

SA SPOORWEGPOLISIE SPESIALE TAAKMAG



1975 - 1988

Die Ontstaan en Ontwikkeling van die SA Spoorwegpolisie, Spesiale Taakmag (1975-1988)

Die geskiedenis van die Spesiale Taakmag van die voormalige Suid-Afrikaanse Spoorwegpolisie, wat tussen 1975 en 1986 operasioneel was, kan die beste begryp word wanneer dit in verskeie sleutelontwikkelingsfasies ontleed word. Ná die samesmelting in 1986 is die mandaat van die eenheid oorgegee aan die Spesiale Taakmag van die Suid-Afrikaanse Polisie, waar dit tot vandag toe voortbestaan. Hierdie oorgangsproses is in 1988 formeel afgehandel. Elke fase het 'n bepaalde invloed gehad op die vorming, funksionering en uiteindelike lot van die eenheid. Die volgende oorsig bied 'n beknopte samevatting van hierdie ontwikkelingsfasies:

1. Landelike Fase (1975):

In 1974 het die Kommissaris, Generaal-majoor J.J. van Vuuren, opdrag gegee dat Brigadier J.P. Buitendag die stigting van 'n Spesiale Taakmag ondersoek. Op 7 Maart 1975 is 'n voorstel ingedien vir die opleiding van twee gevegsenhede (bestaande uit 67 operatiewe) by die Infanterieskool in Oudtshoorn. Luitenant P. Delport, Luitenant J. Grant-Grierson, Adjutant-offisier J.R. Beyl, Sersant J.F. Lotriet en Waarnemende Sersant A.B. Stander, die stigterslede, is spesiaal aangestel om twee groepe tussen Julie en Desember 1975 op te lei. Hierdie gevegsenheid is landwyd ontplooi onder bevel van majoor D. Malan, vir grensdiens, en het tydens die 1976-onluste 'n belangrike rol in BBP-beskerming gespeel, terwyl hulle ook teen-kapingsfunksies en streksoopleiding verrig het.

2. Stedelike Fase (1980-1986):

Onder leiding van Kommissaris, Luitenant-generaal J.H. Claassen, is 'n stedelike komponent in 1980 gestig onder bevel van kolonel A.F. Horak. Opleiding is ontvang by internasionale elite-eenhede, soos die GSG9 in Duitsland (bygewoon Kolonel A.F. Horak, Luitenant P.C.J. Schutte, Luitenant J.F. Lotriet en Sersant L. Botha) en Yamam in Israel (bygewoon deur Kaptein A.J. Jooste en Luitenant A.E. Olivier), sowel as SA Polisiediens TIN-opleiding by Maleokop. Tussen 1980 en 1986 is tien stedelike kursusse aangebied, waarby 143 lede as operatiewe gekwalifiseer het.

3. Operasie Kamet: (25 November 1981)

Die kaping van 'n Air India Boeing 707 het gelei tot die eerste operasionele ontplooiing van die Spesiale Taakmag. Die suksesvolle hantering van die situasie het internasionale aandag getrek en die strategiese waarde van die eenheid bevestig.

4. Ere-Kolonel: (26 Augustus 1983)

Op 26 Augustus 1983 is Mnr. H.S.J. Schoeman, Minister van Vervoer, tydens 'n demonstrasie by Slagboom, Port Elizabeth, as die eerste en enigste ere-kolonel van die eenheid ingehuldig.

5. Permanente Status (1985):

Op 1 Maart 1985 het Luitenant-generaal J.H. Visagie aangekondig dat die eenheid onder bevel van Kaptein J.F. Lotriet permanente status verwerf het, met 54 lede wat formeel oorgeplaas is na die Eenheid te Kemptonpark.

6. Rol en Aanwending:

Die mandaat van die Spesiale Taakmag is vasgelê deur die Staatsveiligheidsraad se Beleidsdirektief 6 van 1980 en die SA Vervoerdienstwet (Wet 65 van 1981). Die eenheid was verantwoordelik vir teen-terreurskies, insluitend gaselaarsituasies in geboue, treine, vliegtuie, busse en ander vervoermiddels—selfs militêre vliegtuie en vaartuie. Daarbenewens het die Taakmag opleiding en operasionele ondersteuning aan verskeie staatsinstansies gebied.

7. Bevelvoerders:

Vier bevelvoerders het die eenheid oor die jare gelei:

- Majoor DF Malan (07/03/1975 – 24/06/1980)
- Kaptein AE Olivier (25/06/1980 – 30/06/1984)
- Kaptein J.F. Lotriet (01/07/1984 – 31/08/1986)
- Kaptein EF Boucher (01/09/1986 – 1988)

8. Amalgamasie met die SA Polisiediens (1 September 1986): Die samesmelting met die SA Polisiediens het die einde van die Spoorwegpolisie se Spesiale Taakmag ingelui. In elf jaar het die eenheid 210 operatiewe opgelewer, waarvan vele later diens gedoen het in elite-eenhede soos die SAPD se Spesiale Taakmag, Teen-kapings- en Bomopruimingseenhede. Verskeie het tot senior range gevorder of suksesvol oorgeskakel na die private sektor.

The Origin and Development of the SA Railways Police, Special Task Force (1975-1988)

The South African Railways Police, which operated between 1975 and 1986, is best understood when examined through its distinct developmental phases. Following the 1986 amalgamation, the unit's mandate was transferred to the Special Task Force of the South African Police, where it continues to this day. This transition was formally concluded in 1988. Each phase played a defining role in shaping the formation, operations, and eventual fate of the unit. The following overview provides a concise summary of these phases:

1. Rural Phase (1975):

In 1974, the Commissioner, Major General J.J.J. van Vuuren, instructed Brigadier J.P. Buitendag to investigate the establishment of a Special Task Force. On 7 March 1975, a proposal was submitted for the training of two combat units—comprising 67 operators—at the Infantry School in Oudtshoorn. Lieutenant P. Delport, Lieutenant J. Grant-Grierson, Adjutant Officer J.R. Beyl, Sergeant J.F. Lotriet, and Acting Sergeant A.B. Stander, the founding members, were specially appointed to train the two groups between July and December 1975.

These combat teams were deployed nationwide under the command of Major D. Malan for border duties, and played a key role in VIP protection during the 1976 unrest. They also conducted anti-hijacking operations and provided regional training support.

2. Urban Phase (1980-1986):

Under the leadership of Commissioner, Lieutenant General J.J.H. Claassen, an urban component was established in 1980 under the command of Colonel A.F. Horak. Training was received from international elite units, including GSG9 in Germany (attended by Colonel A.F. Horak, Lieutenant P.C.J. Schutte, Lieutenant J.F. Lotriet, and Sergeant L. Botha) and Yamam in Israel (attended by Captain A.J. Jooste and Lieutenant A.E. Olivier), as well as TIN training from the South African Police at Maleokop. Between 1980 and 1986, ten urban courses were conducted, during which 143 members qualified as operators.

3. Operation Kamet (25 November 1981):

The hijacking of an Air India Boeing 707 led to the first operational deployment of the Special Task Force. The successful handling of the situation drew international attention and affirmed the unit's strategic value.

4. Honorary Colonel (26 August 1983):

On 26 August 1983, Mr. H.S.J. Schoeman, Minister of Transport, was inaugurated as the unit's first and only honorary colonel during a demonstration at Slagboom, Port Elizabeth.

5. Permanent Status (1985):

On 1 March 1985, Lieutenant General J.H. Visagie announced that the unit, under the command of Captain J.F. Lotriet, had been granted permanent status, with 54 members formally transferred to the Unit in Kempton Park.

6. Role and Deployment:

The mandate of the Special Task Force was established by the State Security Council's Policy Directive 6 of 1980 and the South African Transport Services Act (Act 65 of 1981). The unit was responsible for counter-terrorism operations, including hostage situations in buildings, trains, aircraft, buses, and other modes of transport—even military aircraft and vessels. In addition, the Task Force provided training and operational support to various state institutions.

7. Commanders:

Four commanders have led the unit over the years:

- Major DF Malan (07/03/1975 – 24/06/1980)
- Captain AE Olivier (25/06/1980 – 30/06/1984)
- Captain J.F. Lotriet (01/07/1984 – 31/08/1986)
- Captain EF Boucher (01/09/1986 – 1988)

8. Amalgamation with the SA Police Service (1 September 1986):

The amalgamation with the South African Police marked the end of the SA Railways Police's Special Task Force. Over its eleven-year existence, the unit produced 210 operators, many of whom later served in elite formations such as the SA Police Special Task Force, Anti-Hijacking, and Bomb Disposal Units. Several advanced to senior ranks or transitioned successfully into the private sector.

SA RAILWAYS POLICE SPECIAL TASK FORCE



