inter-saal, Ou Letteregebou, U.P., 27 Julie - 31 Augustus 1984*, herdruk in C. de Jong, *Onder die ban van die Prins, Verslag van die herdenking van Prins Willem I van Oranje se sterfdag 10 Julie 1584* (ens.), Pretoria 1985, p. 22-30.

SKOOLTUINEKOMPETISIE 1986

Sestien skole (11 Afrikaans en 5 Engels) het in 1986 vir die skooltuine-kompetisie van die Genootskap Oud-Pretoria ingeskryf.
Die wenners is die volgende:

- | | |
|-----------|---|
| 1ste prys | : Laerskool Voorpos, Waverley |
| 2de prys | : Laerskool Fleur, Verwoerdburg |
| 3de prys | : Laerskool Mayville, Mayville |
| 4de prys | : Christian Brothers College (Mount Edmund) |

Droogtetoestande het in 1986 geheers, maar na die goeie reëns wat Pretoria sedertdien gehad het, vertrou ons dat baie meer skole aan 1987 se kompetisie sal deelneem.

Mev. S.W. Jacobs

VERSOEK AAN LEDE EN OUDLEDE VAN DIE PRETORIASE HISTORIESE VERENIGING

Die Bestuur bied volgens die kennisgewing op die eerste bladsy van *Pretoriana* eksemplare van vroeëre uitgawes van *Pretoriana* teen besonder billike prys te koop aan, maar wil ook graag van dié eksemplare ontvang. Sommige van die ou uitgawes het naamlik in die Bestuur se voorraad skaars geword of ontbreek. Indien lede en oudlede van ons Vereniging van eksemplare van *Pretoriana* ontslae wil raak, geliewe u die sekretaresse op telefoon 703 052 te skakel.

Dr. N.A. Coetzee, ons Voorsitter, sal graag die nommers 1, 2, 42, 43, 44, 47, 77, 78, 79 ontvang. Sy telefoon is 463 142, Julius Jeppestraat 246, Waterkloof, 0181 Pretoria.

Die Bestuur betuig aan die skenkers van ou nommers van *Pretoriana* sy welgemeende dank.

Die redakteur van *Pretoriana*



VICTORIA DRUKKERY PRETORIA