



T. ANDREWS en J. PLOEGER. *Street and place names of Old Pretoria/Straat- en plekname van Ou-Pretoria*. J.L. van Schaik: Pretoria, 1989. Geïll. R19,75. ISBN 0 627 01620 0.

In hierdie tweetalige publikasie is daar 'n kort en bondige Inleiding waarin die voor- en vroeë geskiedenis van Pretoria en omgewing geskets word. Ruim geskiedkundige en biografiese gegewens word egter verskaf by die verskillende lemmata, wat bydra tot die kultuur-historiese waarde van die boek. Dit gee dikwels ook 'n goeie insig in die sosiale, politieke en ekonomiese ontwikkeling van die stad en sy mense.

Die outeurs het ongetwyfeld 'n magdom historiese inligting uit die argief van die eerste skrywer by die verklaring van elke lemma ingewerk.

Dit sou nietemin die waarde van die werk aansienlik verhoog het indien verwysings na sodanige bronne ingesluit was. Daar kan ook met waardeering verwys word na die dergtal ou foto's uit dieselfde argief wat 'n historiese perspektief op die ontwikkeling van Pretoria gee en by die leser herinneringe oproep van eertydse bekende bakens, geboue, strate en persone wat met die name verband hou. Die twee kaarte op die skutblaaie verskaf die ligging van plekke en strate en dien as oriëntering vir die leser wat vreemd is aan Pretoria. Die reproduksie van die eerste kaart is egter swak.

Na die Inleiding volg die plek- en straatname in alfabetiese volgorde. Van die meer bekendes wat bespreek word, is Andriessstraat, Arcadia, Beatrixstraat, Burgerspark, Meintjieskop en Queenstraat (hoofsaaklik in die sentrale dele van Pretoria asook in Arcadia, Hatfield en Sunnyside).

Uit 'n pleknaamkundige oogpunt is dit veral die herkoms en betekenis van die name wat van waarde is. Die optekening, ordening en bewaring van die magdom inligting is al 'n prestasie op sigself. Gegewens is versamel uit 'n wye verskeidenheid belangstellingsgebiede van die outeurs (byvoorbeeld geskiedenis, argeologie, geografie, stad- en streekbeplanning, politiek, ekonomie, kultuurgeskiedenis en genealogie) en bewys weer eens die interdisciplinêre aard van naamkundige navorsing. Ongelukkig lei dit soms ook tot anekdotiese verklarings en irrelevante inligting.

Die vertaling van die Afrikaanse teks laat plek-plek veel te wense oor, veral by die Inleiding. Bowendien is enkele kruisverwysings vaag, terwyl ander weggeval het (vgl. p. 72).

Soos in die voorwoord aangetoon, is die boek bedoel as 'n populêr-wetenskaplike gids vir Pretorianers en ander belangstellendes in geskiedkundige en naamkundige gegewens rondom die ou Pretoria. As sodanig kan dit nie as 'n wetenskaplike naslaanwerk beoordeel word nie. Tog is dit jammer dat — buiten die enkele bronne wat in die Inleiding genoem word — daar nie 'n lys van geraadpleegde bronne opgeneem is nie. Die publikasie laat dus steeds die ruimte vir 'n omvattende wetenskaplike naslaanwerk oor die plek- en straatname van Pretoria wat in die kader van Anna Smith se *Johannesburg street names* (Juta, Kaapstad: 1971) sou val.

Voorafgaande opmerkings verminder egter nie die intrinsieke waarde van die boek nie: dit lees maklik en vir die leek en belangstellende besoeker aan Pretoria is dit wel 'n handige en onderhoudende inligtingsbron oor die historiese belangrike plekke, strate en personalia van dié stad.

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Raad vir Geesteswetenskaplike Navorsing



R.C. DE JONG, G-M. VAN DER WAAL and D.H. HEYDENRYCH. *NZASM 100, 1887-1899: the buildings, steam engines and structures of the Netherlands South African Railways Company*. Chris van Rensburg Publications: Pretoria, 1988. 265pp. Illus. Available in a standard, publisher's special and luxury edition. Prices are respectively R73,01, R313,84 and R648,09 (inclusive). ISBN 0 86846 055 9.

The history of railway development in the Transvaal during the 19th century is ostensibly the epic of a young frontier state trying to free itself from political and geographical isolation on a subcontinent dominated by increasing British interference in

an era of rampant colonial expansionism. The existing environment was not conducive to the nationalistic aspirations of a small and 'insignificant' sovereign independent Boer republic. In itself this is a fascinating study in southern African political history.

The railway history of Transvaal is however also the story of the early steps taken to promote the process of industrialization after the discovery of gold on the Witwatersrand in the early 1880s. It is perhaps in this sphere that the new publication makes an important contribution to our existing knowledge. As a centennial publication *NZASM 100* is a successful undertaking. It is a valuable and interesting reference work for the railway enthusiast, the student of socio-economic history as well as 19th century Transvaal history.

Its subject, the Nederlandsche Zuid-Afrikaansche Spoorwegmaatschappij (NZASM), has never before been the exclusive subject of research. The company's history does feature in P.J. van Winter's *Onder Krugers Hollanders* (1937-1938), D.J. Coetzee's *Spoorwegontwikkeling in die Suid-Afrikaanse Republiek, 1872-1899* (1940), J.S. Marais's *The fall of Kruger's Republic* (1961), and C.T. Gordon's *The growth of Boer opposition to Kruger* (1970). But each time the focus was predominantly on other themes.

The work is based on sound research. Apart from consulting almost all the published material, the authors appear to have done considerable archival research in South Africa as well as the Netherlands. A number of new facts emerge and some old myths are debunked. The reader is given an explanation for the niche in the tunnel at Waterval Boven. The authors also make out a good case for the argument that far fewer people died in the Lowveld as a result of malaria during the time of construction of the railway than was hitherto popularly believed.

The publication is an interdisciplinary project by a team of specialists. Gerhard-Mark van der Waal, an architectural and art historian of the HSRC, stood at the helm of the undertaking. Heinie Heydenrych, currently head of the Division for Applied History Research at the HSRC, was responsible for the first chapter. The third member of the team was Robert de Jong, a cultural historian of the Transvaal Provincial Museum Services.

The first chapter deals mainly with the broader background and outline history of the NZASM. It was — apart from the mining firms — one of the major industrial undertakings in the ZAR. Consequently its history deals with many important aspects of Transvaal's social and economic history. The company was cosmopolitan and it is, for example, interesting to note that more Britons than Transvaal Afrikaners were on its payroll. The NZASM offered its employees a medical aid scheme, housing facilities, a savings plan, as well as a provident and pension fund. It even provided a travelling library service.

Attention is also given to the African workers who participated in the construction of the rail network. In 1896, for example, more than 7 000 Africans were in the employment of the company. There are illustrations and interesting but brief vignettes in the text of how these workers were accommodated and the conditions under which they worked.



The sections on the architectural history of the NZASM are excellent. Within the space of three pages the reader is given a comprehensive overview of the philosophical principles underlying the architecture of the NZASM. The clear and precise style could very well serve as an example to prospective architectural historians. Attention is furthermore given to the company's approach to town planning in a rural environment and housing for employees in the immediate vicinity of stations.

As a whole the analysis and historical narrative are consistently good. Occasionally there are however unclear sentences (p. 106) and certain archaic phrases such as 'sterling work' being 'performed' (p. 113). The typesetting of the work is excellent and there are only a few minor typographical errors.

The book features a host of illustrations. It is evident that considerable planning went into presenting illustrations in a visually attractive fashion. Especially the original architectural drawings of buildings are of an exceptionally high standard. Indirectly, *NZASM 100* is a modern record of architectural conservation in the Transvaal in the 1980s. It is encouraging to take note of the fact that the South African Transport Services went to considerable trouble to ensure that some of the old Transvaal's architectural treasures would be conserved. There is however reason for concern about the apparently insensitive destruction of many old buildings.

There are also some points of criticism. The artistic layout could have been better. The attempt to base the artwork on the original *Gedenkboek* of the company (issued in 1895), is, to a large extent, a failure. More attention should have been given to a functional layout which might have saved considerable costs.

Furthermore, it may have been easier for the reader if the illustrations had been numbered, with suitable references in the text where they are visually relevant. In Chapter 1 there are a number of illustrations of steam locomotives which might have been discussed more comprehensively in a separate section elsewhere in the book.

The policy of supplying additional information in footnotes is impractical and clumsy. A lot of excellent information is lost to the average reader who does not consult footnotes. Blocks of information could have been fitted into the text without disturbing the artistic character. The conventional usage of a footnote implies that it is a device of reference to sources consulted.

Finally, it is a pity that the publisher — as a result of current printing costs and the prevailing demands of the market place — did not deem it fit to publish *NZASM 100* in Afrikaans too, or maybe even the Dutch language. Perhaps a fund-raising campaign could be launched by the South African Transport Services to finance a translated version for which there might well exist a demand.

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