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CONETNTS:

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GOEWERMENSKENNISGEWINGS:

GOVERNMENT NOTICES:

- No. 219 Munisipaliteit van Omaruru: Wysiging van Gesondheidsregulasies
- No. 220 Munisipaliteit van Gobabis: Wysiging van Gesondheidsregulasies
- No. 222 Munisipaliteit van Gobabis: Wysiging van Waterleweringsregulasies
- No. 223 Munisipaliteit van Omaruru: Wysiging van Ruskamp- en Vleisbraaeregulasies
- No. 224 Munisipaliteit van Omaruru: Wysiging van Watervoorsieningsregulasies
- No. 225 Munisipaliteit van Grootfontein: Wysiging van Gesondheidsregulasies
- No. 226 Munisipaliteit van Grootfontein: Wysiging van Elektrisiteitsleweringsregulasies
- No. 227 Munisipaliteit van Omaruru: Wysiging van Begraafplaasregulasies
- No. 228 Wysiging van die Regulasies betreffende die Veilige Bewaring van Persoonlike Besittings en Kosbaarhede van Pasiënte by Staatshospitale
- No. 229 Sluiting van Grootpad 28 en Proklamering en Klassifisering van 'n Pad: Distrik Keetmanshoop
- No. 230 Sluiting van Hoofpad 14/2 en Proklamering en Klassifisering van 'n Pad: Distrik Maltahöhe
- No. 231 Sluiting van Grootpad 36 en Proklamering en Klassifisering van 'n Pad: Distrik Maltahöhe
- No. 232 Sluiting van Plaaspad 859 en Proklamering en Klassifisering van 'n Pad: Distrik Maltahöhe
- No. R.1722 (Republiek) Departement van die Suid-Afrikaanse Spoorweë en Hawens: Wysiging in die Regulasies vir die Hawens van die Republiek van Suid-Afrika en van Suidwes-Afrika

- No. 219 Municipality of Omaruru: Amendment of Health Regulations 862
- No. 220 Municipality of Gobabis: Amendment of Health Regulations 863
- No. 222 Municipality of Gobabis: Amendment of Water Supply Regulations 863
- No. 223 Municipality of Omaruru: Amendment of Rest Camp and Vleisbraai Regulations..... 863
- No. 224 Municipality of Omaruru: Amendment of Water Supply Regulations 864
- No. 225 Municipality of Grootfontein: Amendment of Health Regulations 865
- No. 226 Municipality of Grootfontein: Amendment of Electricity Supply Regulations 866
- No. 227 Municipality of Omaruru: Amendment of Cemetery Regulations 867
- No. 228 Amendment of Regulations on the Safe Custody of Personal effects and Valuables of Patients at State Hospitals 867
- No. 229 Closing of Main Road 28 and Proclamation and Classification of a Road: District of Keetmanshoop 868
- No. 230 Closing of a Trunk Road 14/2 and Proclamation and Classification of a Road: District of Maltahöhe 870
- No. 231 Closing of Main Road 36 and Proclamation and Classification of a Road: District of Maltahöhe 871
- No. 232 Closing of Farm Road 859 and Proclamation and Classification of a Road: District of Maltahöhe 873
- No. R.1722 (Republic) Department of the South African Railways and Harbours: Amendment of the Regulations for the Harbours of the Republic of South Africa and of South West Africa 874

No. R.1723 (Republiek) Departement van die Suid-Afrikaanse Spoorweë en Hawens: Wysiging in die Algemene Spoorwegregulasies	No. R.1723 (Republic) Department of the South African Railways and Harbours: Amendment of the General Railway Regulations.....	876
No. R.1724 (Republiek) Departement van die Suid-Afrikaanse Spoorweë en Hawens: Wysiging in die Algemene Spoorwegregulasies	No. R.1724 (Republic) Department of the South African Railways and Harbours: Amendment of the General Railway Regulations.....	876
No. R.1752 (Republiek) Doeane- en Aksynswet, 1964: Wysiging van Bylae No. 3 (No. 3/555)	No. R.1752 (Republic) Customs and Excise Act, 1964: Amendment of Schedule No. 3 (No. 3/555)	935
No. R.1753 (Republiek) Doeane- en Aksynswet, 1964: Wysiging van Bylae No. 3 (No. 3/556)	No. R.1753 (Republic) Customs and Excise Act, 1964: Amendment of Schedule No. 3 (No. 3/556)	935
No. R.1754 (Republiek) Doeane- en Aksynswet, 1964: Wysiging van Bylae No. 4 (No. 4/228)	No. R.1754 (Republic) Customs and Excise Act, 1964: Amendment of Schedule No. 4 (No. 4/228)	936
No. R.1755 (Republiek) Doeane- en Aksynswet, 1964: Wysiging van Bylae No. 4 (No. 4/229)	No. R.1755 (Republic) Customs and Excise Act, 1964: Amendment of Schedule No. 4 (No. 4/229)	937
No. R.1756 (Republiek) Doeane- en Aksynswet, 1964: Wysiging van Bylae No. 6 (No. 6/85)	No. R.1756 (Republic) Customs and Excise Act, 1964: Amendment of Schedule No. 6 (No. 6/85)	937
No. R.1761 (Republiek) Doeane- en Aksynswet, 1964: Wysiging van Bylae No. 1 (No. 1/1/574) .	No. R.1761 (Republic) Customs and Excise Act, 1964: Amendment of Schedule No. 1 (No. 1/1/574)	938
No. R.1762 (Republiek) Doeane- en Aksynswet, 1964: Wysiging van Bylae No. 1 (No. 1/4/17) ...	No. R.1762 (Republic) Customs and Excise Act, 1964: Amendment of Schedule No. 1 (No. 1/4/17)	939
No. R.1763 (Republiek) Doeane- en Aksynswet, 1964: Wysiging van Bylae No. 3 (No. 3/557)	No. R.1763 (Republic) Customs and Excise Act, 1964: Amendment of Schedule No. 3 (No. 3/557)	941
No. R.1764 (Republiek) Departement van die Suid-Afrikaanse Spoorweë en Hawens: Wysiging in die Algemene Spoorwegregulasies	No. R.1764 (Republic) Department of the South African Railways and Harbours: Amendment of the General Railway Regulations.....	942
ALGEMENE KENNISGEWING:	GENERAL NOTICE:	
No. 32 Munisipaliteit Okahandja: Agerstallige Eendomsbelasting	No. 32 Municipality of Okahandja: Assessment Rates Arrears	942
ADVERTENSIES:	ADVERTISEMENTS:	943

Goewermentskennisgewings

Die volgende Goewermentskennisgewings word vir algemene inligting gepubliseer.

J. F. GREEBE

Waarnemende Sekretaris van Suidwes-Afrika.

Administrasie van Suidwes-Afrika
Windhoek

No. 219] [15 September 1978

MUNISIPALITEIT VAN OMARURU WYSIGING VAN GESONDHEIDSREGULASIES

Die Uitvoerende Komitee het kragtens en ingevolge die bepalinge van artikel 243 van die Munisipale Ordonnansie 1963, (Ordonnansie 13 van 1963) die onderstaande wysiging goedgekeur van die regulasies afgekondig by Goewermentskennisgewing 23 van 1955, van toepassing gemaak op die Munisipaliteit van Omaruru by Goewermentskennisgewing 76 van 1956, en gewysig by Goewermentskennisgewings 253 van 1956, 216 van 1964, 21 en 122 van 1968, 7 van 1971, 154 van 1974, 67 van 1976 en 240 van 1977.

Government Notices

The following Government Notices are published for general information.

J. F. GREEBE

Acting Secretary for South West Africa.

Administration of South West Africa
Windhoek

No. 219] [15 September 1978

MUNICIPALITY OF OMARURU AMENDMENT OF HEALTH REGULATIONS

The Executive Committee has under and by virtue of the provisions of section 243 of the Municipal Ordinance, 1963 (Ordinance 13 of 1963) approved the following amendment of the regulations promulgated under Government Notice 23 of 1955, applied to the Municipality of Omaruru by Government Notice 76 of 1956, and amended by Government Notices 253 of 1956, 216 of 1964, 21 and 122 of 1968, 7 of 1971, 154 of 1974, 67 of 1976 and 240 of 1977.

SANITASIEGELDF

Vervang paragraaf 1.5 deur die volgende:

“1.5 tuinvullis: R2,50 per vrag of gedeelte daarvan met 'n minimum tarief van R2,50”.

No. 220] [15 September 1978

MUNISIPALITEIT VAN GOBABIS
WYSIGING VAN GESONDHEIDSREGULASIES

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 243 van die Munisipale Ordonnansie, 1963 (Ordonnansie 13 van 1963) die onderstaande wysiging goedgekeur van die Modelgesondheidsregulasies, soos van toepassing gemaak op die Munisipaliteit van Gobabis by Goewermentskennisgewing 207 van 1960 en gewysig by Goewermentskennisgewings 149 van 1964, 154 van 1968, 109 van 1970 en 200 van 1975.

Vervang die bedrag “R1,50” waar dit voorkom in paragraaf (vi) van die Tarief van Gelde, deur die bedrag “R3,00”.

No. 222] [15 September 1978

MUNISIPALITEIT VAN GOBABIS
WYSIGING VAN WATERLEWERINGS-
REGULASIES

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 243 van die Munisipale Ordonnansie, 1963 (Ordonnansie 13 van 1963) die volgende wysiging goedgekeur van die regulasies afgekondig by Goewermentskennisgewing 17 van 1958, soos gewysig by Goewermentskennisgewings 182 van 1958, 28, 42 en 84 van 1960, 151 en 184 van 1963, 120 van 1964, 239 van 1966, 158 van 1967, 40 van 1970, 68 van 1971, 272 van 1974, 56 van 1976 en 206 van 1977.

Voeg die volgende paragraaf in na paragraaf 1(e) van Bylae B:

“(f) minimum bedrag betaalbaar per maand of 'n deel van 'n maand op alle onbeboude erwe . . .R2,00”.

No. 223] [15 September 1978

MUNISIPALITEIT VAN OMARURU
WYSIGING VAN RUSKAMP- EN VLEISBRAAI-
REGULASIES

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 243 van die Munisipale Ordon-

SANITATION FEES

Substitute the following for paragraph 1.5:

“1.5 Garden refuse: R2,50 per load or part thereof with a minimum tariff of R2,50”.

No. 220] [15 September 1978

MUNICIPALITY OF GOBABIS
AMENDMENT OF HEALTH REGULATIONS

The Executive Committee has under and by virtue of the provisions of section 243 of the Municipal Ordinance, 1963 (Ordinance 13 of 1963) approved the following amendment of the Model Health Regulations, as applied to the Municipality of Gobabis by Government Notice 207 of 1960 and amended by Government Notices 149 of 1964, 154 of 1968, 109 of 1970 and 200 of 1975.

Substitute the amount of “R3,00” for the amount of “R1,50” where it occurs in paragraph (vi) of the Tariff of Fees.

No. 222] [15 September 1978

MUNICIPALITY OF GOBABIS
AMENDMENT OF WATER SUPPLY REGU-
LATIONS

The Executive Committee has under and by virtue of the provisions of section 243 of the Municipal Ordinance, 1963 (Ordinance 13 of 1963) approved the following amendment of the regulations promulgated by Government Notice 17 of 1958, as amended by Government Notices 182 of 1958, 28, 42 and 84 of 1960, 151 and 184 of 1963, 120 of 1964, 239 of 1966, 158 of 1967, 40 of 1970, 68 of 1971, 272 of 1974, 56 of 1976 and 206 of 1977.

Insert the following paragraph after paragraph 1(e) of Schedule B:

“(f) Minimum amount payable per month or part of a month on all vacant ervenR2,00”.

No. 223] [15 September 1978

MUNICIPALITY OF OMARURU
AMENDMENT OF REST CAMP AND
VLEISBRAAI REGULATIONS

The Executive Committee has under and by virtue of the provisions of section 243 of the Municipal

nansie, 1963 (Ordonnansie 13 van 1963) die volgende wysiging goedgekeur van die regulasies afgekondig by Goewermentskennisgewing 97 van 1963, soos gewysig by Goewermentskennisgewings 76 van 1965, 123 van 1968, 132 van 1971 en 113 van 1976.

Vervang regulasie 3 deur die volgende:

"3. Kamp- of vleisbraaigelde is, onderworpe aan die bepalings van regulasie 4, vooruitbetaalbaar aan die Stadsklerk of kampopsigter soos volg:

- (a) Huur van ou tipe rushuisie vir 24 uur of gedeelte daarvan R3,00
- (b) Huur van ou tipe rushuisie vir 24 uur of gedeelte daarvan vir bewoning deur slegs een persoon R2,50
- (c) Huur van nuwe tipe rushuisie vir 24 uur of gedeelte daarvan R6,00
- (d) Huur van nuwe tipe rushuisie vir 24 uur of gedeelte daarvan vir bewoning deur slegs een persoon R4,50
- (e) Huur van ekstra bed vir nuwe rushuisie vir 24 uur of gedeelte daarvan per ekstra bed R2,00
- (f) Huur van staanplek vir woonwa vir 24 uur of gedeelte daarvan, per woonwa R2,00
- (g) Huur van dansvloer en teehuis vir funksies per funksie (krag ingesluit) R10,00
- (h) Huur van 'n vleisbraairooster deur een huisgesin wat slegs vleis braai R1,20
- (i) Huur van ou en/of nuwe tipe rushuisies deur georganiseerde toeristegroepe van 6 persone of meer vir 7 dae of langer, per bed vir 24 uur of 'n gedeelte daarvan R1,20
- (j) Huur van Kampeerplek slegs vir kampeerdoelendes, per persoon vir 24 uur of gedeelte daarvan R2,00"

Ordinance, 1963 (Ordinance 13 of 1963) approved the following amendment of the regulations promulgated by Government Notice 97 of 1963, as amended by Government Notices 76 of 1965, 123 of 1968, 132 of 1971 and 113 of 1976.

Substitute the following for regulation 3:

"3. Camp or braaivleis charges are payable in advance to the Town Clerk or camp caretaker as follows, subject to the provisions of regulation 4 :

- (a) Hire of old type rest house for 24 hours or part thereof R3,00
- (b) Hire of old type rest house for 24 hours or part thereof for occupation by only one person R2,50
- (c) Hire of new type rest house for 24 hours or part thereof R6,00
- (d) Hire of new type rest house for 24 hours or part thereof for occupation by only one person R4,50
- (e) Hire of extra bed for new rest house for 24 hours or part thereof — per extra bed R2,00
- (f) Hire of site for caravan for 24 hours or part thereof — per caravan R2,00
- (g) Hire of dance floor and tea house for functions — per function (including electricity) R10,00
- (h) Hire of a braaivleis gridiron by one family for braaivleis only R1,20
- (i) Hire of old and/or new type rest houses by organised tourist groups of 6 persons or more for 7 days or more — per bed for 24 hours or part thereof R1,20
- (j) Hire of camping site for camping purposes only — per person for 24 hours or part thereof R2,00"

No. 224]

[15 September 1978

MUNISIPALITEIT VAN OMARURU
WYSIGING VAN WATERVOORSIENINGS-
REGULASIES

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 243 van die Munisipale Ordonnansie 1963 (Ordonnansie 13 van 1963) die onderstaande wysiging goedgekeur van die regulasies afgekondig by Goewermentskennisgewing 161 van 1931, soos gewysig by Goewermentskennisgewings 286

No. 224]

[15 September 1978

MUNICIPALITY OF OMARURU
AMENDMENT OF WATER SUPPLY
REGULATIONS

The Executive Committee has under and by virtue of the provisions of section 243 of the Municipal Ordinance, 1963 (Ordinance 13 of 1963) approved the following amendment of the regulations promulgated by Government Notice 161 of 1931, as amended by Government Notices 286 of 1950, 247 of 1954, 2 and

van 1950, 247 van 1954, 2 en 219 van 1961, 214 van 1964, 124 van 1968, 121 van 1970, 8 van 1971, 161 van 1973, 68 van 1976 en 239 van 1977.

219 of 1961, 214 of 1964, 124 of 1968, 121 of 1970, 8 of 1971, 161 of 1973, 68 of 1976 and 239 of 1977.

Vervang paragrawe 2.1, 2.2 en 3 van Bylae B deur die volgende:

Substitute the following for paragraphs 2.1, 2.2 and 3 of Schedule B:

“2. EENHEIDSTARIEF VIR GEMETERDE VERBRUIK

“2. UNIT TARIFF FOR METERED CONSUMPTION

2.1 Permanente aansluitings

1.2 Permanent connections

Vir water wat meer as die eerste tien (10) kiloliter voorsien word per maand of gedeelte van 'n maand, in die geval van permanente aansluitings, per kiloliter of gedeelte daarvan R0,12

For water supplied in excess of the first ten (10) kilolitres per month or part of a month, in the case of permanent connections, per kilolitre or part thereof R0,12

2.2 Tydelike aansluitings

2.2 Temporary connections

Vir water wat meer as die eerste tien (10) kiloliter voorsien word per maand of gedeelte van 'n maand, in die geval van tydelike aansluitings, per kiloliter of gedeelte daarvan R0,20

For water supplied in excess of the first ten (10) kilolitres per month or part of a month, in the case of temporary connections, per kilolitre or part thereof R0,20

3. EENHEIDSTARIEF VIR ONGEMETERDE VERBRUIK

3. UNIT TARIFF FOR UNMETERED CONSUMPTION

Vir water wat nie deur 'n gewone aansluiting met meter gelewer word nie, per kiloliter of gedeelte daarvan R0,25.”

For water which is not supplied through an ordinary connection with meter, per kilolitre or part thereof R0,25.”

No. 225] [15 September 1978

No. 225] [15 September 1978

MUNISIPALITEIT VAN GROOTFONTEIN WYSIGING VAN GESONDHEIDSREGULASIES

MUNICIPALITY OF GROOTFONTEIN AMENDMENT OF HEALTH REGULATIONS

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 243 van die Munisipale Ordonnansie, 1963 (Ordonnansie 13 van 1963) die volgende wysiging goedgekeur van die regulasies afgekondig by Goewermentskennisgewing 23 van 1955, op die Munisipaliteit van Grootfontein van toepassing gemaak by Goewermentskennisgewing 98 van 1956 en gewysig by Goewermentskennisgewings 262 van 1956, 229 van 1959, 79 van 1960, 139 van 1965, 2 van 1968, 32 van 1971, 128 van 1972 en 217 van 1974.

The Executive Committee has under and by virtue of the provisions of section 243 of the Municipal Ordinance, 1963 (Ordinance 13 of 1963) approved the following amendment of the regulations promulgated by Government Notice 23 of 1955, applied to the Municipality of Grootfontein by Government Notice 98 of 1956 and amended by Government Notices 262 of 1956, 229 of 1959, 79 of 1960, 139 of 1965, 2 of 1968, 32 of 1971, 128 of 1972 and 217 of 1974.

HOOFSTUK VI : VULLIS

CHAPTER VI: REFUSE

1. Voeg die volgende subparagraaf in na subparagraaf 1A(iii):

1. Insert the following subparagraph after subparagraph 1A(iii):

“(iv) sorg dat elke houer voorsien word van 'n plastiese voering minstens 100 cm x 80 cm en 38 mikron dikte of soos van tyd tot tyd deur die Raad bepaal word.”

“(iv) all containers shall be equipped with a bin liner of at least 100 cm x 80 cm and 38 micron thickness or as may be determined by the Council from time to time.”

2. Voeg die volgende woorde in na die woord "houers" in paragraaf B:

"en/of plastiese voering"

3. Hernommer paragraaf 2 na 2(a) en voeg die volgende nuwe subparagraawe by:

"(b) Geen warm as, glasskerwe of ander besigheids- of huisafval wat die plastiese voering kan beskadig of die Raad se werknemers kan beseer terwyl hulle hul pligte ingevolge hierdie regulasie nakom, in die houers geplaas word voordat hy die nodige stappe gedoen het om sodanige skade of beserings te voorkom nie.

(c) Geen materiaal, insluitende vloeistof, wat weens die massa of ander eienskappe daarvan, dit waarskynlik vir die Raad se werknemers te moeilik kan maak om die plastiese voerings te hanteer of te dra, in sodanige voerings geplaas word nie.

(d) Plastiese voerings met afval daarin en behoorlik toegebind, moet op die dag van verwydering, soos deur die Raad bepaal, binne die omheinings van die perseel naby die perseelgang of toegangspad of op sodanige ander plek soos die Raad van tyd tot tyd mag bepaal, geplaas word.

(e) Indien die perseel nie omhein is nie, moet sodanige plastiese voerings op die grens van die perseel geplaas word.

(f) Die Raad verwyder plastiese voerings slegs indien dit op die voorgeskrewe plekke geplaas is met sodanige tussenpose soos hierna bepaal."

4. Voeg die volgende voorbehoudsbepaling by paragraaf 7(a) in:

"Met dien verstande dat wanneer sodanige woonhuis, openbare gebou of perseel vakant raak die eienaar aanspreeklik gehou sal word vir die minimum heffing soos bepaal in die tarief van gelde."

TARIEF VAN GELDE: Voeg die volgende in na die woord "meter" in paragraaf C.1:

"met 'n minimum van R2,00 per maand afgesien daarvan of daar van die diens gebruik gemaak word of nie."

No. 226]

[15 September 1978

MUNISIPALITEIT VAN GROOTFONTEIN
WYSIGING VAN ELEKTRISITEITSREGULASIES

Die Uitvoerende Komitee het kragtens en ingevolge die bepalinge van artikel 243 van die Munisipale Or-

2. Insert the following words after the word "container" in paragraph B:

"and/or plastic liner"

3. Re-number paragraph 2 to 2(a) and insert the following new subparagraphs:

"(b) No hot ash, unwrapped glass or other business or domestic refuse which may cause damage to bin liners or which may cause injury to the Council's employees while carrying out their duties in terms of these regulations is placed in bin liners before he has taken such steps as may be necessary to avoid such damage or injuries.

(c) No material, including any liquid which, by reason of its mass or other characteristics, is likely to render such bin liners unreasonably difficult for the Council's employees to handle or carry, is placed in such liners.

(d) Bin liners containing refuse and properly closed, shall be placed inside the fence of the premises on the street boundary near the entrance or drive-way entrance on the day of removal as determined by the Council.

(e) If the premises is not fenced, such bin liner shall be placed on the boundary of the premises.

(f) Bin liners shall be removed by the Council only if such bin liners have been placed at the prescribed places and at such intervals as the Council may deem necessary."

4. Insert the following proviso in paragraph 7(a):

"Provided that when such dwelling, public building or premises become vacant, the owner is responsible for a minimum charge as provided in the Tariff of Charges."

TARIFF OF CHARGES: Insert the following in paragraph C.1 after the word "meter":

"with a minimum charge of R2,00 per month whether the service is utilised or not."

No. 226]

[15 September 1978

MUNICIPALITY OF GROOTFONTEIN
AMENDMENT OF ELECTRICITY SUPPLY
REGULATIONS

The Executive Committee has under and by virtue of

donnansie 1963 (Ordonnansie 13 van 1963) die volgende wysiging goedgekeur van die regulasies afgekondig by Goewermentskennisgewing 109 van 1957, van toepassing gemaak op die Munisipaliteit van Grootfontein by Goewermentskennisgewing 139 van 1957 en verder deur die Munisipaliteit van Grootfontein gewysig by Goewermentskennisgewings 223 van 1959, 8 van 1965, 68 van 1972, 219 van 1976, 107 en 265 van 1977 en 125 van 1978.

Vervang die bedrag "R2,00" in paragraaf 4(e)(iii)(a) van Byvoegsel D deur die bedrag "R7,20".

No. 227] [15 September 1978

**MUNISIPALITEIT VAN OMARURU
WYSIGING VAN BEGRAAFPLAASREGU-
LASIES**

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 243 van die Munisipale Ordonnansie 1963 (Ordonnansie 13 van 1963) die onderstaande wysiging goedgekeur van die regulasies afgekondig by Goewermentskennisgewing 172 van 1958, soos gewysig by Goewermentskennisgewings 215 van 1964 en 123 van 1977.

BYLAE B

1. Vervang die bedrag "R8,00" in paragraaf 1(ii) deur die bedrag "R20,00".
2. Vervang die bedrag "R12,00" in paragraaf 2(i) deur die bedrag "R25,00".
3. Vervang die bedrag "R8,00" in paragraaf 2(ii) deur die bedrag "R16,00".
4. Voeg die volgende paragraaf in na paragraaf 3:

"4. Vir die teraardbestelling van 'n persoon wat nie 'n inwoner of belastingbetaler van Omaruru was nie: die voorgeskrewe bedrag plus 50% daarvan."

No. 228] [15 September 1978

**WYSIGING VAN DIE REGULASIES BETREF-
FENDE DIE VEILIGE BEWARING VAN PER-
SOONLIKE BESITTINGS EN KOSBAARHEDE
VAN PASIËNTE BY STAATSHOSPITALE**

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 41, saamgelees met artikel 43(3), van die Ordonnansie op Hospitale, 1972 (Ordonnansie 14 van 1972) soos gewysig, die regulasies

the provisions of section 243 of the Municipal Ordinance, 1963 (Ordinance 13 of 1963) approved the following amendment of the regulations promulgated by Government Notice 109 of 1957, applied to the Municipality of Grootfontein by Government Notice 139 of 1957 and further amended by the Municipality of Grootfontein by Government Notices 223 of 1959, 8 of 1965, 68 of 1972, 219 of 1976, 107 and 265 of 1977 and 125 of 1978.

Substitute the amount of "R7,20" for the amount of "R2,00" in paragraph 4(e)(iii)(a) of Appendix D.

No. 227] [15 September 1978

**MUNICIPALITY OF OMARURU
AMENDMENT OF CEMETERY REGULATIONS**

The Executive Committee has under and by virtue of the provisions of section 243 of the Municipal Ordinance, 1963 (Ordinance 13 of 1963) approved the following amendment of the regulations promulgated under Government Notice 172 of 1958, as amended by Government Notices 215 of 1964 and 123 of 1977.

SCHEDULE B

1. Substitute the amount of "R20,00" for the amount of "R8,00" in paragraph 1(ii).
2. Substitute the amount of "R25,00" for the amount of "R12,00" in paragraph 2(i).
3. Substitute the amount of "R16,00" for the amount of "R8,00" in paragraph 2(ii).
4. Insert the following paragraph after paragraph 3:

"4. For the interment of a person who was not a resident or tax payer of Omaruru: the prescribed amount plus 50% thereof."

No. 228] [15 September 1978

**AMENDMENT OF THE REGULATIONS ON THE
SAFE CUSTODY OF PERSONAL EFFECTS AND
VALUABLES OF PATIENTS AT STATE
HOSPITALS**

The Executive Committee has under and by virtue of the provisions of section 41, read in conjunction with section 43(3) of the Hospitals Ordinance, 1972 (Ordinance 14 of 1972) as amended, amended the

afgekondig by Goewermentskennisgewing 159 van 1 Augustus 1960 gewysig soos in die Bylae uiteengesit.

BYLAE

1. Regulasie 9 word hierby deur die volgende regulasie vervang:

“9. (a) ’n Pasiënt of iemand volgens wet daartoe geregtig, wat verlang dat besittings aan ’n hospitaalowerheid vir veilige bewaring toevertrou, aan hom terugbesorg moet word het die reg om sodanige besittings te ontvang mits—

(i) hy die betrokke besittings binne twaalf maande na datum van ontslag of oorlye, na gelang van die geval, opeis; en

(ii) hy die oorspronklike kwitansie onderteken en oorhandig het; en

(iii) indien van toepassing, hy die boek in regulasie 8 genoem, geteken het.

(b) Die ontvanger van ’n voltooidde kwitansie in subparagraaf (a) (ii) bedoel, moet dit met die ooreenstemmende triplikaat van aanhangsel C bewaar.

(c) Besittings wat nie binne twaalf maande na ontslag of oorlye opgeëis is nie, sal aan die Suidwes-Afrika Administrasie verbeur word.”

2. Aanhangsel A van die regulasies word hierby gewysig deur die volgende subparagraaf by te voeg terwyl die bestaande paragraaf subparagraaf (a) word:

“(b) Besittings en kosbaarhede wat nie binne twaalf maande na datum van ontslag of oorlye opgeëis is nie, sal aan die Suidwes-Afrika Administrasie verbeur word.”

regulations promulgated under Government Notice 159 of 1 August 1960 as set out in the Annexure.

ANNEXURE

1. The following is hereby substituted for regulation 9:

“9. (a) A patient or a person entitled thereto in law desiring the return to him of any property entrusted to a hospital authority for safe custody shall be entitled to receive such property provided that —

(i) such property be claimed by him within twelve months after the date of discharge or decease, as the case may be; and

(ii) the original receipt has been signed and handed over by him; and

(iii) if applicable, the book referred to in regulation 8 has been signed by him.

(b) The person receiving the completed receipt referred to in subparagraph (a)(ii) shall file it with the corresponding triplicate of Annexure C.

(c) Property which has not been claimed within twelve months after discharge or decease shall be forfeited to the South West Africa Administration.”

2. Annexure A of the regulations is hereby amended by the addition of the following subparagraph, and the existing paragraph becoming subparagraph (a):

“(b) Property and valuables which are not claimed within twelve months after discharge or decease, shall be forfeited to the South West Africa Administration.”

No. 229]

[15 September 1978

SLUITING VAN GROOTPAD 28 EN PROKLAMERING EN KLASSIFISERING VAN ’N PAD DISTRIK KEETMANSHOOP

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 22(1) van die Ordonnansie op Paaie, 1972 (Ordonnansie 17 van 1972) soos gewysig, in die distrik Keetmanshoop grootpad 28 wat aange-
toon word op sketskaart P979 gesluit soos in Bylae I hieronder beskryf en ’n pad wat aangetoon word op sketskaart P979 geproklameer, die loop daarvan bepaal soos in Bylae II hieronder beskryf en dit kragtens en in-

No. 229]

[15 September 1978

CLOSING OF MAIN ROAD 28 AND PROCLAMATION AND CLASSIFICATION OF A ROAD DISTRICT OF KEETMANSHOOP

The Executive Committee has under and by virtue of the provisions of section 22(1) of the Roads Ordinance, 1972 (Ordinance 17 of 1972) as amended, in the district of Keetmanshoop closed main road 28 which is indicated on sketch-map P979 and which is described in Schedule I hereto and proclaimed a road which is indicated on sketch-map P979, defined the course thereof as described in Schedule II hereto and under and by vir-

gevolge die bepalinge van artikel 23(1) van genoemde Ordonnansie tot grootpad (nommer 28) verklaar.

Genoemde sketskaart is gedurende gewone kantoorure by die kantoor van die Direkteur van Paaie, Windhoek, ter insae beskikbaar.

BYLAE I

Beskrywing van pad:

Die pad beskryf as grootpad 28 by Bylae II van Proklamasie 36 van 1953, Bylae I en II van Proklamasie 6 van 1955, Bylae III van Proklamasie 91 van 1961, Bylae I en II van Proklamasie 91 van 1967 en Bylae I en II van Proklamasie 39 van 1968.

Gedeelte gesluit:

Die hele.

BYLAE II

Van 'n punt (K op skets P979) by die aansluiting van hoofpaaie 1/1, 1/2 en 3/1 binne die buitestedelike gebied van Grunau in die distrik Karasburg algemeen wesnoordweswaarts oor genoemde gebied tot op 'n punt (J op skets P979) op die gemeenskaplike grens van genoemde gebied en die plaas gedeelte 1 van Grabwasser 261; vandaar algemeen wesnoordweswaarts oor laasgenoemde plaas en die plase Grabwasser 261, Gedeelte 3 (Vrede) van Grabwasser 261 en Gedeelte 2 van Grabwasser 261 tot op 'n punt (H op skets P979) op laasgenoemde plaas; vandaar algemeen noordweswaarts oor die plase Gedeelte 2 van Grabwasser 261 en Gedeelte 1 van Signalberg 299 tot op 'n punt (G op skets P979) op die gemeenskaplike grens van die plase Gedeelte 1 van Signalberg 299 en Gedeelte 5 van Tsawisis 105 wat ook die gemeenskaplike grens is van die distrikte Karasburg en Keetmanshoop; vandaar voortgaande in die distrik Keetmanshoop algemeen noordweswaarts oor die plaas Gedeelte 5 van Tsawisis 105 tot op 'n punt (F op skets P979) op genoemde plaas; vandaar algemeen wesnoordweswaarts en al meer noordweswaarts oor die plase Gedeelte 5 van Tsawisis 105, Tsawisis 105, Klein Karas Station 313, Tsawisis 105, Gedeelte 3 ('n Gedeelte van Gedeelte A) van Holoog 106, Holoog 106, Spoorwegreserwe en Gedeelte 10 ('n gedeelte van Gedeelte A) van Holoog 106 tot op 'n punt (E op skets P979) op laasgenoemde plaas; vandaar algemeen noordwaarts en al meer noordnoordweswaarts oor laasgenoemde plaas en die plase Spoorwegreserwe, Holoog 106, Spoorwegreserwe, Holoog 106, Gedeelte 11 (Dieprivier) ('n gedeelte van Gedeelte A) van Holoog 106, Gedeelte 8 ('n gedeelte van Gedeelte A) van Holoog 106 en Gedeelte A van Einaug 111 tot op 'n punt (D op skets P979) op laasgenoemde plaas; vandaar algemeen noordnoordweswaarts oor die plase Gedeelte A van Einaug 111, Spoorwegreserwe, Oase 195, Chamaites 113, Gawachab 114, Naute 119,

due of the provisions of section 23(1) of the said Ordinance declared it a main road (number 28).

The said sketch-map is lying open to inspection during normal office hours at the office of the Director of Roads, Windhoek.

SCHEDULE I

Description of road:

The road described as main road 28 in Schedule II of Proclamation 36 of 1953, Schedules I and II of Proclamation 6 of 1955, Schedule III of Proclamation 91 of 1961, Schedules I and II of Proclamation 91 of 1967 and Schedules I and II of Proclamation 39 of 1968.

Portion closed:

The whole.

SCHEDULE II

From a point (K on sketch P979) at the junction of trunk roads 1/1, 1/2 and 3/1 within the peri-urban area of Grunau in the district of Karasburg generally west-north-westwards across the said area to a point (J on sketch P979) on the common boundary of the said area and the farm Portion 1 of Grabwasser 261; thence generally west-north-westwards across the last-mentioned farm and the farms Grabwasser 261, Portion 3 (Vrede) of Grabwasser 261 and Portion 2 of Grabwasser 261 to a point (H on sketch P979) on the last-mentioned farm; thence generally north-westwards across the farms Portion 2 of Grabwasser 261 and Portion 1 of Signalberg 299 to a point (G on sketch P979) on the common boundary of the farms Portion 1 of Signalberg 299 and Portion 5 of Tsawisis 105 which is also the common boundary of the districts of Karasburg and Keetmanshoop; thence continuing in the district of Keetmanshoop generally northwestwards across the farm Portion 5 of Tsawisis 105 to a point (F on sketch P979) on the said farm; thence generally west-north-westwards and more and more north-westwards across the farms Portion 5 of Tsawisis 105, Tsawisis 105, Klein Karas Station 313, Tsawisis 105, Portion 3 (a portion of Portion A) of Holoog 106, Holoog 106, Railway Reserve and Portion 10 (a portion of Portion A) of Holoog 106 to a point (E on sketch P979) on the last-mentioned farm; thence generally northwards and more and more north-north-westwards across the last-mentioned farm and the farms Railway Reserve, Holoog 106, Railway Reserve, Holoog 106, Portion 11 (Dieprivier) (a portion of Portion A) of Holoog 106, Portion 8 (a portion of Portion A) of Holoog 106 and Portion A of Einaug 111 to a point (D on sketch P979) on the last-mentioned farm; thence generally north-north-westwards across the farms Portion A of Einaug 111, Railway Reserve, Oase 195, Chamaites 113, Gawachab 114, Naute 119, Gipslaagte 390, Dagbreek 381, Vishoek 375, Railway Reserve 316 and Vishoek

Gipslaagte 390, Dagbreek 381, Vishoek 375, Spoorwegreserwe 316 en Vishoek 375 tot op 'n punt (A op skets P979) op laasgenoemde plaas; vandaar algemeen noordwaarts oor die plaas Vishoek 375, kruisende die Schaaprivier en oor die plase Seeheim Ost 122, Spoorwegreserwe en Seeheim Ost 122 tot op 'n punt (B₁ op skets P979) op laasgenoemde plaas; vandaar algemeen noordnoordooswaarts oor die plaas Seeheim Ost 122 tot op 'n punt (B op skets P979) op hoofpad 4/1 (teerpad) op genoemde plaas.

375 to a point (A on sketch P979) on the last-mentioned farm; thence generally northwards across the farms Vishoek 375, crossing the Schaaprivier and across the farms Seeheim Ost 122, Railway Reserve and Seeheim Ost 122 to a point (B₁ on sketch P979) on the last-mentioned farm; thence generally north-north-eastwards across the farm Seeheim Ost 122 to a point (B on sketch P979) on trunk road 4/1 (tarred road) on the said farm.

No. 230]

[15 September 1978

SLUITING VAN HOOFPAD 14/2 EN PROKLAMERING EN KLASSIFISERING VAN 'N PAD DISTRIK MALTAHÖHE

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 22(1) van die Ordonnansie op Paaie, 1972 (Ordonnansie 17 van 1972) soos gewysig, in die distrik Maltahöhe hoofpad 14/2 wat aangetoon word op sketskaart P990 gesluit soos in Bylae I hieronder beskryf en 'n pad wat aangetoon word op sketskaart P990 geproklameer, die loop daarvan bepaal soos in Bylae II hieronder beskryf en dit kragtens en ingevolge die bepalings van artikel 23(1) van genoemde Ordonnansie tot hoofpad (nommer 14/2) verklaar.

Genoemde sketskaart is gedurende gewone kantoorure by die kantoor van die Direkteur van Paaie, Windhoek, ter insae beskikbaar.

BYLAE I

Beskrywing van pad:

Die pad beskryf as Hoofpad 14/2 by Bylae II van Proklamasie 36 van 1953, Bylae II van Proklamasie 49 van 1961, Bylaes I en II van Proklamasie 27 van 1968, Goewermentskennisgewing 132 van 1974, Goewermentskennisgewing 133 van 1976 en Goewermentskennisgewing 284 van 1977.

Gedeelte gesluit:

Die hele.

BYLAE II

Van 'n punt (W₁ op skets P990) op grootpad 36 op die plaas Solitaire 412 algemeen suidooswaarts in die distrik Windhoek oor genoemde plaas tot op 'n punt (Y₂ op skets P990) op die gemeenskaplike grens van die plase Solitaire 412 en Abbabis 3 wat ook die gemeenskaplike grens is van die distrikte Windhoek en Maltahöhe; van daar voortgaande in die distrik Maltahöhe algemeen suidooswaarts oor die plase Abbabis 3, Gedeelte 1 van Cons. Zais 6, Blässkranz 7 en

No. 230]

[15 September 1978

CLOSING OF TRUNK ROAD 14/2 AND PROCLAMATION AND CLASSIFICATION OF A ROAD DISTRICT OF MALTAHÖHE

The Executive Committee has under and by virtue of the provisions of section 22(1) of the Roads Ordinance, 1972 (Ordinance 17 of 1972) as amended, in the district of Maltahöhe closed trunk road 14/2 which is indicated on sketch-map P990 and which is described in Schedule I hereto and proclaimed a road which is indicated on sketch-map P990, defined the course thereof as described in Schedule II hereto and under and by virtue of the provisions of section 23(1) of the said Ordinance declared it a trunk road (number 14/2).

The said sketch-map is lying open to inspection during normal office hours at the office of the Director of Roads, Windhoek.

SCHEDULE I

Description of road:

The road described as trunk road 14/2 in Schedule II of Proclamation 36 of 1953, Schedule II of Proclamation 49 of 1961, Schedules I and II of Proclamation 27 of 1968, Government Notice 132 of 1974, Government Notice 133 of 1976 and Government Notice 284 of 1977.

Portion closed:

The whole.

SCHEDULE II

From a point (W₁ on sketch P990) on main road 36 on the farm Solitaire 412 generally south-eastwards in the district of Windhoek across the said farm to a point (Y₂ on sketch P990) on the common boundary of the farms Solitaire 412 and Abbabis 3 which is also the common boundary of the districts of Windhoek and Maltahöhe; thence continuing in the district of Maltahöhe generally south-eastwards across the farms Abbabis 3, Portion 1 of Cons. Zais 6, Blässkranz 7 and

Büllsport 172 tot op 'n punt (Y_1 op skets P990) op die gemeenskaplike grens van die plase Büllsport 172 en Welkom 699 wat ook die gemeenskaplike grens is van die distrikte van Maltahöhe en Rehoboth; van daar voortgaande in die distrik Rehoboth algemeen suidooswaarts oor die plase Welkom 699, Kamaseb 505, Middelpas 698, Nabaseb 508 en Plaas 596 tot op 'n punt (X_1 op skets P990) op die gemeenskaplike grens van die plase Plaas 596 en Herma 217 wat ook die gemeenskaplike grens is van die distrikte Rehoboth en Maltahöhe; van daar voortgaande in die distrik Maltahöhe algemeen suidooswaarts oor die plase Herma 217, Gamis Nord 171, Gamis 13, Gedeelte 2 van Gedeelte 1 (Enon Noord) van Nomtsas 26, Gedeelte 1 van Nomtsas 26 en Nomtsas 26 tot op 'n punt (A op skets P990) op laasgenoemde plaas; van daar algemeen suidooswaarts oor die plase Nomtsas 26, Kabib 107, Gedeelte 1 (Westlinen) van Kabib 107 en Glückauf 34 tot op 'n punt (E_1 op skets P990) op die gemeenskaplike grens van die plase Glückauf 34 en Maltahöhe Townlands 35 wat ook die gemeenskaplike grens is van die distrik Maltahöhe en die plaaslike bestuursgebied van Maltahöhe; van daar voortgaande in die plaaslike bestuursgebied van Maltahöhe algemeen suidsuidooswaarts oor die plaas Maltahöhe Townlands 35 tot op 'n punt (E op skets P990) op genoemde plaas; van daar algemeen suidsuidooswaarts oor die plaas Maltahöhe Townlands 35 tot op 'n punt (D op skets P990) op grootpad 31 op genoemde plaas.

Büllsport 172 to a point (Y_1 on sketch P990) on the common boundary of the farms Büllsport 172 and Welkom 699 which is also the common boundary of the districts of Maltahöhe and Rehoboth; thence continuing in the district of Rehoboth generally south-eastwards across the farms Welkom 699, Kamaseb 505, Middelpas 698, Nabaseb 508 and Farm 596 to a point (X_1 on sketch P990) on the common boundary of the farms Farm 596 and Herma 217 which is also the common boundary of the districts of Rehoboth and Maltahöhe; thence continuing in the district of Maltahöhe generally south-eastwards across the farms Herma 217, Gamis Nord 171, Gamis 13, Portion 2 of Portion 1 (Enon Noord) of Nomtsas 26, Portion 1 of Nomtsas 26 and Nomtsas 26 to a point (A on sketch P990) on the last-mentioned farm; thence generally south-eastwards across the farms Nomtsas 26, Kabib 107, Portion 1 (Westlinen) of Kabib 107 and Glückauf 34 to a point (E_1 on sketch P990) on the common boundary of the farms Glückauf 34 and Maltahöhe Townlands 35 which is also the common boundary of the district of Maltahöhe and the area of the local authority of Maltahöhe; thence continuing in the area of the local authority of Maltahöhe generally south-south-eastwards across the farm Maltahöhe Townlands 35 to a point (E on sketch P990) on the said farm; thence generally south-south-eastwards across the farm Maltahöhe Townlands 35 to a point (D on sketch P990) on main road 31 on the said farm.

No. 231]

[15 September 1978

SLUITING VAN GROOTPAD 36 EN PROKLAMERING EN KLASSIFISERING VAN 'N PAD DISTRIK MALTAHÖHE

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 22(1) van die Ordonnansie op Paaie, 1972 (Ordonnansie 17 van 1972) soos gewysig, in die distrik Maltahöhe grootpad 36 wat aangetoon word op sketskaart P990 gesluit soos in Bylae I hieronder beskryf en 'n pad wat aangetoon word op sketskaart P990 geproklameer, die loop daarvan bepaal soos in Bylae II hieronder beskryf en dit kragtens en ingevolge die bepalings van artikel 23(1) van genoemde Ordonnansie tot grootpad (nommer 36) verklaar.

Genoemde sketskaart is gedurende gewone kantoorure by die kantoor van die Direkteur van Paaie, Windhoek, ter insae beskikbaar.

BYLAE I

Beskrywing van pad:

Die pad beskryf as grootpad 36 by Proklamasies 3 van 1954 (Bylae II), 48 van 1957 (Bylaes I en II), 35 van 1960 (Bylae I), 39 van 1962 (Bylaes I en II),

No. 231]

[15 September 1978

CLOSING OF MAIN ROAD 36 AND PROCLAMATION AND CLASSIFICATION OF A ROAD DISTRICT OF MALTAHÖHE

The Executive Committee has under and by virtue of the provisions of section 22(1) of the Roads Ordinance, 1972 (Ordinance 17 of 1972) as amended, in the district of Maltahöhe closed main road 36 which is indicated on sketch-map P990 and which is described in Schedule I hereto and proclaimed a road which is indicated on sketch-map P990, defined the course thereof as described in Schedule II hereto and under and by virtue of the provisions of section 23(1) of the said Ordinance declared it a main road (number 36).

The said sketch-map is lying open to inspection during normal office hours at the office of the Director of Roads, Windhoek.

SCHEDULE I

Description of road:

The road described as main road 36 in Schedule II of Proclamation 3 of 1954, Schedules I and II of Proclamation 48 of 1957, Schedule I of Proclamation

Goewermentskennisgewing 100 van 1967 en Proklamasie 39 van 1972 saamgelees met Kaapse Proklamasie 88 van 1978.

Gedeelte gesluit:

Die hele.

BYLAE II

Van 'n punt (I op skets P990) op grootpad 31 op die plaas Gedeelte 1 (Grootplaats-Noord) van Grootplaats 95 in die distrik Maltahöhe algemeen noordweswaarts oor die plaas Gedeelte 1 (Grootplaats-Noord) van Grootplaats 95 tot op 'n punt (K op skets P990) op genoemde plaas; van daar algemeen weswaarts en al meer suidweswaarts oor die plase Gedeelte 1 (Grootplaats-Noord) van Grootplaats 95, Gedeelte 1 van Halifax 113, Gedeelte 2 (Mara) van Halifax 113, Halifax 113, Kalkhügel 97, Gedeelte 2 (Tulpvley) van Noib 93, Gedeelte 1 van Bergland 94, Kalkhügel 97, Uitkoms 158, Gedeelte 1 van Bergplaas 125, Gedeelte 2 van Bergplaas 125 en Zaris 103 tot op 'n punt (Q op skets P990) op laasgenoemde plaas; van daar algemeen noordweswaarts oor die plase Zaris 103, Gedeelte 2 (Asbakkies) van Zaris 103, Zwartmodder 101, Gedeelte 2 van Hammerstein 102, Gedeelte 1 van Hammerstein 102, Restant van Neuhof Reserve 100, Gedeelte 1 van Neuhof Reserve 100, Welverdiend 140, La-Motte 164 en Witwater 139 tot op 'n punt (W op skets P990) op laasgenoemde plaas; van daar algemeen noordnoordweswaarts oor die plase Witwater 139, Hebron 136, Goede Hoop 135, Oorwinning 134, Sukses 133, Middelpos 169, Tsams West 1, Weltevrede 404, Dieprivier 403, Abendruhe 411 en Abbabis 3 tot op 'n punt (V₁ op skets P990) op die gemeenskaplike grens van die plase Abbabis 3 en Solitaire 412 wat ook die gemeenskaplike grens is van die distrikte Maltahöhe en Windhoek; van daar voortgaande in die distrik Windhoek algemeen noordwaarts oor die plaas Solitaire 412 tot op 'n punt (W₁ op skets P990) op genoemde plaas; van daar algemeen noordweswaarts oor die plase Solitaire 412, Constantia 515, Samara 400, Plaas 399 en Gedeelte 1 (Ehare) van Kromhoek 416 tot op 'n punt (Z₁ op skets P990) op die gemeenskaplike grens van die plase Gedeelte 1 (Ehare) van Kromhoek 416 en Namib Desert Park wat ook die gemeenskaplike grens is van die distrikte Windhoek en Walvisbaai; van daar voortgaande in die distrik Walvisbaai algemeen noordweswaarts oor die plaas Namib Desert Park tot op 'n punt (Z op skets P990) op die gemeenskaplike grens van die plase Namib Desert Park en Greylingshof 107 wat ook die gemeenskaplike grens is van die distrikte Walvisbaai en Windhoek; van daar voortgaande in die distrik Windhoek algemeen noordweswaarts en al meer noordwaarts en dan weswaarts oor die plase Greylingshof 107, Gedeelte 1 (Oase) van Greylingshof 107, Gedeelte een van Rostock 393 en Schlesien 483 tot op 'n punt (Y op skets P990) op die gemeenskaplike grens van die plase Schlesien 483 en Plaas 106 wat ook die gemeenskaplike grens is van die

35 of 1960, Schedules I and II of Proclamation 39 of 1962, Government Notice 100 of 1967 and Proclamation 39 of 1972 read together with Cape Proclamation 88 of 1978.

Portion closed:

The whole.

SCHEDULE II

From a point (I on sketch P990) on main road 31 on the farm Portion 1 (Grootplaats-Noord) of Grootplaats 95 in the district of Maltahöhe generally north-westwards across the farm Portion 1 (Grootplaats-Noord) of Grootplaats 95 to a point (K on sketch P990) on the said farm; thence generally westwards and more and more south-westwards across the farms Portion 1 (Grootplaats-Noord) of Grootplaats 95, Portion 1 of Halifax 113, Portion 2 (Mara) of Halifax 113, Halifax 113, Kalkhügel 97, Portion 2 (Tulpvley) of Noib 93, Portion 1 of Bergland 94, Kalkhügel 97, Uitkoms 158, Portion 1 of Bergplaas 125, Portion 2 of Bergplaas 125 and Zaris 103 to a point (Q on sketch P990) on the last-mentioned farm; thence generally north-westwards across the farms Zaris 103, Portion 2 (Asbakkies) of Zaris 103, Zwartmodder 101, Portion 2 of Hammerstein 102, Portion 1 of Hammerstein 102, Remainder of Neuhof Reserve 100, Portion 1 of Neuhof Reserve 100, Welverdiend 140, La-Motte 164 and Witwater 139 to a point (W on sketch P990) on the last-mentioned farm; thence generally north-north-westwards across the farms Witwater 139, Hebron 136, Goede Hoop 135, Oorwinning 134, Sukses 133, Middelpos 169, Tsams West 1, Weltevrede 404, Dieprivier 403, Abendruhe 411 and Abbabis 3 to a point (V₁ on sketch P990) on the common boundary of the farms Abbabis 3 and Solitaire 412 which is also the common boundary of the districts of Maltahöhe and Windhoek; thence continuing in the district of Windhoek generally northwards across the farm Solitaire 412 to a point (W₁ on sketch P990) on the said farm; thence generally north-westwards across the farms Solitaire 412, Constantia 515, Samara 400, Plaas 399 and Portion 1 (Ehare) of Kromhoek 416 to a point (Z₁ on sketch P990) on the common boundary of the farms Portion 1 (Ehare) of Kromhoek 416 and Namib Desert Park which is also the common boundary of the districts of Windhoek and Walvis Bay; thence continuing in the district of Walvis Bay generally north-westwards across the farm Namib Desert Park to a point (Z on sketch P990) on the common boundary of the farms Namib Desert Park and Greylingshof 107 which is also the common boundary of the districts of Walvis Bay and Windhoek; thence continuing in the district of Windhoek generally north-westwards and more and more northwards and then westwards across the farms Greylingshof 107, Portion 1 (Oase) of Greylingshof 107, Portion 1 of Rostock 393 and Schlesien 483 to a point (Y on sketch P990) on the common boundary of the farms Schlesien 483 and Farm 106 which is also the common boundary of the districts of Windhoek and

distrikte Windhoek en Walvisbaai, van daar voortgaande in die distrik Walvisbaai algemeen weswaarts oor die plase Plaas 106 en Namib Desert Park tot op 'n punt (X op skets P990) op die gemeenskaplike grens van die distrik Walvisbaai en Walvisbaai soos omskryf in die Walfish Bay and St. John's River Territories Annexation Act, 1884 (Wet 35 van 1884 van die Kaap die Goeie Hoop).

Walvis Bay; thence continuing in the district of Walvis Bay generally westwards across the farms Farm 106 and Namib Desert Park to a point (X on sketch P990) on the common boundary of the district of Walvis Bay and Walvis Bay as described in the Walfish Bay and St. John's River Territories Annexation Act, 1884 (Act 35 of 1884 of the Cape of Good Hope).

No. 232] [15 September 1978

SLUITING VAN PLAASPAD 859 EN PROKLAMERING EN KLASSIFISERING VAN 'N PAD DISTRIK MALTAHÖHE

Die Uitvoerende Komitee het kragtens en ingevolge die bepalings van artikel 22(1) van die Ordonnansie op Paaie, 1972 (Ordonnansie 17 van 1972) soos gewysig, in die distrik Maltahöhe plaaspad 859 wat aangetoon word op sketskaart P982 gesluit soos in Bylae I hieronder beskryf en 'n pad wat aangetoon word op sketskaart P982 geproklameer, die loop daarvan bepaal soos in Bylae II hieronder beskryf en dit kragtens en ingevolge die bepalings van artikel 23(1) van genoemde Ordonnansie tot plaaspad (nommer 859) verklaar.

Genoemde sketskaart is gedurende gewone kantoorure by die kantoor van die Direkteur van Paaie, Windhoek, ter insae beskikbaar.

BYLAE I

Beskrywing van pad:

Die pad beskryf as plaaspad 859 by Bylae II van Proklamasie 43 van 1954 en Bylae III van Proklamasie 38 van 1955.

Gedeelte gesluit:

Die hele.

BYLAE II

Van 'n punt (B₁ op skets P982) op hoofpad 14/2 op die plaas Nomtsas 26 algemeen noordooswaarts oor die plaas Nomtsas 26 tot op 'n punt (C op skets P982) op genoemde plaas; van daar algemeen ooswaarts en al meer suidwaarts oor die plase Nomtsas 26 en Narobmund 27 tot op 'n punt (D op skets P982) op laasgenoemde plaas; van daar algemeen ooswaarts en al meer noordooswaarts oor die plase Narobmund 27, ongeregistreerde Gedeelte 2 (Kyalami) van Narobmund 27, Gedeelte 1 (Boverwag) van Dirichas 28, Gedeelte 2 van Gedeelte 1 (Uitsig) van Dirichas 28 en Gedeelte 3 (Dirichas Oos) van Dirichas 28 tot op 'n punt (E op skets P982) op die gemeenskaplike grens van die plase Gedeelte 3 (Dirichas Oos) van Dirichas 28 en Schadeck

No. 232] [15 September 1978

CLOSING OF FARM ROAD 859 AND PROCLAMATION AND CLASSIFICATION OF A ROAD DISTRICT OF MALTAHÖHE

The Executive Committee has under and by virtue of the provisions of section 22(1) of the Roads Ordinance, 1972 (Ordinance 17 of 1972) as amended, in the district of Maltahöhe closed farm road 859 which is indicated on sketch-map P982 and which is described in Schedule I hereto and proclaimed a road which is indicated on sketch-map P982, defined the course thereof as described in Schedule II hereto and under and by virtue of the provisions of section 23(1) of the said Ordinance declared it a farm road (number 859).

The said sketch-map is lying open to inspection during normal office hours at the office of the Director of Roads, Windhoek.

SCHEDULE I

Description of road:

The road described as farm road 859 in Schedule II of Proclamation 43 of 1954 and Schedule III of Proclamation 38 of 1955.

Portion closed:

The whole.

SCHEDULE II

From a point (B₁ on sketch P982) on trunk road 14/2 on the farm Nomtsas 26 generally north-eastwards across the farm Nomtsas 26 to a point (C on sketch P982) on the said farm; thence generally eastwards and more and more southwards across the farms Nomtsas 26 and Narobmund 27 to a point (D on sketch P982) on the last-mentioned farm; thence generally eastwards and more and more north-eastwards across the farms Narobmund 27, unregistered Portion 2 (Kyalami) of Narobmund 27, Portion 1 (Boverwag) of Dirichas 28, Portion 2 of Portion 1 (Uitsig) of Dirichas 28 and Portion 3 (Dirichas Oos) of Dirichas 28 to a point (E on sketch P982) on the common boundary of the farms Portion 3 (Dirichas Oos) of Dirichas 28 and Schadeck

I wat ook die gemeenskaplike grens is van die distrikte Maltahöhe en Mariental.

I which is also the common boundary of the districts of Maltahöhe and Mariental.

No. R. 1722 (Republiek) [25 Augustus 1978

No. R. 1722 (Republic) [25 August 1978

DEPARTEMENT VAN SPOORWEË, HAWENS EN LUGDIENS

DEPARTMENT OF RAILWAYS, HARBOURS AND AIRWAYS

DEPARTEMENT VAN DIE SUID-AFRIKAANSE SPOORWEË EN HAWENS : WYSIGING IN DIE REGULASIES VIR DIE HAWENS VAN DIE REPUBLIEK VAN SUID-AFRIKA EN VAN SUIDWES-AFRIKA

DEPARTMENT OF THE SOUTH AFRICAN RAILWAYS AND HARBOURS : AMENDMENT OF THE REGULATIONS FOR THE HARBOURS OF THE REPUBLIC OF SOUTH AFRICA AND OF SOUTH WEST AFRICA

Dit het die Staatspresident behaag om kragtens artikel 3 van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens 1957 (Wet no. 70 van 1957), goedkeuring te verleen aan die volgende wysigings van die Regulasies vir die Hawens van die Republiek van Suid-Afrika en van Suidwes-Afrika afgekondig by Goewermentskennisgewing R.290 van 2 Maart 1962:

The State President has been pleased, in terms of section 3 of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957), to approve of the following amendments to the Regulations for the Harbours of the Republic of South Africa and of South West Africa published under Government Notice No. R.290 of 2 March 1962:

Regulasie 127

Regulation 127

Vervang hierdie regulasie deur die volgende:

Substitute the following for this regulation:

“AANSPREEKLIKHEID VIR DIERE EN DIE AFHAAL EN AFLEWER DAARVAN.

“LIABILITY FOR LIVESTOCK AND COLLECTION AND DELIVERY THEREOF.

127.(1) Die Administrasie is aanspreeklik vir die verlies, dood of besering van lewende hawe in 'n hawe, mits die verlies, dood of besering te wyte is aan nalatigheid aan die kant van die Administrasie of sy dienare: Met dien verstande dat —

127.(1) The Administration shall be liable for the loss or death of or injury to livestock in a harbour, provided that the loss, death or injury is due to negligence on the part of the Administration or its servants: Provided further that —

(a) waar die geldelike verlies wat gely is, die gevolg is van die verlies of dood van lewende hawe, die aanspreeklikheid van die Administrasie beperk is tot 'n bedrag gelykstaande met die markwaarde van die lewende hawe voor dit verloor of gedood is, minus die bergingswaarde van die karkas in die geval van lewende hawe wat gedood is, of tot 'n bedrag van R2 per kilogram bereken op die bruto massa van die lewende hawe voor dit verloor of gedood is, welke bedrag ook al die minste is;

(a) where the pecuniary loss suffered is the result of loss or death of livestock, the liability of the Administration is limited to an amount equal to the market value of the livestock before it was lost or killed, less the salvage value of the carcase in the case where livestock was killed, or to an amount of R2 per kilogram calculated on the gross mass of the livestock before it was lost or killed, whichever amount is the lesser;

(b) waar die geldelike verlies wat gely is, die gevolg is van die besering van lewende hawe, die aanspreeklikheid van die Administrasie beperk is tot 'n bedrag gelykstaande met die verskil tussen die markwaarde van die lewende hawe voor die besering en die verminderde markwaarde van die lewende hawe na die besering, of tot 'n bedrag van R2 per kilogram bereken op

(b) where the pecuniary loss suffered is the result of injury to livestock, the liability of the Administration is limited to an amount equal to the difference between the market value of the livestock before the injury and the decreased market value of the livestock after the injury, or to an amount of R2 per kilogram, calculated on the gross mass of

die bruto massa van die beseerde lewende hawe, welke bedrag ook al die minste is.

- (2) Geen lewende hawe mag by 'n hawe gelaat word sonder dat toestemming vooraf van die hawebestuurder verkry is nie, en lewende hawe wat by 'n hawe gelaat word sonder die voorafgaande toestemming van die hawebestuurder, word uitsluitend op risiko en koste van die eienaar by 'n hawe gelaat.
- (3) Die Administrasie onderneem nie om lewende hawe in 'n hawe af te haal of af te lewer nie.
- (4) By die toepassing van hierdie regulasie, beteken lewende hawe enige dier of voël, hetsy lewendig of dood, en enige vleis of karkas van sodanige dier of voël."

Regulasies 128 en 130

Skrap hierdie regulasies.

Regulasie 140

Wysig hierdie regulasie deur die bedrag "R10,00" waar dit in die agtste en negende reëls voorkom deur die bedrag "R50,00" te vervang.

No. R.1723 (Republiek) | 25 Augustus 1978

DIE DEPARTEMENT VAN DIE SUID-AFRIKAANSE SPOORWEË EN HAWENS: WYSIGING IN DIE ALGEMENE SPOORWEG-REGULASIES

Dit het die Staatspresident behaag om kragtens artikel 3 van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet 70 van 1957), goedkeuring te verleen aan die volgende wysiging van Regulasie No. 2 van die Algemene Spoorweg-regulasies afgekondig by Goewermentskennisgewing R.1560 van 11 Oktober 1963:

Regulasie No. 2

Vervang paragraaf (b) deur die volgende:

- 2(b) Die houer van 'n "retoerkaartjie" moet die heenreis aanvaar op die datum waarvoor die kaartjie gedateer is, en onderworpe aan hierdie regulasies, is hy geregtig om een keer in elke rigting oor dieselfde roete te reis tussen die plekke wat daarop genoem is, behalwe wanneer hy ingevolge hierdie regulasies of 'n spesiale kontrak gemagtig is om die roete van die reis te verander.

the injured livestock, whichever amount is the lesser.

- (2) No livestock may be left at a harbour without the prior consent of the harbour manager having been obtained, and livestock left at a harbour without the prior consent of the harbour manager, shall be left at the harbour at the sole risk and costs of the owner.
- (3) The Administration does not undertake to collect or deliver livestock in a harbour.
- (4) In the application of this regulation, livestock shall mean any animal or bird, whether alive or dead, and any meat or carcass of such animal or bird."

Regulations 128 and 130

Delete these regulations.

Regulation 140

Amend this regulation by the substitution of the amount of "R50,00" for the amount of "R10,00" where it appears in the eighth and ninth lines.

No. R.1723 (Republic) | 25 August 1978

DEPARTMENT OF THE SOUTH AFRICAN RAILWAYS AND HARBOURS: AMENDMENT OF THE GENERAL RAILWAY REGULATIONS

The State President has been pleased, in terms of section 3 of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957), to approve of the following amendment to Regulation No. 2 of the General Railway Regulations published under Government Notice No. R.1560 of 11 October 1963:

Regulation No. 2

Substitute the following for paragraph (b)

- 2(b) The holder of a "return ticket" shall commence the forward journey on the date for which the ticket is dated, and he shall be entitled, subject to these regulations, to travel once in each direction over the same route between the points specified thereon, except when authorised to vary the route of the journey by these regulations or by special contract.

No. R. 1724

25 Augustus 1978

DEPARTEMENT VAN DIE SUID-AFRIKAANSE
SPOORWEE EN HAWENS. — WYSIGING IN DIE
ALGEMENE SPOORWEGREGULASIES

Dit het die Staatspresident behaag om kragtens artikel 3 van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet 70 van 1957), goedkeuring te verleen aan die volgende wysigings van die Algemene Spoorwegregulasies afgekondig by Goewermentskennisgewing R. 1560 van 11 Oktober 1963:

Regulasie 1

Wysig hierdie regulasie—

(a) deur die omskrywing van „brandbare vloeistof” waar dit in paragraaf (a) voorkom, te skrap;

(b) deur die omskrywing van „dienaar” waar dit in paragraaf (a) voorkom, deur die volgende omskrywing te vervang:

„dienaar” iemand in die uitsluitende diens van die Administrasie en wat gemagtig is om op te tree;

(c) deur ná die omskrywing van „dienaar” waar dit in paragraaf (a) voorkom, die volgende omskrywing in te voeg:

„eienaarsrisiko” of „e.r.” met betrekking tot die vervoer van goedere deur die Administrasie, dat die Administrasie sodanige vervoer onderneem op die uitdruklike voorwaarde dat nóg die Administrasie nóg ’n dienaar van die Administrasie aanspreeklik is vir die beskadiging of verlies van sodanige goedere of enige gedeelte daarvan, tensy daar deur die afsender of geadresseerde bewys word dat sodanige beskadiging of verlies veroorsaak is deur die opsetlike wangedrag van die Administrasie of ’n dienaar van die Administrasie: Met dien verstande dat as goedere wat op eienaarsrisiko vervoer word deur nalatigheid aan die kant van die Administrasie of sy dienare beskadig of verloor word, die Administrasie in sy uitsluitlike diskresie en na oorweging van die feite van elke afsonderlike geval, aanspreeklikheid kan aanvaar vir die geheel of vir enige gedeelte van die skade of verlies aldus berokken, en behoudens die bepalings van regulasie 64, sodanige vergoeding kan betaal as wat hy onder die omstandighede billik ag;

(d) deur die omskrywing van „flitspunt” waar dit in paragraaf (a) voorkom, te skrap;

(e) deur die omskrywing van „gevaarlike goedere” waar dit in paragraaf (a) voorkom, te skrap;

(f) deur die omskrywing van „spoorwegrisiko” waar dit in paragraaf (a) voorkom, deur die volgende omskrywing te vervang:

„spoorwegrisiko” of „s.r.” met betrekking tot die vervoer van goedere deur die Administrasie, dat die Administrasie sodanige vervoer onderneem op die uitdruklike voorwaarde dat die Administrasie behoudens die bepalings van regulasie 64, aanspreeklik is vir die beskadiging

No. R. 1724

25 August 1978

DEPARTMENT OF THE SOUTH AFRICAN RAILWAYS AND HARBOURS.—AMENDMENT OF THE GENERAL RAILWAY REGULATIONS

The State President has been pleased, in terms of section 3 of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act 70 of 1957), to approve of the following amendments to the General Railway Regulations published under Government Notice R. 1560 of 11 October 1963:

Regulation 1

Amend this regulation—

(a) by the deletion of the definition of “combustible liquid” where it appears in paragraph (a);

(b) by the deletion of the definition of “dangerous goods” where it appears in paragraph (a);

(c) by the deletion of the definition of “flash point” where it appears in paragraph (a);

(d) by the insertion after the definition of “Official Railway Tariff Book” where it appears in paragraph (a), of the following definition:

“owner’s risk” or “o.r.” shall mean, in relation to the transport of goods by the Administration, that such transport is undertaken by the Administration on the explicit condition that neither the Administration nor any servant of the Administration shall be liable for damage to or loss of such goods or any part thereof, except upon proof by the consignor or consignee that such damage or loss was occasioned by the wilful misconduct of the Administration or any servant of the Administration: Provided that if goods that are transported at owner’s risk are damaged or lost through negligence on the part of the Administration or its servants, the Administration may in its sole discretion and after consideration of the facts of each individual case, accept liability for the whole of the damage or loss so caused or for any part thereof, and may, subject to the provisions of regulation 64, pay such compensation as it may deem reasonable under the circumstances;

(e) by the substitution for the definition of “railway risk” where it appears in paragraph (a), of the following definition:

“railway risk” or “r.r.” shall mean, in relation to the transport of goods by the Administration, that such transport is undertaken by the Administration on the explicit condition that the Administration shall, subject to the provisions of regulation 64, be liable for the damage to or loss of such goods or any part thereof, however the damage or loss may occur, from the time the Administration accepts the goods in accordance with

of verlies van sodanige goedere of enige gedeelte daarvan, hoe die beskadiging of verlies ook al ontstaan, vanaf die tydstop waarop die Administrasie die goedere ooreenkomstig hierdie regulasies aanneem, totdat die Administrasie hom van aanspreeklikheid bevry deur aflewering van die goedere aan die geadresseerde of sy verteenwoordiger, of deur die goedere ingevolge die Wet in 'n pakhuis te plaas: Met dien verstande dat die Administrasie nie aanspreeklik is nie vir enige skade of verlies wat ontstaan weens 'n inherente gebrek, fout of swakheid of die werking van die goed self, of wat toe te skryf is aan 'n oorsaak waarvoor die Administrasie geen beheer het nie en wat die Administrasie nie redelikerwys kon voorsien het nie;'

(g) deur die omskrywing van „stasie tot stasie” waar dit in paragraaf (a) voorkom deur die volgende omskrywing te vervang:

„stasie tot stasie” of „s tot s”, met betrekking tot die vervoer van goedere, dat sodanige goedere slegs teen eienaarsrisiko vervoer word, dat die tariewe slegs vir die vervoer van sodanige goedere van een plek na 'n ander vasgestel is en dat die Administrasie geen hantering of enige ander dienste in verband met die vervoer van sodanige goedere onderneem nie;'

(h) deur paragraaf (b) te skrap;

(i) deur paragraaf (c) te skrap;

(j) deur regulasie 1 (a) te hernommer na 1.

Regulasie 35

Wysig hierdie regulasie deur paragraaf (f) te skrap.

Regulasie 47

Vervang hierdie regulasie deur die volgende:

Administrasie se aanspreeklikheid is beperk

„47. (a) Die aanspreeklikheid van die Administrasie vir verlies of beskadiging van goedere wat vir bewaring by 'n bewaarkamer ingelewer is, is beperk tot 'n bedrag gelykstaande met die markwaarde van die goedere wat verlore geraak het of beskadig is, of tot 'n bedrag van vyftig rand, welke bedrag ook al die minste is.

(b) As 'n persoon goedere vir bewaring by 'n bewaarkamer inlewer waarvan die markwaarde hoër is as vyftig rand en sodanige persoon verlang dat die Administrasie aanspreeklikheid vir die volle waarde van sodanige goedere moet aanvaar, moet hy ten tyde van inlewering die werklike waarde van sodanige goedere aangee en benewens die gewone koste, 'n bedrag daarop betaal soos in die *Offisiële Spoorwegtariefboek* voorgeskryf.

(c) Die Administrasie behou hom die reg voor om die inhoud van enige houër wat volgens aangifte 'n hoër waarde as vyftig rand het, te ondersoek om seker te maak dat die houër werklik aangewese artikels bevat. Vir hierdie doel moet die bewaargewer alle houers op sy eie koste oopmaak en weer behoorlik toemaak as die dienaar in beheer van die bewaarkamer of die stasiemeester dit vereis.

(d) Die Administrasie kan vereis dat houers wat vir bewaring by 'n bewaarkamer ingelewer word en wat maklik verseël kan word, sorgvuldig deur die bewaargewer verseël word, of die Administrasie kan self die houers verseël. As die houers daarna afgelewer word sonder dat daardie seëls geskend is, is die Administrasie nie vir verlies of skade aanspreeklik nie.”

these regulations, until the Administration releases itself from liability by delivering the goods to the consignee or his representative, or by placing the goods in a warehouse in terms of the Act: Provided that the Administration shall not be liable for any damage or loss arising from an inherent defect, vice, or weakness or the action of the goods itself, or which is attributable to a cause over which the Administration has no control and which the Administration could not reasonably have foreseen;'

(f) by the substitution for the definition of “servant” where it appears in paragraph (a), of the following definition:

“servant” shall mean a person exclusively employed by the Administration and who is authorised to act;'

(g) by the substitution for the definition of “Station to Station” where it appears in paragraph (a), of the following definition:

“station to station” or “s to s”, in relation to the transport of goods, shall mean that such goods are transported at owner's risk only, that the rates have only been prescribed for the haulage of such goods from one point to another and that the Administration undertakes no handling or any other services in connection with the transport of such goods;'

(h) by the deletion of paragraph (b);

(i) by the deletion of paragraph (c);

(j) by the renumbering of regulation 1 (a) to 1.

Regulation 35

Amend this regulation by the deletion of paragraph (f).

Regulation 47

Substitute the following for this regulation:

Administration's liability is limited

“47. (a) The liability of the Administration for the loss of or damage to goods tendered for deposit in a cloakroom, shall be limited to an amount equal to the market value of the goods lost, or damaged, or to an amount of fifty rand, whichever is the lesser.

(b) If a person tenders for deposit in a cloakroom goods of which the market value is in excess of fifty rand and such person desires the Administration to accept liability for the full value of such goods, he shall at the time of deposit declare the true value of such goods, and shall pay thereon, in addition to the ordinary charges, an amount prescribed in the *Official Railway Tariff Book*.

(c) The Administration reserves the right to examine the contents of any container declared to be of a higher value than fifty rand with the object of satisfying itself that the container actually contains the articles declared to be therein. For this purpose all containers must be opened and securely refastened by the depositor at his own expense, if so required by the servant in charge of the cloakroom or the station master.

(d) The Administration may require that containers tendered at a cloakroom for deposit and which are capable of being conveniently sealed, shall be carefully sealed by the depositor, or the containers may be sealed by the Administration itself. If the containers are subsequently delivered with those seals intact, no liability for loss or damage shall attach to the Administration.”

Regulasie 54

Vervang hierdie regulasie deur die volgende:

Pakkette vervoer met passasierstreine, spesiale pakkette-treine, padvervoervoertuie, of gesamentlik met die S.A. Lugdiens

„54. Die vraggeld vir pakkette wat met passasierstreine, spesiale pakkette-treine, padvervoervoertuie of gesamentlik met die Suid-Afrikaanse Lugdiens vervoer moet word, word bereken teen die tariewe vasgestel in die *Offisiële Spoorwegtariefboek* en die *Lugdiens tariefboek* en sulke pakkette moet saam met 'n vragbrief wat behoorlik ooreenkomstig regulasie 101 ingevul is, aan die Administrasie oorhandig word.”

Regulasie 57

Wysig hierdie regulasie deur die woorde „per passasiertrein” waar dit in die tweede reël van paragraaf (a) voorkom, te skrap.

Regulasie 62

Wysig hierdie regulasie—

(a) deur paragraaf (a) deur die volgende paragraaf te vervang:

„(a) Sulke artikels word slegs op bepaalde dae vir vervoer per spoor aangeneem, en besonderhede daarvan kan by die Administrasie verkry word.”;

(b) deur paragraaf (e) deur die volgende paragraaf te vervang:

„(e) Sulke artikels word vir vervoer oor die Administrasie se padvervoerroetes aangeneem slegs indien reëlins vooraf met die Administrasie getref is, en kennis van die voorneme om sulke artikels deur die padvervoerdienste te laat vervoer, moet gegee word minstens 24 uur voor die vertrek van die padvoertuig waarmee die afsender die genoemde artikels wil laat vervoer.”;

(c) deur paragraaf (f) te skrap.

Regulasie 64

Vervang hierdie regulasie deur die volgende:

„AANSPREEKLIKHEID

Administrasie se aanspreeklikheid vir verlies, beskadiging of vertraging, is beperk

64. (a) Behoudens die bepalings van die Wet en van hierdie regulasies, is die aanspreeklikheid van die Administrasie vir verlies of beskadiging van goedere, hoe ook al veroorsaak, beperk—

(i) waar die geldelike verlies wat gely is die gevolg is van die totale verlies van 'n besending, tot 'n bedrag gelykstaande met die markwaarde van die besending wat verlore geraak het, of tot 'n bedrag van vyf rand per kilogram in die geval van goedere behalwe lewendes hawe, en twee rand per kilogram in die geval van lewendes hawe, bereken op die bruto massa van die betrokke besending, welke bedrag ook al die minste is;

(ii) waar die geldelike verlies wat gely is die gevolg is van die verlies van 'n gedeelte van 'n besending, tot 'n bedrag gelykstaande met die markwaarde van daardie gedeelte van die besending wat verlore geraak het, of tot 'n bedrag van vyf rand per kilogram in die geval van goedere behalwe lewendes hawe, en twee rand per kilogram in die geval van lewendes hawe, bereken op die bruto massa van die betrokke gedeelte van die besending wat verlore geraak het, welke bedrag ook al die minste is;

Regulation 54

Substitute the following for this regulation:

Parcels transported by passenger trains, special parcels trains, road transport vehicles, or jointly with the S.A. Airways

“54. Parcels intended for transport by passenger trains, special parcel trains, road transport vehicles or jointly with the South African Airways, will be charged at the rates prescribed in the *Official Railway Tariff Book* and the *Airways Cargo Tariff Manual*, and such parcels shall be tendered to the Administration together with a consignment note duly completed in terms of regulation 101.”

Regulation 57

Amend this regulation by the deletion of the words “by passenger train” where they appear in the second line of paragraph (a).

Regulation 62

Amend this regulation—

(a) by the substitution of the following paragraph for paragraph (a):

“(a) Such articles will only be accepted for transport by rail on fixed days, particulars of which may be obtained from the Administration.”;

(b) by the substitution of the following paragraph for paragraph (e):

“(e) Such articles will be accepted for transport on the Administration's road transport services only by prior arrangement with the Administration, and notice of the intention to have such articles transported by the road motor service, shall be given at least 24 hours before the departure of the road vehicle by which the consignor desires the said articles to be transported.”;

(c) by the deletion of paragraph (f).

Regulation 64

Substitute the following for this regulation:

“LIABILITY

Administration's liability for loss, damage or delay is limited

64. (a) Subject to the provisions of the Act and of these regulations, the liability of the Administration in respect of the loss of or damage to goods, however occasioned, shall be limited—

(i) where the pecuniary loss suffered is the result of the total loss of a consignment, to an amount equal to the market value of the consignment lost, or to an amount of five rand per kilogram in the case of goods other than livestock, and two rand per kilogram in the case of livestock, calculated on the gross mass of the consignment concerned whichever amount is the lesser;

(ii) where the pecuniary loss suffered is the result of the loss of a part of a consignment, to an amount equal to the market value of that part of the consignment lost, or to an amount of five rand per kilogram in the case of goods other than livestock, and two rand per kilogram in the case of livestock, calculated on the gross mass of the relevant part of the consignment lost, whichever is the lesser;

(iii) waar, in die geval van goedere behalwe lewende hawe, die geldelike verlies wat gely is die gevolg is van die beskadiging van 'n besending of 'n gedeelte van 'n besending, en die skade sodanig is dat dit herstel kan word, tot 'n bedrag gelykstaande met die herstelkoste van die besending of gedeelte van die besending, na gelang van die geval, of tot 'n bedrag van vyf rand per kilogram bereken op die bruto massa van die beskadigde besending of beskadigde gedeelte van die besending, na gelang van die geval, welke bedrag ook al die minste is;

(iv) waar, in die geval van goedere behalwe lewende hawe, die geldelike verlies wat gely is die gevolg is van die beskadiging van 'n besending of 'n gedeelte van 'n besending, en die skade sodanig is dat dit nie gereedlik herstel kan word nie, tot 'n bedrag gelykstaande met die oorspronklike markwaarde voor beskadiging, minus bergingswaarde na beskadiging, of tot 'n bedrag van vyf rand per kilogram bereken op die bruto massa van die besending of gedeelte van die besending wat beskadig is, welke bedrag ook al die minste is;

(v) waar, in die geval van lewende hawe, die geldelike verlies wat gely is die gevolg is van die besering van lewende hawe, tot 'n bedrag gelykstaande met die verskil tussen die markwaarde van die lewende hawe voor die besering en die verminderde markwaarde van die lewende hawe na die besering, of tot 'n bedrag van twee rand per kilogram bereken op die bruto massa van die beseerde lewende hawe, welke bedrag ook al die minste is;

(vi) waar, in die geval van lewende hawe, die geldelike verlies wat gely is die gevolg is van die dood van lewende hawe, tot 'n bedrag gelykstaande met die markwaarde van die lewende hawe voor dit gedood is, minus die bergingswaarde van die karkas, of tot 'n bedrag van twee rand per kilogram bereken op die bruto massa van die lewende hawe voor dit gedood is, welke bedrag ook al die minste is.

(b) Die Administrasie is aanspreeklik vir verlies wat uit vertraging voortspruit, mits die vertraging aan nalatigheid aan die kant van die Administrasie te wyte is: Met dien verstande dat die aanspreeklikheid van die Administrasie vir vertraging beperk is tot 'n bedrag gelykstaande met die geldelike verlies wat gely is as gevolg van die vertraging, of tot 'n bedrag van vyf rand per kilogram in die geval van goedere behalwe lewende hawe, en twee rand per kilogram in die geval van lewende hawe, bereken op die bruto massa van die besending wat vertrap is, welke bedrag ook al die minste is.

(c) By die toepassing van hierdie regulasie, beteken lewende hawe enige dier of voël, hetsy lewendig of dood, en enige vleis of karkas van sodanige dier of voël.

(d) Wanneer 'n eis ingevolge artikel 64 van die Wet teen die Administrasie ingestel word vir beskadiging van 'n besending of 'n gedeelte van 'n besending goedere, kan die Administrasie na goeddunke daardie beskadigde besending of gedeelte wat beskadig is, te eniger tyd van die eiser se perseel of enige ander plek waar die beskadigde goedere geberg word, verwyder en in 'n skutloods plaas."

Regulasie 65

Vervang hierdie regulasie deur die volgende:

Premie vir verhoogde aanspreeklikheid

„65. (a) As die markwaarde van goedere wat aan die Administrasie vir vervoer teen spoorwegrisiko aangebied word, meer bedra as—

(i) in die geval van goedere behalwe lewende hawe, 'n bedrag van vyf rand per kilogram bereken op die bruto massa van die goedere; of

(iii) where, in the case of goods other than livestock, the pecuniary loss suffered is the result of damage to a consignment or a part of a consignment, and the extent of the damage is such that it can be repaired, to an amount equal to the cost of repairs of the consignment or part of the consignment, as the case may be, or to an amount of five rand per kilogram, calculated on the gross mass of the damaged consignment or damaged part of the consignment, as the case may be, whichever amount is the lesser;

(iv) where, in the case of goods other than livestock, the pecuniary loss suffered is the result of damage to a consignment or part of a consignment, and the extent of the damage is such that it cannot be readily repaired, to an amount equal to the original market value before the damage, less the value of the salvage after damage, or to an amount of five rand per kilogram, calculated on the gross mass of the consignment or part of the consignment damaged, whichever amount is the lesser;

(v) where, in the case of livestock, the pecuniary loss suffered is the result of injury to livestock, to an amount equal to the difference between the market value of the livestock before the injury and the decreased market value of the livestock after the injury, or to an amount of two rand per kilogram, calculated on the gross mass of the injured livestock, whichever amount is the lesser;

(vi) where, in the case of livestock, the pecuniary loss suffered is the result of the death of livestock, to an amount equal to the market value of the livestock before it was killed, less the salvage value of the carcass, or to an amount of two rand per kilogram, calculated on the gross mass of the livestock before it was killed, whichever amount is the lesser.

(b) The Administration shall be liable for loss arising from delay, if the delay is attributable to negligence on the part of the Administration: Provided that the liability of the Administration for delay is limited to an amount equal to the pecuniary loss suffered as a result of the delay, or to an amount of five rand per kilogram in the case of goods other than livestock, and two rand per kilogram in the case of livestock, calculated on the gross mass of the consignment delayed, whichever amount is the lesser.

(c) In the application of this regulation, livestock shall mean any animal or bird, whether alive or dead, and any meat or carcass of such animal or bird.

(d) When a claim for compensation in respect of damage to a consignment or part of a consignment of goods is lodged against the Administration in terms of section 64 of the Act, the Administration may, in its discretion, at any time remove such damaged consignment or such damaged part from the claimant's premises or from any other place where the damaged goods may be stored, and deposit it in an excess depot."

Regulation 65

Substitute the following for this regulation:

Premium for increased liability

“65. (a) If the market value of goods tendered to the Administration for transport at railway risk, exceeds—

(i) in the case of goods, other than livestock, an amount of five rand per kilogram, calculated on the gross mass of the goods; or

(ii) in die geval van lewende hawe, 'n bedrag van twee rand per kilogram bereken op die bruto massa van die lewende hawe;

kan die persoon wat die goedere aan die Administrasie vir vervoer oorhandig, versoek dat die Administrasie sy aanspreeklikheid per kilogram massa tot sodanige hoër waarde per kilogram massa verhoog as wat daardie persoon aangee, in welke geval die Administrasie se aanspreeklikheid vir beskadiging, verlies of vertraging van sodanige goedere ingevolge regulasie 64 beperk sal wees tot die markwaarde van die goedere, of tot sodanige hoër aangegewe waarde per kilogram massa, welke bedrag ook al die minste is, mits sodanige persoon tydens oorhandiging van die goedere aan die Administrasie, as vergoeding vir die groter risiko, benewens die normale spoorvrag, die toepaslike premie betaal soos in die *Offisiële Spoorwegtariefboek* voorgeskryf.

(b) Die Administrasie kan die inhoud van enige houer waarvoor ingevolge paragraaf (a) 'n groter risiko aanvaar word, ondersoek en vir hierdie doel moet die afsender alle sodanige houters op sy eie koste oopmaak en weer toemaak, as 'n dienaar dit vereis.

(c) Wanneer 'n premie ingevolge paragraaf (a) betaal is, bring die Administrasie 'n gepaste endossement op die vragbrief aan."

Regulasie 66

Vervang hierdie regulasie deur die volgende:

Wyse waarop eise teen die Administrasie ingestel moet word

„66. (a) Wanneer 'n eis ingevolge artikel 64 (3) (a), (b), (c), (d), (e) of (f) van die Wet teen die Administrasie ingestel word, moet dit op die toepaslike vorm soos in paragraaf (f) uiteengesit, hetsy per hand of per pos, by die Administrasie ingedien word.

(b) Wanneer 'n eis vir die beskadiging van 'n besending goedere, die beskadiging van 'n gedeelte van 'n besending goedere, die verlies van 'n gedeelte van 'n besending goedere of die vertraging van 'n besending goedere ingevolge paragraaf (a) ingestel word, moet die geadresseerde se afskrif van die afleweringbrief wat op die eis betrekking het, of 'n fotostaat daarvan, aan die vorm waarop die eis ingedien word, geheg word.

(c) Wanneer 'n eis vir die verlies van 'n hele besending goedere ingevolge paragraaf (a) ingestel word, moet 'n afskrif van die vragbrief wat op die eis betrekking het, of 'n fotostaat daarvan, aan die vorm waarop die eis ingedien word, geheg word.

(d) Dokumentêre bewys ter staving van die markwaarde of die bergingswaarde, na gelang van die geval, van die goedere ten opsigte waarvan geëis word, of kwotasies ter staving van herstellkoste wat geëis word, moet geheg word aan alle eise bedoel in paragrawe (b) en (c) tydens indiening daarvan.

(e) As die omvang van die skade of enige ander inligting of stuk op die datum waarop die eis kragtens artikel 64 van die Wet ingestel moet word, nog nie bekend of beskikbaar is nie, moet die vorm waarop die eis ingedien word toepaslik geëndosseer en die eis binne die voorgeskrewe tydperk ingestel word: Met dien verstande dat die uitstaande inligting of stukke so spoedig moontlik nadat dit beskikbaar is, ingedien moet word.

(ii) in the case of livestock, an amount of two rand per kilogram, calculated on the gross mass of the livestock,

the person tendering the goods to the Administration for transport, may request the Administration to increase its liability per kilogram mass to such higher value per kilogram mass as declared by that person, in which case the liability of the Administration in respect of damage to, loss or delay of such goods shall, in terms of regulation 64, be limited to the market value of the goods or to such higher declared value per kilogram mass, whichever amount is the lesser, provided that such person when he tendered the goods to the Administration shall have paid over and above the normal railage, as compensation for the greater risk, the relevant premium prescribed in the *Official Railway Tariff Book*.

(b) The Administration may examine the contents of any container for which a greater risk is accepted in terms of paragraph (a), and for this purpose all such containers shall be opened and refastened by the consignor at his own expense, if so required by a servant.

(c) When a premium has been paid in terms of paragraph (a), the Administration will make a suitable endorsement on the consignment note."

Regulation 66

Substitute the following for this regulation:

Manner in which claims shall be lodged against the Administration

"66. (a) When a claim is lodged against the Administration in terms of section 64 (3) (a), (b), (c), (d), (e) or (f) of the Act, it shall be submitted either by hand or by post to the Administration on the appropriate form as set out in paragraph (f).

(b) When a claim is lodged in terms of paragraph (a) for the damage to a consignment of goods, the damage to part of a consignment of goods, the loss of part of a consignment of goods or the delay of a consignment of goods, the consignee's copy of the delivery note relating to the claim or a photostat thereof, shall be attached to the form on which the claim is submitted.

(c) When a claim for the loss of a full consignment of goods is lodged in terms of paragraph (a), a copy of the consignment note relating to the claim, or a photostat thereof, shall be attached to the form on which the claim is submitted.

(d) Documentary evidence in support of the market value or the salvage, as the case may be, of the goods in respect of which a claim is made, or quotations in support of cost of repairs claimed, shall be attached to all claims referred to in paragraph (b) and (c) when the claims are submitted.

(e) If the extent of the damage or any other information or papers is unknown or unavailable on the date on which the claim has to be lodged in terms of section 64 of the Act, the form on which the claim is submitted shall be endorsed appropriately and the claim shall be lodged within the prescribed period: Provided that the outstanding information or papers shall be submitted as soon as possible after becoming available.

(f) Eise moet op die toepaslike vorm soos hieronder aangedui, by die Administrasie ingedien word:

(i) Eise vir besering of dood van persone (behalwe eise ingevolge die Wet op Verpligte Motorvoertuigversekering, 1972) asook vir enige eiendom wat in dieselfde voorval waarin die persone beseer of gedood is, vernietig of beskadig is: Bylae 1;

(ii) eise vir skade aan eiendom weens brande ingevolge artikel 69 of 70 van die Wet: Bylae 2;

(iii) eise vir besering, dood, verlies of vertraging van lewende hawe: Bylae 3;

(iv) eise vir beskadiging, verlies of vertraging van gevaarlike goedere: Bylae 4;

(v) eise vir beskadiging, vernietiging of verlies van vraghouers (met die uitsondering van die inhoud): Bylae 5;

(vi) eise vir beskadiging, verlies of vertraging van goedere (behalwe gevaarlike goedere en lewende hawe) in deurvoer, waar die bedrag wat geëis word meer as R50 bedra: Bylae 6;

(vii) eise vir beskadiging, verlies of vertraging van goedere (behalwe gevaarlike goedere en lewende hawe) in deurvoer, waar die bedrag wat geëis word nie meer as R50 bedra nie: Bylae 7;

Regulasies 67 tot en met 75 en 103

Skrap hierdie regulasies.

Regulasie 108

Vervang hierdie regulasie deur die volgende:

Merk en adresseer van goedere

„108. Die Administrasie kan weier om goedere vir vervoer aan te neem wat nie gemerk of geadresseer is nie volgens die voorskrifte wat van tyd tot tyd deur die Administrasie uitgereik word: Met dien verstande dat indien die Administrasie wel sodanige goedere vir vervoer aanneem, die Administrasie nie aanspreeklik is vir skadevergoeding ten opsigte van die verlies of vertraging van sodanige goedere nie.”

Regulasie 109

Wysig hierdie regulasie deur paragraaf (a) deur die volgende te vervang:

„(a) Die Administrasie kan vereistes in die *Offisiële Spoorwegtariefboek* voorskryf insake die wyse waarop enige klas goedere vir vervoer verpak moet wees, en as sodanige vereistes voorgeskryf is in verband met 'n besondere klas goedere, kan die Administrasie weier om goedere van daardie klas vir vervoer aan te neem tensy dit ooreenkomstig sodanige vereistes verpak is. Goedere wat vir vervoer aangeneem word waarvoor die Administrasie nie verpakkingsvereistes of laaipatrone voorgeskryf het nie of wat, alhoewel daar verpakkingsvereistes of laaipatrone voorgeskryf is, nie volgens die voorgeskryfde wyse verpak of gelaai is nie, sal slegs op eienaarsrisiko vervoer word.”

Regulasie 110

Vervang hierdie regulasie deur die volgende:

Gevaarlike goedere

„110. Die Administrasie kan gevaarlike goedere wat ooreenkomstig die vereistes voorgeskryf in die *Offisiële Spoorwegtariefboek*, verpak, gemerk, geëtiketteer en verklaar is, vir vervoer aanneem: Met dien verstande dat sodanige vervoer slegs op eienaarsrisiko onderneem word: Met dien

(f) Claims shall be submitted to the Administration on the appropriate form as indicated below—

(i) claims for the injury or death of persons (except claims in terms of the Compulsory Motor Vehicle Insurance Act, 1972) as well as for any property destroyed or damaged in the same incident in which the persons were injured or fatally injured: Schedule 1;

(ii) claims for damage to property as a result of fires in terms of section 69 or 70 of the Act: Schedule 2;

(iii) claims for the injury, death, loss or delay of livestock: Schedule 3;

(iv) claims for damage to, loss or delay of dangerous goods: Schedule 4;

(v) claims for damage to, destruction or loss of freight containers (excluding the contents): Schedule 5;

(vi) claims for damage to, loss or delay of goods (other than dangerous goods and livestock) in transit, where the amount claimed exceeds R50: Schedule 6;

(vii) claims for damage to, or loss or delay of goods (other than dangerous goods and livestock) in transit, where the amount claimed does not exceed R50: Schedule 7.”

Regulations 67 to 75 inclusive, and 103

Delete these regulations.

Regulation 108

Substitute the following for this regulation:

Marking and addressing of goods

“108. The Administration may refuse to accept for transport goods not marked or labelled in accordance with the instructions issued from time to time by the Administration: Provided that if the Administration should accept such goods for transport, the Administration shall not be liable for compensation in respect of the loss or delay of such goods.”

Regulation 109

Amend this regulation by the substitution of the following for paragraph (a):

“(a) The Administration may prescribe in the *Official Railway Tariff Book* requirements as to the manner in which any class of goods shall be packed for transport and, if any such requirements have been prescribed in relation to a particular class of goods, the Administration may refuse to accept for transport goods belonging to that class unless they are packed in accordance with such requirements. Goods accepted for transport for which the Administration has not prescribed packing requirements or loading patterns, or which, although packing requirements or loading patterns have been prescribed, have not been packed or loaded in the prescribed manner, shall be transported at owner's risk only.”

Regulation 110

Substitute the following for this regulation:

Dangerous goods

“110. The Administration may accept for transport dangerous goods packed, marked, labelled and declared in accordance with the requirements prescribed in the *Official Railway Tariff Book*: Provided that such transport shall only be undertaken at owner's risk: Provided

verstande voorts dat indien gevaarlike goedere wat nie ooreenkomstig die vereistes voorgeskryf in die *Offisiële Spoorwegtariefboek* verpak, gemerk, geëtiketteer of verklaar is nie, vir vervoer aangeneem word en sodanige goedere skade aan die eiendom van die Administrasie of van derde partye veroorsaak, die afsender van sodanige goedere aanspreeklik is om sodanige verlies aan die Administrasie te vergoed."

Regulasie 129

Vervang hierdie regulasie deur die volgende:

Bestelvoertuie nie verplig om private persele binne te gaan nie

„129. Die bestuurders van bestelvoertuie van die Administrasie of van sy aannemers is nie verplig om sulke voertuie tot op die persele van 'n afsender, geadresseerde of ontvanger van goedere, na gelang van die geval, te neem nie."

Regulasie 131

Wysig hierdie regulasie deur subparagraaf (i) van paragraaf (a) deur die volgende te vervang:

„(i) Daar word beskou dat die aflewering van goedere deur die Administrasie voltooi is en dat die aanspreeklikheid van die Administrasie ophou op daardie tydstip waarop die voertuig waarmee die goedere vervoer word, op 'n openbare pad tot voor die regte ingang na die geadresseerde se persele gebring en die sleepwa afgehaak word of, indien die sleepwa nie afgehaak word nie, die goedere op die kant van die voertuig geplaas word op so 'n wyse dat dit redelik gerieflik vir die geadresseerde is om dit af te laai: Met dien verstande dat die bestuurder van die bestelvoertuig na goeddunke die voertuig of sleepwa tot op die persele van die geadresseerde kan bring: Met dien verstande voorts dat indien die geadresseerde se persele egter moeilik bereikbaar is met die soort voertuig waarmee die goedere vervoer word of nie aan 'n openbare pad geleë is nie, daar beskou word dat aflewering van die goedere voltooi is wanneer die voertuig tot op die naaste plek aan die ingang na die geadresseerde se persele gebring is wat redelik bereikbaar is op 'n geskikte gemacadamiseerde pad teen 'n redelike helling, en die sleepwa afgehaak is of die goedere op die kant van die voertuig geplaas is soos hierbo bepaal."

Regulasie 145

Skrap hierdie regulasie.

Regulasie 189

Wysig hierdie regulasie—

(a) deur paragraaf (b) deur die volgende paragraaf te vervang:

„(b) Verkeer na of van private slyne word op eienaarsrisiko vervoer: Met dien verstande dat—

(i) as verpakkingsvereistes vir goedere voorgeskryf is en daardie vereistes nagekom is;

(ii) as die goedere onder bevoegde toesig gelaai is ooreenkomstig 'n patroon wat deur die Administrasie goedgekeur of voorgeskryf is; en

(iii) as die goedere volgens die oordeel van die Administrasie behoorlik gestu is,

die Administrasie aanspreeklik sal wees vir enige skade aan sodanige goedere wat deur nalatigheid aan die kant van die Administrasie of sy dienare veroorsaak is;"

(b) deur paragraaf (c) te skrap.

further that if dangerous goods that are not packed, marked, labelled or declared in accordance with the requirements prescribed in the *Official Railway Tariff Book*, are accepted for transport and such goods shall cause damage to the property of the Administration or third parties, the consignor of such goods shall be liable to compensate the Administration for such loss."

Regulation 129

Substitute the following for this regulation:

Cartage vehicles not obliged to enter private premises

"129. The drivers of cartage vehicles of the Administration, or of its contractors, shall not be bound to take such vehicles into the premises of a consignor, consignee or receiver of goods, as the case may be."

Regulation 131

Amend this regulation by the substitution of the following for sub-paragraph (i) of paragraph (a):

"(i) The delivery of goods by the Administration shall be deemed to have been completed and the liability of the Administration shall cease at that point in time when the vehicle conveying the goods is brought to the appropriate entrance to the consignee's premises on a public road and the trailer is uncoupled, or, if the trailer is not uncoupled, the goods are placed on the side of the vehicle in a manner reasonably convenient for the consignee to offload: Provided that the driver of the cartage vehicle may in his discretion take the vehicle or trailer into the premises of the consignee: Provided further that if the consignee's premises are difficult to approach with the type of vehicle conveying the goods or are not situated on a public road, delivery of the goods shall be deemed to have been completed when the vehicle is brought to the nearest point to the entrance to the consignee's premises which is readily approachable on a suitably macadamised road on a reasonable gradient, and the trailer has been uncoupled or the goods have been placed on the side of the vehicle as provided above.

Regulation 145

Delete this regulation.

Regulation 189

Amend this regulation—

(a) by the substitution for paragraph (b) of the following paragraph:

"(b) Traffic to or from private sidings is conveyed at owner's risk: Provided that—

(i) if packing requirements have been prescribed for goods and those requirements have been complied with;

(ii) if the goods were loaded under competent supervision in accordance with a pattern approved or prescribed by the Administration; and

(iii) if in the opinion of the Administration the goods were properly dunnaged,

the Administration shall be liable for any damage to such goods caused by negligence on the part of the Administration or its servants."

(b) by the deletion of paragraph (c).

NET VIR DEPARTEMENTELE GEBRUIK

SAS



EISE

Persone: Dood of Besering

L.W. LEES ASSEBLIEF OPMERKING HIERONDER

SPOORWEGDATUMSTEMPEL

**EIS OM SKADEVERGOEDING EN
MEDIESE VERSLAG TEN OPSIGTE VAN PERSOONLIKE BESERING OF DOOD
KRAGTENS ARTIKEL 64(3) VAN DIE KONSOLIDASIEWET OP DIE
BEHEER EN BESTUUR VAN SPOORWEE EN HAWENS, 1957
(WET NO. 70 VAN 1957).**

OPMERKINGS

- (i) 'n Afsonderlike vorm ten opsigte van elke persoon of oordene vir wie se besering of dood vergoeding geëis word, moet ingevul en by die Hoofbestuurder se kantoor, 'n afdelingsbestuurder se kantoor of 'n stasiemeester ingelewer word, of aan die Hoofbestuurder, S.A. Spoorweë en Hawens, Sentrale Eisekantoor, Privaatsak X47, Johannesburg, 2134, gepos word.
- (ii) Eise om skadevergoeding kragtens die Wet op Verpligte Motorvoertuigversekering, 1972 (Wet No. 56 van 1972), moet op die vorm (MVA 13) wat in daardie Wet voorgeskryf word by die Hoofbestuurder se kantoor, 'n afdelingsbestuurder se kantoor of 'n stasiemeester ingelewer word, of aan die Hoofbestuurder, S.A. Spoorweë en Hawens, Sentrale Eisekantoor, Privaatsak X47, Johannesburg, 2134, gepos word.
- (iii) 'n Duidelike antwoord moet op elke vraag verstrek word, en as 'n vraag nie op die eis van toepassing is nie, moet die woorde „nie van toepassing nie” of die afkorting „NVT” ingevul word.
- (iv) Afdeling EEN moet deur elke eiser ingevul word tesame met een van die ander toepaslike afdelings, d.w.s. AFDELING TWEE, DRIE, VIER of VYF.
- (v) Die mediese verslag moet so volledig moontlik ingevul word.
- (vi) Eisevorms is gratis in Afrikaans en Engels by enige STASIEMEESTER of EISEKANTOOR verkrybaar.

AFDELING EEN**A. BESONDERHEDE VAN EISER:**

1. Van
2. Voornamen
3. Woonadres
-
-
4. Posadres
-
-
5. Telefoonnommer
6. Identiteitsnommer
7. Geslag
8. Ras (meld: Blanke, Asiaat, Kleurling of Swarte)

B. AS DIE EISER SKADEVERGOEDING NAMENS 'N ANDER PERSOON OF PERSONE AS HOMSELF/HAARSELF EIS, MELD:

1. Hoedanigheid waarin eiser optree
2. Naam en adres van persoon/persone namens wie skadevergoeding geëis word
-
-
-
3. Identiteitsnommer(s) van sodanige persoon/persone
4. Verwantskap van eiser aan sodanige persoon/persone

C. BESONDERHEDE VAN PERSOON TEN OPSIGTE VAN WIE SE LIGGAAMLIKE BËSERING OF DOOD SKADEVERGOEDING GEËIS WORD:

1. Van
2. Voornamen
3. Woonadres
-
-
4. Posadres
-
-
5. Geslag
6. Ras (meld: Blanke, Asiaat, Kleurling of Swarte)
7. Geboortedatum (afskrif van geboortesertifikaat moet aangeheg word)
8. Identiteitsnommer
9. Huwelikstaats op datum van ongeluk (meld: nooit getroud nie, getroud, geskei, weduwee, wewenaar of geregteik geskei)
-
10. Indien getroud, meld: getroud in of buite gemeenskap van goedere of volgens inheemse reg (afskrif van huweliksertifikaat moet aangeheg word as hy/sy oorlede is)
-

11. Bedryf of beroep

12. Naam en adres van werkgewer ten tyde van ongeluk en tydperk in sy diens (indien meer as een werkgewer, meld almal se name en adresse)

.....
.....
.....

13. Is hy/sy in die loop van sy/haar diens beseer of noodlottig beseer? JA NEE
(Trek 'n kruisie in die toepaslike blok.)

14. Indien hy/sy in die loop van sy/haar diens beseer of noodlottig beseer is, verstrek die volgende inligting:
(i) Is eiser geregtig op skadeloosstelling ingevolge die Ongevallewet, 1941 (Wet No. 30 van 1941)?

JA NEE (Trek 'n kruisie in die toepaslike blok.)

(ii) Indien JA, is die Ongevallekommissaris of sy/haar werkgewer, na gelang van die geval, in kennis gestel dat 'n eis teen die Administrasie ingestel is/word? JA NEE (Trek 'n kruisie in die toepaslike blok.)

(iii) Indien JA, meld datum en besonderhede van sodanige kennisgewing en deur wie
.....
.....

(iv) Indien die eiser reeds skadeloosstelling ingevolge die Ongevallewet, 1941, ontvang het, meld bedrag: R....., en die Ongevallekommissaris se verwysing:.....

15. Kan eiser bedrae op enige ander bron (bv. werkgewer, mediese hulpvereniging of -fonds) verhaal of het hy/sy sodanige bedrag reeds verhaal? JA NEE (Trek 'n kruisie in die toepaslike blok.)

16. Indien JA, verstrek volledige besonderhede en toepaslike verwysing.....
.....

17. Het hy/sy onmiddellik voor die ongeluk aan 'n liggaamlike gebrek of swakheid gely? JA NEE
(Trek 'n kruisie in die toepaslike blok.)

18. Indien JA, verstrek besonderhede.....
.....
.....

19. Naam en adres van huisdokter (as daar is).....
.....

20. Naam en adresse van alle geneeshere wat hom/haar na die ongeluk behandel het:
.....
.....
.....

21. Hospitaal of verpleeginrigting of ander plek waar hy/sy na die ongeluk behandeling ontvang het:
.....

en tydperk as —

(i) binnepatiënt van.....tot.....
en/of

(ii) buitepatiënt van.....tot.....

22. Meld sy/haar inkomste vir die twaalf maande onmiddellik voor die ongeluk:

- (i) Uit werk : R.....
- (ii) Uit enige ander bron (verstrek besonderhede) : R.....
-
- Totaal : R.....

(Dokumentêre bewys van inkomste moet aangeheg word, bv. betaalbewyse of inkomstebelastingaanslae.)

23. Indien hy/sy noodlottig beseer is, verstrek die volgende inligting:

- (i) Plek waar hy/sy oorlede is.....
- (ii) Datum van afsterwe.....
- (iii) Is 'n geregtelike doodsondersoek gehou? (JA of NEE).....
- (iv) Indien JA, meld: Hof.....
Datum.....
Verwysingsnommer.....
- (v) Name en adresse van alle afhanklikes van die oorledene (hetsy skadevergoeding namens hulle geëis word of nie)
.....
.....
.....
- (vi) Naam en adres van die eksekuteur van die oorledene se boedel
.....
.....

INDIEN DIE PERSOON TEN OPSIGTE VAN WIE SKADEVERGOEDING GEËIS WORD NOODLOTTIG BESEER IS EN SKADEVERGOEDING GEËIS WORD DEUR OF NAMENS AFHANKLIKES VAN DAARDIE PERSOON, WORD DIE VOLGENDE INLIGTING TEN OPSIGTE VAN ELKE SODANIGE AFHANKLIKE VEREIS:
(Indien skadevergoeding geëis word deur of namens meer as een afhanklike, moet die inligting wat in hierdie paragraaf vereis word, ten opsigte van elke afhanklike verstrek word op 'n afsonderlike staat wat aan hierdie vorm geheg moet word.)

- 1. Van.....
- 2. Voorname.....
- 3. Woonadres.....
.....
- 4. Posadres.....
.....
- 5. Geslag.....
- 6. Ras (meld: Blanke, Asiaat, Kleurling of Swarte).....
- 7. Geboortedatum.....(afskrif van geboortesertifikaat moet aangeheg word)

8. Identiteitsnommer.....

9. Verwantskap aan oorledene.....

10. Huwelikstaat op datum van ongeluk (meld: nooit getroud nie, getroud, geskei, weduwee, wewenaar of geregtelik geskei)

11. Indien getroud, meld getroud in of buite gemeenskap van goedere of volgens inheemse reg (afskrif van huweliksertifikaat moet aangeheg word)

12. Bedryf of beroep.....

13. Naam en adres van werkgever op datum van ongeluk en hoe lank in sy diens (indien meer as een werkgever, meld almal se name en adresse)

14. (i) Ly hy/sy lans aan enige siekte, liggaamlike gebrek of swakheid? JA NEE

(ii) Het hy/sy aan enige siekte, liggaamlike gebrek of swakheid gely? JA NEE

(Trek 'n kruisie in die toeplaslike blok.)

15. Indien JA, verstrek volledige besonderhede.....

16. Meld sy/haar inkomste vir die twaalf maande onmiddellik voor die ongeluk:

(i) Uit werk : R.....

(ii) Uit enige ander bron (verstrek besonderhede) : R.....

Totaal : R.....

(Dokumentêre bewys van inkomste moet aangeheg word, bv. betaalbewyse of inkomstebelastingaanslae.)

17. Besonderhede en bedrag van enige erfenis of ander voordele wat uit die boedel van die oorledene ontvang is of wat as gevolg van sy afsterwe verskuldig is uit enige ander bron, versekerings- en/of pensioengeld uitgesonder

E. SKADEVERGOEDING GEËIS:

Noukeurige besonderhede moet verstrekk word ten opsigte van elk van die volgende poste en moet waar van toepassing deur bewysstukke gestaaf word. (Indien nodig, kan die inligting wat in hierdie afdeling vereis word op 'n afsonderlike staat wat behoorlik onderteken en aan hierdie vorm geheg is, verstrekk word.)

Hospitaalkoste	:	R.....
Mediese koste	:	R.....
Geraamde toekomstige mediese koste	:	R.....
Verlies aan verdienste (vanaf datum van ongeluk tot op datum hiervan)	:	R.....
Geraamde toekomstige verlies aan verdienste	:	R.....
Algemene skadevergoeding (spesifiseer: vir pyn, lyding, verlies aan lewensgenietinge, ens.)	:	R.....
.....		
.....		
.....		
.....		
.....		
	Totaal :	R.....

Ek verklaar hierby dat al die inligting in hierdie vorm vervat, na my beste wete en oortuiging, juis is.

Geteken teop hede die
dag van19.....

As getuies:

- 1.
- 2.

HANDTEKENING

AFDELING TWEE

HIERDIE AFDELING MOET INGEVUL WORD NET AS DIE PERSOON TEN OPSIGTE VAN WIE SKADEVERGOEDING GEËIS WORD, BESEER OF NOODLOTTIG BESEER IS TERWYL HY/SY AS PASSASIER PER SPOOR GEREIS HET.

1. Datum en tyd van ongeluk of voorval.....

2. Waar het die ongeluk of voorval plaasgevind? (bv. tussen Johannesburg- en Braamfontein-stasie)
.....

3. Hy/sy was 'n passasier op trein no.....en het gereis
van.....na.....

4. Was hy/sy in besit van 'n geldige reiskaartjie? JA NEE VRYPAS
(Trek 'n kruisie in die toepaslike blok.)

5. Indien JA, verstrek besonderhede.....

6. Gee 'n volledige verslag van die ongeluk of voorval waaruit die eis voortspruit. (Indien nodig, kan die inligting wat hier vereis word op 'n afsonderlike bladsy verstrek en aan hierdie vorm geheg word nadat dit behoorlik onderteken is.)
.....
.....
.....
.....

7. In die geval van 'n noodlottige besering, is hy/sy reeds ten tyde van die ongeluk of voorval noodlottig beseer?
JA NEE (Trek 'n kruisie in die toepaslike blok.)

8. Indien NEE, wanneer en waar is hy/sy oorlede?.....
.....

Ek verklaar hierby dat al die inligting in hierdie vorm vervat, na my beste wete en oortuiging, juis is.

Geteken te.....op hede die.....dag van
.....19.....

As getuies:

1.

2.

HANDTEKENING

AFDELING DRIE

HIERDIE AFDELING MOET INGEVUL WORD NET AS DIE PERSOON TEN OPSIGTE VAN WIE SKADEVERGOEDING GEËIS WORD, DEUR 'N TREIN OP 'N SPOOROORGANG OF OP 'N SPOORLYN BESEER OF NOODLOTTIG BESEER IS.

1. Datum en tyd van ongeluk of voorval.....

2. Gee 'n volledige beskrywing van waar die ongeluk of voorval plaasgevind het.....

.....
.....
.....
.....

3. Gee 'n volledige verslag van die ongeluk of voorval waaruit die eis voortspruit. (Indien nodig, kan die inligting wat hier vereis word op 'n afsonderlike bladsy verstrek en aan hierdie vorm geheg word nadat dit behoorlik onderteken is.)

.....
.....
.....

4. In die geval van 'n noodlottige besering, is hy/sy reeds ten tyde van die ongeluk of voorval noodlottig beseer?

JA NEE (Trek 'n kruisie in die toepaslike blok.)

5. Indien NEE, wanneer en waar is hy/sy oorede?

.....
.....
.....

6. In die geval van 'n botsing tussen 'n voertuig en 'n trein op 'n spoorroorgang, verstrek die volgende inligting:

(i) Registrasiekode en -nommer van voertuig.....

(ii) Naam en adres van eienaar van voertuig ten tyde van die ongeluk

.....
.....
.....
.....

(iii) Naam en adres van bestuurder van voertuig ten tyde van die ongeluk

.....
.....
.....
.....

- (iv) Derdepartyteken-/Versekeringsverklaringsnommer
- (v) Naam van derdepartyversekeraar
- (vi) Name en adresse van alle ander insittendes van die voertuig
.....
.....
.....
.....

7. Indien vergoeding ook geëis word vir skade aan eiendom (bv. voertuig in botsing met trein), verstrek die volgende inligting:

(i) Volledige beskrywing van beskadigde eiendom (in die geval van 'n voertuig moet registrasiekode en -nommer, fabriikaat, jaar van vervaardiging en tipe voertuig volledig beskryf word)
.....
.....
.....

(ii) Markwaarde van eiendom voor beskadiging : R

(iii) Herstelkoste van beskadigde eiendom, indien herstelbaar : R

(iv) Afdankwaarde van beskadigde eiendom, indien onherstelbaar : R

(Dokumentêre bewyse moet aangeheg word ter staving van die herstelkoste of afdankwaarde.)

Ek verklaar hierby dat al die inligting wat in hierdie vorm vervat is, na my beste wete en oortuiging, juis is.

Geteken te op hede die dag van

..... 19.....

As getuies:

1.

2.

HANDTEKENING

AFDELING VIER

HIERDIE AFDELING MOET INGEVUL WORD NET AS DIE PERSOON TEN OPSIGTE VAN WIE SKADEVERGOEDING GEËIS WORD, AS PASSASIER IN 'N PADVOERTUIG VAN DIE ADMINISTRASIE BESEER OF NOODLOTTIG BESEER IS EN DAAR BENEWENS DIE EIS OM SKADEVERGOEDING KRAGTENS DIE WET OP VERPLIGTE MOTORVOERTUIGVERSEKERING, 1972 (WET NO. 56 VAN 1972), 'N VERDERE EIS TEEN DIE ADMINISTRASIE INGESTEL WORD.

- 1. Datum en tyd van ongeluk of voorval.....
- 2. Plek waar ongeluk of voorval plaasgevind het.....
- 3. Besonderhede van Administrasie se voertuig in ongeluk betrokke:
 - (i) Registrasiekode en -nommer.....
 - (ii) Tipe voertuig.....
- 4. Is 'n eis kragtens die Wet op Verpligte Motorvoertuigversekering, 1972, teen die Administrasie ingestel?
 JA NEE (Trek 'n kruisie in die toepaslike blok.)
- 5. Indien JA, op watter datum en deur wie is die eis ingestel, en wat is die Administrasie se verwysingsnommer?

- 6. Is enige geld kragtens die Wet op Verpligte Motorvoertuigversekering, 1972, reeds aan die eiser uitbetaal?
 JA NEE (Trek 'n kruisie in die toepaslike blok.)
- 7. Indien JA, wat is die bedrag wat uitbetaal is? R.....

Ek verklaar hierby dat al die inligting wat in hierdie vorm vevat is, na my beste wete en oortuiging, juis is.

Geteken te.....op hede die.....dag van

.....19.....

As getuies:

1.....

2.....

HANDTEKENING

AFDELING VYF

HIERDIE AFDELING MOET INGEVUL WORD INDIEN DIE PERSOON TEN OPSIGTE VAN WIE SKADEVERGOEDING GEËIS WORD, DEUR DIE ADMINISTRASIE BESEER OF NOODLOTTIG BESEER IS IN OMSTANDIGHEDEN WAT NIE ONDER AFDELINGS TWEE, DRIE OF VIER RESORTEER NIE.

1. Datum en tyd van ongeluk of voorval.....

2. Gee 'n volledige beskrywing van waar die ongeluk of voorval plaasgevind het.....

.....
.....
.....
.....

3. Gee 'n volledige beskrywing van die ongeluk of voorval waaruit die eis voortspruit. (Indien nodig kan die inligting wat hier vereis word op 'n afsonderlike staat verstrek en aan hierdie vorm geheg word nadat dit behoorlik onderteken is.)

.....
.....
.....
.....
.....

4. In die geval van 'n noodlottige besering, is hy/sy ten tyde van die ongeluk of voorval noodlottig beseer?

JA NEE (Trek 'n kruisie in toepaslike blok.)

5. Indien NEE, wanneer en waar is hy/sy oorlede?.....

.....
.....

Ek verklaar hierby dat al die inligting in hierdie vorm vervat, na my beste wete en oortuiging, juis is.

Geteken te.....op hede die.....dag van

.....19.....

As getuies:

1.

2.

HANDTEKENING

MEDIËSE VERSLAG

HIERDIE VERSLAG MOET INGEVUL WORD DEUR DIE GENEESHEER WAT DIE OORLEDENE OF BESEERDE BEHANDEL HET VIR LIGGAAMLIKE BESERINGS WAT HY/SY OPGEDOEN HET IN DIE VOORVAL WAARUIT DIE EIS VOORTSPRUIT, OF DEUR DIE SUPERINTENDENT (OF SY VERTEENWOORDIGER) VAN DIE HOSPITAAL WAAR DIE OORLEDENE OF BESEERDE VIR SODANIGE LIGGAAMLIKE BESERINGS BEHANDEL IS.

(Waar daar 'n blok vir die antwoord op 'n vraag is, trek 'n kruisie daarin.)

1. Is u daarvan oortuig dat die persoon op wie hierdie verslag betrekking het, die persoon is wat in paragraaf C van afdeling een van die eisevorm gemeld word? JA NEE
 2. Datum waarop u hom/haar vir die eerste maal na die ongeluk gesien het
 3. Het u hom/haar te eniger tyd voor die ongeluk behandel? JA NEE
Indien JA, verstrek datum van laaste sodanige behandeling en aard van ongesteidheid
 4. Is die beserings: GERING? TAAMLIK ERNSTIG? ERNSTIG?
 5. Dui die liggaamsdele aan wat beseer is:
KOP BORSKAS NEK BUIK RUG
BOONSTE LEDEMATE ONDERSTE LEDEMATE BEKKEN
 6. (a) Verstrek volledige besonderhede van die aard van die beserings en enige komplikasies (bv. gebreekte ribbes met borsbloeding, saamgestelde breuk van linkerskeenbeen, skending, ens.)
.....en
(b) meld watter behandeling tot op datum gegee is.....
 7. Sal die persoon na verwagting permanent ongeskik wees? JA NEE
Indien JA, verstrek volledige besonderhede.....
Indien NEE, het sy/haar toestand gestabiliseer geraak?.....
 8. Word daar spesialisbehandeling gegee? JA NEE
Indien JA, meld naam en adres van spesialis.....
 9. Verstrek volledige besonderhede van die aard en verwagte duur van enige toekomstige behandeling
 10. Het die beserings enige vooraf bestaande patologiese toestand vererger? JA NEE
 11. Is enige sodanige vooraf bestaande patologiese toestand vererger deur die gevolge van 'n trauma? JA NEE
 12. Indien die antwoord op òf 10 òf 11 hierbo JA is, verstrek volledige besonderhede.....
 13. Is die persoon in 'n hospitaal/verpleeginrigting gehou? JA NEE
Indien JA, verstrek naam en adres van hospitaal/verpleeginrigting en datum waarop hy/sy ontslaan is of na verwagting ontslaan sal word.....
 14. Indien hy/sy op die datum van ongeluk in diens was, meld datum van verwagte terugkeer na diens.....
 15. Indien die uiteinde noodlottig was, verstrek die volgende inligting:
(a) Datum van dood..... (b) Oorsaak.....
(c) Het enige vooraf bestaande patologiese toestand bygedra tot die dood? JA NEE
(d) Indien JA, verstrek volledige besonderhede.....
- Naam van geneesheer..... Adres.....
.....
Handtekening.....
Kwalifikasies.....
- Datum.....

NET VIR DEPARTEMENTELE
GEBRUIK

SAS



EISE

Veldbrande

SPOORWEGDATUMSTEMPEL

**EIS OM SKADEVERGOEDING TEN OPSIGTE VAN DIE BESKADIGING OF VERNIETIGING VAN EIENDOM DEUR 'N BRAND VER-
OORSAAK DEUR 'N BRANDENDE VOORWERP AFKOMSTIG UIT 'N SPOORWEGLOKOMOTIEF OF 'N SPOORWEGTREIN**
Artikels 69 en 70 van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet No. 70 van 1957)

OPMERKINGS

Hierdie vorm moet slegs in enkelvoud ingevul te word en kan by enige stasiemeester of afdelingsbestuurder se kantoor of die Hoofbestuurder se Sentrale Eisekantoor ingedien of gepos word aan —

Die Hoofbestuurder
S.A. Spoorweë en Hawens
Sentrale Eisekantoor
Privaatsak X47
JOHANNESBURG
2134

2. Hierdie vorm moet so volledig moontlik ingevul word en ingedien word binne die voorgeskrewe tydperk soos in artikel 64(3) van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet No. 70 van 1957) bepaal word.
3. Dokumentêre bewys ter staving van die bedrag wat geëis word, moet, waar enigsins moontlik, saam met alle eise ingedien word.
4. Indien basiese inligting en/of dokumente nie beskikbaar is binne die tydperk waarbinne 'n eis ingedien moet word nie, of indien die bedrag van die eis nog nie bereken kan word nie, moet die eisevorm dienooreenkomstig geëndosseer en so volledig moontlik ingevul en ingedien word, in welke geval die eis geregistreer sal word in afwagting van die nodige inligting en/of dokumente.
5. Eisevorms is gratis in Afrikaans en Engels by enige STASIEMEESTER of EISEKANTOOR verkrybaar.

AFDELING EEN

1. BESONDERHEDE VAN EISER

*Van Woon- of Posadres
besigheidsadres
Voorletters

2. BESONDERHEDE VAN PARTYE

EIENAAR VAN EIENDOM

BEWONER VAN EIENDOM

*Van *Van
Voorletters Voorletters
Adres Adres

*Geen afkortings mag gebruik word nie, en in die geval van 'n maatskappy moet die volledige geregistreerde naam van die maatskappy ingevul word.

3. BESONDERHEDE VAN EIENDOM

Naam en volledige beskrywing van eiendom
.....
.....
Grootte van eiendom
Dorps-/stads-/munisipale gebied/landdrosdistrik waarbinne eiendom geleë is:

AFDELING DRIE

1. BESONDERHEDE VAN VOORBRANDE

- (a) Het eiser/eienaar/bewoner 'n voorbrandooreenkoms met die Administrasie aangegaan?
JA NEE
- (b) Indien JA, verstrek volledige besonderhede van die ooreenkoms.
- (c) Is daar enige voorbrand gemaak tussen die spoorlyn en die eiendom ten opsigte waarvan die eis ingestel word?
JA NEE
- (d) Indien JA, verstrek besonderhede van voorbrand (bv. wanneer is die voorbrand gemaak, hoe breed is die voorbrand, afstand van die hartlyn van die spoorlyn af, wat was die toestand van voorbrand voor die brand, was daar enige brandbare materiaal op die voorbrand, ens.)
- (e) Bestaan daar enige natuurlike voorbrand tussen die spoorlyn en die eiendom, bv. 'n pad, rivier, ens.?
JA NEE
- (f) Indien JA, verstrek soortgelyke besonderhede soos by (d).
- (g) Is daar enige natuurlike of gemaakte voorbrande tussen lande of kampe op die eiendom, of tussen die eiendom en aangrensende eiendom?
JA NEE
- (h) Indien JA, verstrek besonderhede.

AFDELING VIER

BESONDERHEDE VAN EIS

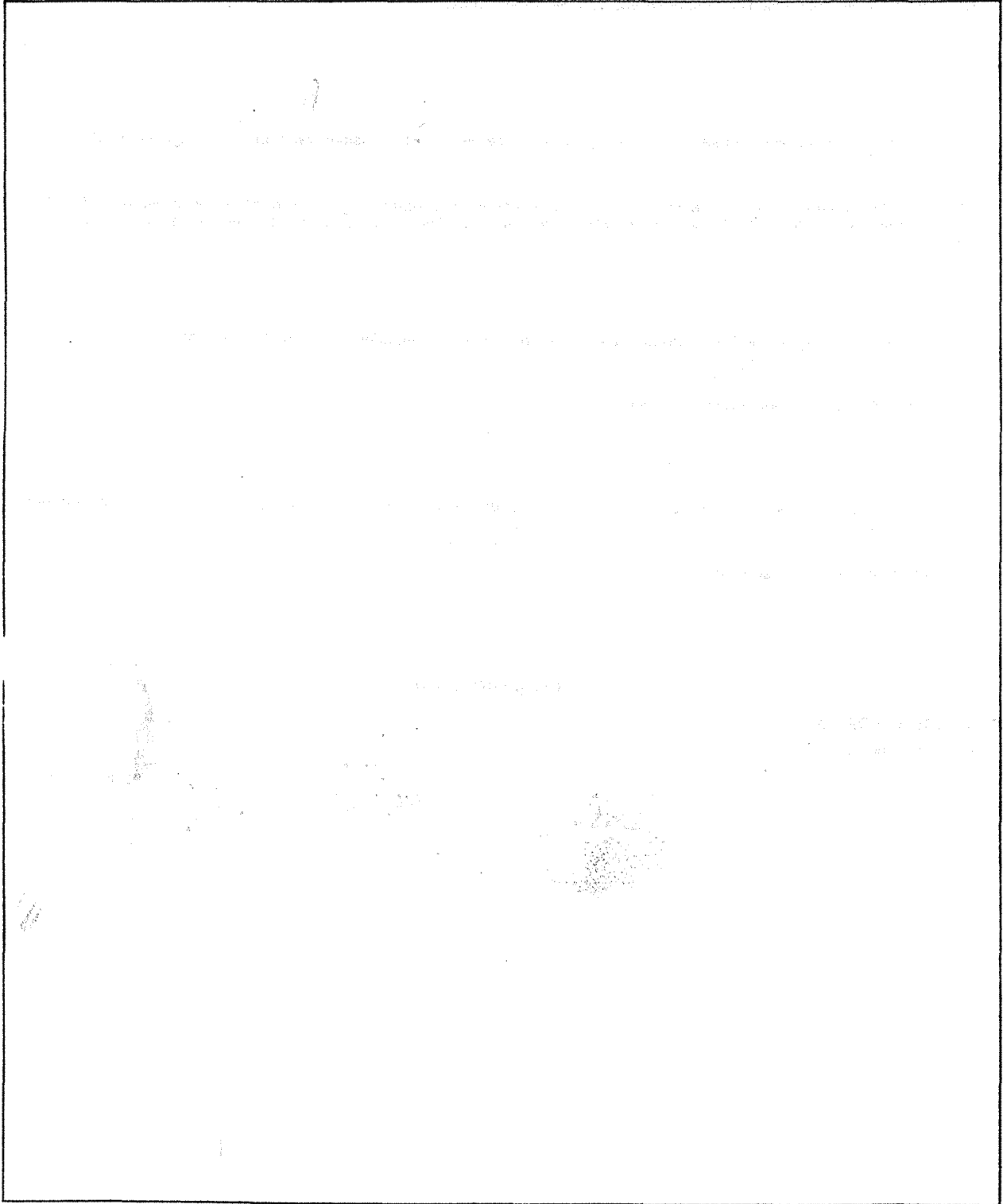
(spesifiseer en beskryf volledig)

BESKRYWING	BEDRAG VAN EIS	
	R	c
TOTAAL:	R	c

AFDELING VYF

Teken 'n ruwe sketskaart van die eiendom met 'n duidelike aanduiding van die gebied wat deur die brand beskadig is. Probeer om soveel besonderhede as wat moontlik is op die sketskaart te verstrek, soos bv. die posisie van die spoorlyn, enige voorbrande, kampe, landerye, heinings, geboue, ens. Dui NOORD duidelik aan, en as die wind op die dag van die brand gewaai het, dui die rigting en sterkte daarvan aan.

SKESKAART



.....
EISER SE VERWYSING (AS DAAR IS)

.....
HANDTEKENING VAN EISER

DATUM

NET VIR DEPARTEMENTELE GEBRUIK

SAS



EISE

Lewende Hawe

L.W. LEES ASSEBLIEF OPMERKINGS OP KEERSY

SPOORWEGDATUMSTEMPEL

1. BESONDERHEDE VAN EISER –

VAN EN VOORLETTERS:

Telefoonno. _____ WOO- OF BESIGHEIDS-ADRES _____ POSADRES _____

2. BESONDERHEDE VAN PARTYE EN STASIES –

AFSENDER: VAN * _____ GEADRESSEERDE: VAN * _____
 VOORLETTERS _____ VOORLETTERS _____
 ADRES _____ ADRES _____
 AFSENDSTASIE _____ ONTVANGSTASIE _____
 DATUM AFGESTUUR _____ TYD _____ DATUM ONTVANG _____ TYD _____
 AFLEWERINGSBRIEFNO. _____

* Geen afkortings mag gebruik word nie, en in die geval van 'n maatskappy moet die volledige geregistreerde naam van die maatskappy ingevul word.

3. BESONDERHEDE VAN EISOORSAAK –

Die eis is ten opsigte van – DOOD BESEERING VERTRAGING TEKORT VERLIES
 L.W. Trek 'n kruisie in die toepasslike blok.

4. BESONDERHEDE VAN VERLIES – Gee 'n kort beskrywing van die aard en omvang van die verlies wat gely is.

5. BESONDERHEDE VAN EIS –

Beskrywing van dier of voël	Masa in kilogram	Meld of dier/voël gedood, beseer, verloor of vertrap is	Markwaarde voor dier/voël gedood, beseer, verloor of vertrap is		Markwaarde na dier/voël gedood, beseer, verloor of vertrap is		Bedrag van eis	
			R	c	R	c	R	c
			R		R			
			R		R			
			R		R			
			R		R			
			R		R			
Totaal								

6. Waar is die lewende hawe gedood, beseer, verloor of vertrap?
 Laaikraal by afsendstasie _____
 Laaikraal by ontvangstasie _____
 In deurvoer _____
 Tydens laai/aflaai _____

7.2 Wie het die besending nagesien?
 By afsendstasie: AFSENDER _____
 SAS-ADM. _____
 By ontvangstasie: GEADRESSEERDE _____
 SAS-ADM. _____

9.2 Wie is van die ongeluk in kennis gestel en wanneer?
9.3 Hoe is oor die beseerde diere of karkasse beskik?
 VERKOOP OPBRENGS R _____ c _____
 VERNIETIG BEGRAWE

7. Is die lewende hawe voer en water voor afsending gegee?
 JA NEE
 Moes die lewende hawe onderweg voer en water gekry het?
 JA NEE

8. Oorsaak van dood of beseering
 Deur trein gedood/beseer _____
 Deur SAS-padvervoertuig gedood/beseer _____

10. Is daar heinings langs die spoorbaan?
 JA NEE

11. Toestand van heinings:
 Goed Gemiddeld Swak

7.1 Is 'n premie vir hoer risiko betaal?
 JA NEE

9. Datum van ongeluk _____
9.1 Plek: Tussen _____
 en _____
 by kilometerpunt _____

12. Was daar 'n wagter by die diere tydens die ongeluk?
 JA NEE

12.1 Hoe het die diere op die spoorbaan beland?

OPMERKINGS:

1. Die vorm hoof slegs in enkelvoud ingevul te word en kan by enige stasiemeester, afdelingsbestuurder se kantoor of die Hoofbestuurder se Sentrale Eisekantoor ingedien of gepos word aan —
Die Hoofbestuurder
S.A. Spoorweë en Hawens
Sentrale Eisekantoor
Privaatsak X47
JOHANNESBURG
2134
2. Die vorm moet so volledig moontlik ingevul word en 'n kruisie moet in die betrokke blok in alle toepaslike kolomme getrek word. Indien daar nie genoeg ruimte op die vorm is nie, kan antwoorde of bykomende inligting verstrek word op 'n afsonderlike vel wat aan hierdie vorm geheg moet word.
- L.W. Eise moet op die voorgeskrewe vorm ingedien word en binne die toepaslike tydperk soos in artikel 64(3) van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet No. 70 van 1957) bepaal word.
3. Saam met eise ten opsigte van besering, dood, tekorte of vertraging van lewende hawe wat deur die Administrasie vir vervoer aangeneem is, moet die geadresseerde se afskrif van die SAS-aflewingsbrief (of 'n fotostaat daarvan), en saam met eise ten opsigte van die verlies van 'n hele besending, die afsender se afskrif van die SAS-vragbrief (of 'n fotostaat daarvan) ingedien word.
4. Dokumentêre bewys ter staving van die bedrag wat geëis word, moet, waar enigsins moontlik, saam met alle eise ingedien word.
5. Indien basiese inligting en/of dokumente nie beskikbaar is binne die tydperk waarbinne 'n eis ingedien moet word nie, of indien die bedrag van die eis nog nie bereken kan word nie, moet die eisevorm dienoreenkomsig geëndosseer en intussen so volledig moontlik ingevul en ingedien word, in welke geval die eis geregistreer sal word in afwagting van die nodige inligting en/of dokumente.
6. Eisevorms is gratis in Afrikaans en Engels by enige STASIEMEESTER of EISEKANTOOR verkrybaar.

NET VIR DEPARTEMENTELE GEBRUIK																													
Beskikking	<input type="checkbox"/> 01 <input type="checkbox"/> 02 R _____ : _____ c Verwysing _____																												
(Merk met 'n X. 01-betaal 02-wys van die hand)	Handtekening _____																												
Is 'n premie vir hoer risiko betaal?	JA <input type="checkbox"/> NEE <input type="checkbox"/>																												
Opmerkings:	_____																												

Afsender _____	Geadresseerde _____																												
Afsendstasieno. _____	Ontvangstasieno. _____																												
Oorlaastasieno. _____																													
Faktuurno. _____	Datum _____																												
Ersoorsaak	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 16.6%;">Diefstal</th> <th style="width: 16.6%;">Tekort</th> <th style="width: 16.6%;">Dood</th> <th style="width: 16.6%;">Besering</th> <th style="width: 16.6%;">Vertraging</th> <th style="width: 16.6%;">Diverse</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> <td style="text-align: center;">4</td> <td style="text-align: center;">5</td> <td style="text-align: center;">6</td> </tr> </tbody> </table>	Diefstal	Tekort	Dood	Besering	Vertraging	Diverse	1	2	3	4	5	6																
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Kommoditeitsno. (eise-item)	<input style="width: 100px; height: 20px;" type="text"/> Kommoditeitskodeno. <input style="width: 100px; height: 20px;" type="text"/>																												
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PLAASLIKE REKENMEESTER:																													
Betaal _____																													
Die bedrag van (R _____ : _____ c) _____	Rand _____ sent																												
Bewysno. _____	Datum _____ Vergoedingsrekeningno. _____																												
Goedgekeur _____ namens HOOFBESTUURDER																													

NET VIR DEPARTEMENTELE GEBRUIK

SAS



EISE

Gevaarlike Goedere

L.W. LEES ASSEBLIEF OPMERKINGS OP KEERSY

SPOORWEGDATUMSTEMPEL

1. BESONDERHEDE VAN EISER – VAN EN VOORLETTERS*

Telefoonno. _____ WOON- OF BESIGHEIDS-ADRES _____ POSADRES _____

2. BESONDERHEDE VAN PARTYE EN STASIES –

AFSENDER: VAN * _____ **GEADRESSEERDE:** VAN * _____

VOORLETTERS _____ VOORLETTERS _____

ADRES _____ ADRES _____

AFSENDSTASIE _____ ONTVANGSTASIE _____

DATUM AFGESTUUR _____ TYD _____ DATUM ONTVANG _____ TYD _____

AFLEWERINGSBRIEFNO. _____

*Geen afkortings mag gebruik word nie, en in die geval van 'n maatskappy moet die volledige geregistreerde naam van die maatskappy ingevul word.

3. BESONDERHEDE VAN EISOORSAAK –

Die eis is ten opsigte van – ONTFUTSELING, DIEFSTAL TEKORT NATTIGHEID ANDER SKADE VERTRAGING DIVERSE

L.W. Trek 'n kruisie in die toepaslike blok.

4. BESONDERHEDE VAN VERLIES/SKADE – Gee 'n kort beskrywing van die aard en omvang van die verlies/skade wat gely is.

5. BESONDERHEDE VAN EIS – Beskrywing van item wat beskadig, verloor of vertrap is	Massa in kilogram	Meld of item beskadig, verloor of vertrap is	Markwaarde van item voor beskadiging, verlies of vertraging	Markwaarde van item na beskadiging of vertraging	Bedrag van eis	
			R R R R	R R R R	R	c
					Totaal	

6. AARD VAN VERPAKKING – KAS – Hout _____ Laaghout _____ Plastiek _____ Ander _____ KRAT – Hout _____ Plastiek _____ Metaal _____ Ander _____ HOUTVAT _____ SAK – Papier _____ Jute/gooring _____ Katoen/linne _____ Plastiek _____ Geweefde plastiek _____ RIFFELBORDDOOS TOEGEMAAK MET _____ – Kleefband _____ Krámmie _____ Gom _____ Ander _____ BINNEHOUEHS – Glas _____ Metaal _____ Plastiek _____ Saamgestelde _____ Ander _____ BINNETOEBEHORE – Afskortings _____ Voering _____ Vorms _____ Ander _____	DROM – Metaal _____ Hout _____ Veselbord _____ Plastiek _____ Ander _____ GEBONDEL EN VASGEMAAK MET – Metaalband _____ Plastiekband _____ Tou _____ Draad _____ Ander _____ GEBAAAL EN BEDEK MET – Papier _____ Plastiek _____ Jute/gooring _____ Papier, plastiek en jute/gooring _____ Ander _____	(c) Metaal-/plastiekdromme (i) Dikte van metaal _____ (op drom gebosseleer, bv. /0,80/1,00/1,20) (ii) Datum van vervaardiging _____ (iii) Tipe drom Los deksel _____ Vaste deksel _____ (iv) Metode van sluiting Sluitring _____ Deksels met verlengde kloue en sluitring _____ Skroefdraad _____	Oksideermiddel _____ Organiese peroksied _____ Gift _____ Radioaktief _____ Bytstof _____ Geen etiket _____ 9. Is 'n „Vragbrief en verklaring insake springstowwe en ander gevaarlike goedere” of „lossings-, aflewering- en afsendingsoordere en verklaring insake springstowwe en ander gevaarlike goedere” gebruik? JA <input type="checkbox"/> NEE <input type="checkbox"/> 9.1 Is die naam van die inhoud op so 'n plek op die buitehouer aangebring waar dit duidelik gesien kan word? JA <input type="checkbox"/> NEE <input type="checkbox"/> 10. Voldoen die verpakking aan die vereistes soos voorgeskryf in Byvoegsel no. 6 by die Offisiële Spoorwegtariefboek? JA <input type="checkbox"/> NEE <input type="checkbox"/>
	6.1 Verpakking gebruik is – Nuut _____ Tweedehands _____ 7(a) SAS-verpakkingsertifikaat Op houer/pak _____ Op kleefband _____ (b) Indien ingevoerde goedere: Kom enige verpakkingsertifikaat op die houer/pak voor? JA <input type="checkbox"/> NEE <input type="checkbox"/>	8. Waarskuetikette op houers Ontploffbaar _____ Vlambare gas _____ Saamgeperste gas _____ Giftige gas _____ Vlambare vloeistof _____ Vlambare vaste stof _____ Selfontbrandbaar _____ Gevaarlik wanneer nat _____	

OPMERKINGS:

1. Die vorm hoof slegs in enkelvoud ingevul te word en kan by enige stasiemeester of afdelingsbestuurder se kantoor ingedien of aan die betrokke afdelingsbestuurder gepos word.
- L.W. In die geval van eise ten opsigte van beskadiging of verlies van vrag in 'n hawe, moet die eise by die betrokke hawe-eisekantoor ingedien word.
2. Die vorm moet so volledig moontlik ingevul word, en 'n kruisie moet in die betrokke blok in alle toepaslike kolomme getrek word. Indien daar nie genoeg ruimte op die vorm is nie, kan antwoorde of bykomende inligting verstrek word op 'n afsonderlike vel wat aan hierdie vorm geheg moet word.
- L.W. Eise moet op die voorgeskrewe vorm ingedien word en binne die toepaslike tydperk soos in artikel 64(3) van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet No. 70 van 1957) bepaal word.
3. Saam met eise ten opsigte van beskadiging, tekorte of vertraging van goedere wat deur die Administrasie vir vervoer aangeneem is, moet die geadresseerde se afskrif van die SAS-afleringsbrief (of 'n fotostaat daarvan), en saam met eise ten opsigte van die verlies van 'n hele besending, die afsender se afskrif van die SAS-vragbrief (of 'n fotostaat daarvan) ingedien word.
4. Dokumentêre bewys ter staving van die bedrag wat geëis word, bv. die leweransier se faktuur, moet, waar enigsins moontlik, saam met alle eise ingedien word.
5. Indien basiese inligting en/of dokumente nie beskikbaar is binne die tydperk waarbinne 'n eis ingedien moet word nie, of indien die bedrag van die eis nog nie bereken kan word nie, moet die eisevorm dienooreenkomstig geëndosseer en intussen so volledig moontlik ingevul en ingedien word, in welke geval die eis geregistreer sal word in afwagting van die nodige inligting en/of dokumente.
6. Eisevorms is gratis in Afrikaans en Engels by enige STASIEMEESTER of EISEKANTOOR verkrybaar.

NET VIR DEPARTEMENTELE GEBRUIK																													
Besikking	01	02	R		c	Verwysing																							
(Merk met 'n X. 01-betaal 02-wys van die hand)						Handtekening																							
Is 'n premie vir hoer risiko betaal?						JA		NEE																					
Opmerkings:																													
Afsender										Geadresseerde																			
Afsendstasieno.						Ontvangstasieno.						Oorlaastasieno.																	
Fakturno.						Datum						Gelebriefno.						Datum											
Eisoorsaak	Ontfutseling/diefstal			Tekort			Nattigheid			Beskadiging			Vertraging			Diverse													
	1			2			3			4			5			6													
Rede vir eis (kodeno.)	+ 																												
Plek waar eis ontstaan het	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99									
Verpakkingspesifikasieno.						Kommoditeitsno. (eise-item)										Kommoditeitskodeno.													
*merk met 'n X +hierdie kode moet voorafgegaan word deur die syfer 0 vir plaastik, 3 vir invoer of 4 vir uitvoer om die verkeer te identifiseer.																													
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Betaal																													
Die bedrag van (R										: c)										Rand									
sent																													
Bewysno.						Datum						Vergoedingsrekeningno.																	
										Goedgekeur										namens AFDELINGSBESTUURDER									

NET VIR DEPARTEMENTELE GEBRUIK

SAS



EISE

Skade aan Vraghouer

L.W. LEES ASSEBLIEF OPMERKINGS OP KEERSY

SPOORWEGDATUMSTEMPEL

1. BESONDERHEDE VAN EISER -

NAAM _____ BESIGHEIDS-ADRES _____ POSADRES _____

 Telefoonno. _____

2. BESONDERHEDE VAN HOUER -

HOUERPREFIKS HOUERNOMMER Datum van vervaardiging _____
 *BESKRYWING VAN HOUER
 *merk met 'n X.

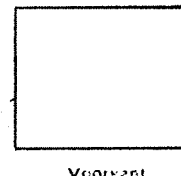
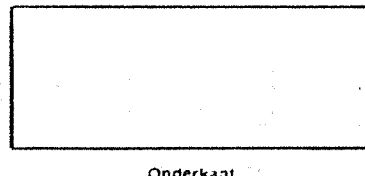
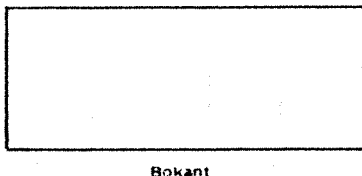
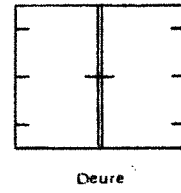
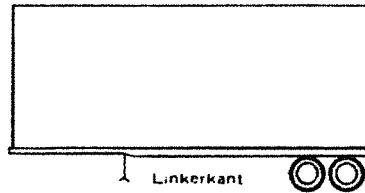
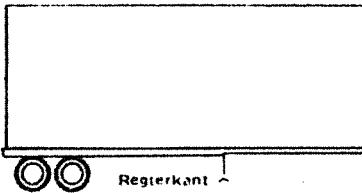
1A	1B	1C	1D	TENK1
1AA	1BB	1CC	1DD	SPESIAAL

 1 Beskryf _____
 Datum en tyd waarop houer deur eiser ontvang is: Datum _____ Tyd _____
 AFLWERINGSBRIEFNOMMER: _____

3. BESONDERHEDE VAN SKADE - Gee 'n kort beskrywing van die aard en omvang van die skade:

4. DUI OP ONDERSTAANDE DIAGRAMME DIE AARD EN POSISIE VAN DIE SKADE AAN DEUR GEBRUIK TE MAAK VAN DIE VOLGENDE KODES.

- GEBREK - BR
- VERMIS - M
- SLOTMEGANISME - G
- GEBUIG - B
- GELAP - P
- LEK - L
- GESNY - C
- GEROES - R
- INGEDIJK - D
- GEKRAP - S
- GAT(E) IN GESKEUR - H
- GESKEUR - T



5. BESONDERHEDE VAN EIS -

Beskrywing van skade en herstel- of vervangingwerk

Besonderheede van materiaal en koste

Arbeid (spesifiseer)

TOEGAL. R c

Eiser se verwysing (as daar is)

Handtekening van eiser

Datum

OPMERKINGS:

1. Die vorm hoof slegs in enkelvoud ingevul te word en kan per hand by enige stasiemeester, afdelingsbestuurder se kantoor of die Hoofbestuurder se Sentrale Eisekantoor ingedien of gepos word aan —
Die Hoofbestuurder
S.A. Spoorweë en Hawens
Sentrale Eisekantoor
Privaatsak X47
JOHANNESBURG
2134
2. Die vorm moet so volledig moontlik ingevul word. Alle toepaslike kolomme moet ingevul word.
- L.W. Eise moet op die voorgeskrewe vorm ingedien word en binne die toepaslike tydperk soos in artikel 64(3) van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet No. 70 van 1957) bepaal word.
3. Die geadresseerde se afskrif van die SAS-afleweringsbrief (of 'n fotostaat daarvan), of die afsender se afskrif van die SAS-vragbrief (of 'n fotostaat daarvan), moet saam met die eisevorm ingedien word.
4. Dokumentêre bewys ter staving van die bedrag wat geëis word, moet, waar enigsins moontlik, saam met alle eise ingedien word.
5. Indien basiese inligting en/of dokumente nie beskikbaar is binne die tydperk waarbinne 'n eis ingedien moet word nie, of indien die bedrag van die eis nog nie bereken kan word nie, moet die eisevorm dienooreenkomstig geëndosseer word en intussen so volledig moontlik ingevul en ingedien word, in welke geval die eis geregistreer sal word in afwagting van die nodige inligting en/of dokumente.
6. Die Administrasie is aanspreeklik vir skade aan vraghouers of tenkhouers terwyl dit in sy bewaring as karweier ingevolge 'n vervoerkontrak is, met dien verstande dat die skade veroorsaak is deur die Administrasie of enige van sy dienare, en met dien verstande voorts dat die skade nie verband hou nie of onverenigbaar is met billike slytasie.
Billike slytasie sluit in —
(a) klein duike, snye, krapmerke, skaafplekke en keepmerke;
(b) geringe vervorming van die onderdrabalke, kant- en onderentrelings en vurkhystronnels en -opening wat nie die sterkte of die funksie van sodanige raamdele verander nie;
(c) deurseëls wat gebreek of verskuif is;
(d) gekraakte sweislasse, of los struktuurklinknaels; en
(e) roes en korrosie.
7. Eisevorms is gratis in Afrikaans en Engels by enige STASIEMEESTER of EISEKANTOOR verkrybaar.

NET VIR DEPARTEMENTELE GEBRUIK																																															
Beskikking	01	02	R	c	Verwysing																																										
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Beskadiging																																															
4																																															
Rede vir skade	*	+	40	44	45	46	47	51	52	59	60	61	62	63	64	65																															
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Bewysno.											Datum											Vergoedingsrekeningno.																									
Goedgekeur _____																																															
namens HOOFBESTUURDER																																															

NET VIR DEPARTEMENTELE GEBRUIK

SAS  **EISE**

Algemene Goedere Bo R50

L.W. LEES ASSEBLIEF OPMERKINGS OP KEERSY

SPoorwegDATUMSTEMPEL

1. BESONDERHEDE VAN EISER – VAN EN VOORLETTERS*

Telefoonno. _____ **WOON- OF BESIGHEID- ADRES** _____ **POSADRES** _____

2. BESONDERHEDE VAN PARTYE EN STASIES –

AFSENDER: VAN* _____ **GEADRESSEERDE: VAN*** _____

VOORLETTERS _____ **VOORLETTERS** _____

ADRES _____ **ADRES** _____

AFSENDSTASIE _____ **ONTVANGSTASIE** _____

DATUM AFGESTUUR _____ **TYD** _____ **DATUM ONTVANG** _____ **TYD** _____

AFLEWERINGSBRIEFNO. _____

*Geen afkortings mag gebruik word nie, en in die geval van 'n maatskappy moet die volledige geregistreerde naam van die maatskappy ingevul word.

3. BESONDERHEDE VAN EISOORSAAK

Die eis is ten opsigte van – ONTFUTSELING/DIEFSTAL TEKORT NATTIGHEID ANDER SKADE VERTRAGING DIVERSE

L.W. Trek 'n kruisje in die toepassike blok.

4. BESONDERHEDE VAN VERLIES/SKADE – Gee 'n kort beskrywing van die aard en omvang van die verlies/skade wat gely is.

5. BESONDERHEDE VAN EIS – Beskrywing van item wat beskadig, verloor of vertrap is

Massa in kilogram	Meld of item beskadig, verloor of vertrap is	Markwaarde van item voor beskadiging, verlies of vertraping	Markwaarde van item na beskadiging of vertraping	Bedrag van eis
		R	R	R
		R	R	
		R	R	
		R	R	
		R	R	
			Totaal	

6. AARD VAN VERPAKKING –

KAS – Hout _____
 Laaghout _____
 Plastiek _____
 Ander _____

KRAT – Hout _____
 Plastiek _____
 Metaal _____
 Ander _____

HOOTVAT SAK – Papier _____
 Jute/goiing _____
 Katoen/linne _____
 Plastiek _____
 Geweefde plastiek _____

RIFFELBORDDOOS EN TOEGEMAAK MET

– Kleefband _____
 Kramme _____
 Gom _____
 Ander _____

DROM – Metaal _____
 Hout _____
 Veselbord _____
 Plastiek _____
 Ander _____

GEBONDEL EN VASGEMAAK MET

– Metaalband _____
 Plastiekband _____
 Tou _____
 Draad _____
 Ander _____

GEBAALEN BEDEK MET

– Papier _____
 Plastiek _____
 Jute/goiing _____
 Papier, plastiek en goiing _____
 Ander _____

ANDER VERPAKKING

Spesifiseer

.....

ONVERPAK

6.1 Verpakking gebruik is –

Nuut Tweedehands

7(a) SAS-verpakkingsertifikaat

Op houer/pak

Op kleefband

(b) Indien ingevoerde goedere: Kom enige verpakkingsertifikaat op die houer/pak voor?

JA NEE

(c) Metaal-/plastiekdromme

(i) Dikte van metaal

(op drom gebosseleer bv. /0,80/1,00/1,20.)

(ii) Datum van vervaardiging

(iii) Tipe drom

Los deksel _____

Vaste deksel _____

(iv) Metode van sluiting

Sluistring _____

Deksel met verlengde kloue en sluitring _____

Skroefdraad _____

7.1 Voldoen die verpakking aan die vereistes soos voorgeskryf in Byvoegsel no. 7 by die Offisiële Spoorwegtariefboek?

JA NEE

OPMERKINGS:

- Die vorm hoef slegs in enkelvoud ingevul te word en kan by enige staatsmeester, afdelingsbestuurder se kantoor of die Hoofbestuurder se Sentrale Eisekantoor ingedien of gepos word aan —
Die Hoofbestuurder
S.A. Spoorweë en Hawens
Sentrale Eisekantoor
Privaatsak X47
JOHANNESBURG
2134
- In die geval van eise ten opsigte van beskadiging of verlies van vrag in 'n hawe, moet die eise by die betrokke hawe-eisekantoor ingedien word.
- Die vorm moet so volledig moontlik ingevul word, en 'n kruisie moet in die betrokke blok in alle toepasslike kolomme getrek word. Indien daar nie genoeg ruimte op die vorm is nie, kan antwoorde of bykomende inligting verstrek word op 'n afsonderlike vel wat aan hierdie vorm geheg moet word.
- Eise moet op die voorgeskrewe vorm ingedien word en binne die toepasslike tydperk soos in artikel 64(3) van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet No. 70 van 1957) bepaal word.
- Saam met eise ten opsigte van beskadiging, tekorte of vertraging van goedere wat deur die Administrasie vir vervoer aangeneem is, moet die geadresseerde se afskrif van die SAS-afleweringbrief (of 'n fotostaat daarvan), en saam met eise ten opsigte van die verlies van 'n hele besending, die afsender se afskrif van die SAS-vragbrief (of 'n fotostaat daarvan) ingedien word.
- Dokumentêre bewys ter staving van die bedrag wat geëis word, bv. die leweransier se faktuur, moet, waar enigsins moontlik, saam met alle eise ingedien word.
- Indien basiese inligting en/of dokumente nie beskikbaar is binne die tydperk waarbinne 'n eis ingedien moet word nie, of indien die bedrag van die eis nog nie bereken kan word nie, moet die eisevorm dienoooreenkomsig geëndsosser word en intussen so volledig moontlik ingevul en ingedien word, in welke geval die eis geregistreer sal word in afwagting van die nodige inligting en/of dokumente.
- Eisevorms is gratis in Afrikaans en Engels by enige STASIEMEESTER of EISEKANTOOR verkrygbaar.

NET VIR DEPARTEMENTELE GEBRUIK

Beskikking

01	02
----	----

 R _____ : c _____ Verwysing _____

(Merk met 'n X. 01-betaal 02-wys van die hand) Handtekening _____

Is 'n premie vir hoër risiko betaal? JA NEE

Opmerkings: _____

Afsender _____ Geadresseerde _____

Afsendstasieno. _____ Ontvangstasieno. _____ Oorlaastasieno. _____

Faktuurno. _____ Datum _____ Geleibriefno. _____ Datum _____

Eisoorsaak	Ontfutseling/diefstal	Tekort	Nattigheid	Beskadiging	Vertraging	Diverse
	1	2	3	4	5	6
Rede vir eis (kodeno.)	+ <input style="width: 100px; height: 20px;" type="text"/>					

Plek waar eis ontstaan het

80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99				
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Verpakkingspesifikasieno. Kommoditeitsno. (eise-item) Kommoditeitskodeno.

*merk met 'n X
+hierdie kode moet voorafgegaan word deur die syfer 0 vir plaaslik, 3 vir invoer of 4 vir uitvoer om die verkeer te identifiseer.

PLAASLIKE REKENMEESTER:

Betaal _____

Die bedrag van (R _____ : c _____) Rand _____ sent

Bewysno. _____ Datum _____ Vergoedingsrekeningno. _____

Goedgekeur _____
namens HOOFBESTUURDER

SAS  **EISE**
Algemene Goedere Tot R50

L.W. LEES ASSEBLIEF OPMERKINGS OP KEERSY

SPOORWEGDATUMSTEMPEL

1. BESONDERHEDE VAN EISER – VAN EN VOORLETTERS*

Telefoonno. _____ WOOD OF BESIGHEIDS-ADRES _____ POSADRES _____

2. BESONDERHEDE VAN PARTYE EN STASIES –

AFSENDER: VAN * _____ **GEADRESSEERDE:** VAN * _____
 VOORLETTERS _____ VOORLETTERS _____
 ADRES _____ ADRES _____
 AFSENDSTASIE _____ ONTVANGSTASIE _____
 DATUM AFGESTUUR _____ TYD _____ DATUM ONTVANG _____ TYD _____
 AFLEWERINGSBRIEFNO. _____

*Geen afkortings mag gebruik word nie, en in die geval van 'n maatskappy moet die volledige geregistreerde naam van die maatskappy ingevul word.

3. BESONDERHEDE VAN EISOORSAAK –

Die eis is ten opsigte van – ONTFUTSELING/DIEFSTAL TEKORT NATTIGHEID ANDER SKADE VERTRAGING DIVERSE
 L.W. Trek 'n kruisie in die toepaslike blok.

4. BESONDERHEDE VAN VERLIES/SKADE – Gee 'n kort beskrywing van die aard en omvang van die verlies/skade wat gely is.

5. BESONDERHEDE VAN EIS –

Beskrywing van item wat beskadig, verloor of vertraag is

Massa in kilogram

Meld of item beskadig, verloor of vertraag is

Markwaarde van item voor beskadiging, verlies of vertraging

Markwaarde van item na beskadiging of vertraging

Bedrag van eis

	Massa in kilogram	Meld of item beskadig, verloor of vertraag is	Markwaarde van item voor beskadiging, verlies of vertraging	Markwaarde van item na beskadiging of vertraging	Bedrag van eis
			R R R R	R R R R	R c
Totaal					

6. AARD VAN VERPAKKING –

- KAS – Hout _____
 Laaghout _____
 Plastiek _____
 Ander _____
- KRAT – Hout _____
 Plastiek _____
 Metaal _____
 Ander _____
- HOUTVAT _____
- SAK – Papier _____
 Jute/goiing _____
 Katoen/linne _____
 Plastiek _____
 Geweefde plastiek _____
- RIFFELBORDDOOS EN TOEGEMAAK MET _____
 – Kleefband _____
 Kramme _____
 Gom _____
 Ander _____

- DROM – Metaal _____
 Hout _____
 Veselbord _____
 Plastiek _____
 Ander _____
- GEBONDEL EN VASGEMAAK MET _____
 – Metaalband _____
 Plastiekband _____
 Tou _____
 Draad _____
 Ander _____
- GEBAAAL EN BEDEK MET _____
 – Papier _____
 Plastiek _____
 Jute/goiing _____
 Papier, plastiek en goiing _____
 Ander _____
- ANDER VERPAKKING _____
 Spesifiseer _____

- ONVERPAK _____

6.1 Verpakking gebruik is –

- Nuut _____
- Tweedehands _____
- 7(a) SAS-verpakkingsertifikaat**
- Op houer/pak _____
- Op kleefband _____
- (b) Indien ingevoerde goedere:**
 Kom enige verpakkingsertifikaat op die houer/pak voor?
 JA NEE
- (c) Metaal-/plastiekdromme**
- (i) Dikte van metaal _____
 (op drom gebosseleer bv. /0,80/1,00/1,20.)
- (ii) Datum van vervaardiging _____

(iii) Tipe drom

- Los deksel _____
- Vaste deksel _____

(iv) Metode van sluiting

- Sluitring _____
- Deksel met verlengde kloue en sluitring _____
- Skroefdraad _____

7.1 Voldoen die verpakking aan die vereistes soos voorgeskryf in Byvoegsel no. 7 by die Offisiële Spoorwegtariefboek?

JA NEE

Eiser se verwysing (as daar is)

Handtekening van eiser

Datum

OPMERKINGS:

1. Die vorm hoof slegs in enkelvoud ingevul te word en kan by enige stasiemeester, afdelingsbestuurder se kantoor of die Hoofbestuurder se Sentrale Eisekantoor ingedien of gepos word aan —
Die Hoofbestuurder
S.A. Spoorweë en Hawens
Sentrale Eisekantoor
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JOHANNESBURG
2134
- L.W. In die geval van eise ten opsigte van beskadiging of verlies van vrag in 'n hawe, moet die eise by die betrokke hawe-eisekantoor ingedien word.
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6. Eisevorms is gratis in Afrikaans en Engels by enige STASIEMEESTER of EISEKANTOOR verkrygbaar.

NET VIR DEPARTEMENTELE GEBRUIK																									
Beskikking	01 02 R _____ : c _____ Verwysing _____																								
(Merk met 'n X. 01-betaal 02-wys van die hand)																									
Is 'n premie vir hoër risiko betaal?	JA <input type="checkbox"/> NEE <input type="checkbox"/>																								
Opmerkings:	_____																								

Afsender _____	Geadresseerde _____																								
Afsendstasieno. _____	Ontvangstasieno. _____ Oorlaastasieno. _____																								
Faktuurno. _____	Datum _____ Geleibriefno. _____ Datum _____																								
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Betaal _____																									
Die bedrag van (R _____ : c _____)	Rand _____ sent																								
Bewysno. _____	Datum _____ Vergoedingsrekeningno. _____																								
Goedgekeur _____ namens HOOFBESTUURDER																									

DEPARTMENTAL USE ONLY

SAR  CLAIMS

Persons: Death or Injury

N.B. PLEASE READ REMARKS BELOW

RAILWAY DATE STAMP

**CLAIM FOR DAMAGES
AND MEDICAL REPORT IN RESPECT OF PERSONAL INJURY OR DEATH
IN TERMS OF SECTION 64(3) OF THE
RAILWAYS AND HARBOURS CONTROL AND MANAGEMENT
(CONSOLIDATION) ACT, 1957 (ACT No. 70 OF 1957)**

NOTES

- (i) A separate form in respect of each person or deceased person for whose injury or death damages are claimed, must be completed and handed in at the General Manager's Office, a System Manager's Office or a Station Master, or posted to: The General Manager, S.A. Railways and Harbours, Central Claims Office, Private Bag X47, Johannesburg, 2134.
- (ii) Claims for damages in terms of the Compulsory Motor Vehicle Insurance Act, 1972 (Act No. 56 of 1972), on the form (MVA 13) prescribed in that Act must be handed in at the General Manager's Office, a System Manager's Office, or a Station Master, or posted to: The General Manager, S.A. Railways and Harbours, Central Claims Office, Private Bag X47, Johannesburg, 2134.
- (iii) A clear reply must be given to each question and if a question is not applicable to the claim, the words "not applicable" or the abbreviation "NA" must be inserted.
- (iv) Section ONE must be completed by each claimant, together with one of the other relevant Sections, i.e. SECTION TWO, THREE, FOUR or FIVE.
- (v) The medical report must be completed in detail as far as possible.
- (vi) Claims forms are available free of charge in English and Afrikaans at any STATION MASTER or CLAIMS OFFICE.

SECTION ONE

A. PARTICULARS OF CLAIMANT:—

- 1. Surname.....
- 2. First names
- 3. Residential address
- 4. Postal address
- 5. Telephone number
- 6. Identity number
- 7. Sex
- 8. Race (state whether White, Asian, Coloured or Black).....

B. IF THE CLAIMANT IS CLAIMING DAMAGES ON BEHALF OF A PERSON OR PERSONS OTHER THAN HIMSELF/HERSELF, STATE:—

- 1. Capacity in which claimant is acting.....
- 2. Name and address of person/s on whose behalf damages are being claimed
- 3. Identity number/s of such person/s
- 4. Relationship of claimant to such person/s

C. PARTICULARS OF PERSON IN RESPECT OF WHOSE BODILY INJURY OR DEATH DAMAGES ARE BEING CLAIMED:—

- 1. Surname.....
- 2. First names
- 3. Residential address
- 4. Postal address
- 5. Sex

21. Hospital or nursing home or other place where he/she received treatment after the accident

.....
 and period as —
 (i) in-patient (from to)
 and/or
 (ii) out-patient (from to)

22. State his/her income for the twelve months immediately preceding the accident:—

(i) From employment : R.....
 (ii) From any other source (give details) : R.....

 Total : R.....

(Documentary evidence of income must be attached, e.g. pay-vouchers or income tax assessments.)

23. If he/she was fatally injured, state:—

(i) Place where death occurred.....
 (ii) Date of death.....
 (iii) Has an inquest been held? (YES or NO).....
 (iv) If YES, state: Court.....
 Date.....
 Reference number.....
 (v) Names and addresses of all dependants of the deceased (whether or not damages are being claimed on their behalf)

 (vi) Name and address of the executor of the deceased's estate

D. IF THE PERSON IN RESPECT OF WHOM DAMAGES ARE CLAIMED WAS FATALLY INJURED AND DAMAGES ARE CLAIMED BY OR ON BEHALF OF DEPENDANTS OF THAT PERSON, THE FOLLOWING INFORMATION IN RESPECT OF EACH SUCH DEPENDANT IS REQUIRED:

(If damages are claimed by or on behalf of more than one dependant, the information required by this paragraph on behalf of each dependant should be set out on a separate statement and attached to this form.)

1. Surname.....
2. First names.....
3. Residential address.....

4. Postal address

5. Sex

6. Race (state whether White, Asian, Coloured or Black).....

7. Date of birth(copy of birth certificate must be attached).

8. Identity number

9. Relationship to deceased

10. Marital status at date of accident (state whether never married, married, divorced, widowed or legally separated)

11. If married, state whether married in or out of community of property, or by indigenous law (copy of marriage certificate must be attached)

12. Business or occupation.....

13. Name and address of employer at date of accident, and period in his employ (if more than one employer, state names and addresses of all)

14. (i) Does he/she at present suffer from any disease, physical defect or infirmity? YES NO

(ii) Was he/she suffering from any disease, physical defect or infirmity? YES NO
(Place a cross in the appropriate block.)

15. If YES, give full particulars

16. State his/her income for the twelve months immediately preceding the accident:—

(i) From employment : R.....

(ii) From any other source (give details) : R.....

Total : R.....

(Documentary evidence of income must be attached, e.g. pay-vouchers or income tax assessments.)

17. Details and amount of any inheritance or any other benefits received from the estate of the deceased, or accruing from any other source as a result of the death of the deceased, other than insurance and/or pension moneys

E. DAMAGES CLAIMED:-

Precise details must be given in respect of each of the following items, and supported by vouchers where applicable. (If necessary the information required by this section may be set out on a separate statement, duly signed and attached to this form.)

Hospital expenses : R.....

Medical expenses : R.....

Estimated future medical expenses : R.....

Loss of earnings (from date of accident to date hereof) : R.....

Estimated future loss of earnings : R.....

General damages (specify whether for pain and suffering, loss of amenities, etc) : R.....

.....

.....

.....

.....

Total : R.....

I hereby declare that, to the best of my knowledge and belief, all the information contained in this form is true and correct.

Signed atthis.....

day of.....19.....

As witnesses:

1.

2.

SIGNATURE

SECTION TWO

THIS SECTION MUST BE COMPLETED ONLY IF THE PERSON IN RESPECT OF WHOM DAMAGES ARE CLAIMED WAS INJURED OR FATALLY INJURED WHILST HE/SHE WAS TRAVELLING AS A PASSENGER BY RAIL.

1. Date and time of accident or incident.....

2. Where did the accident or incident occur? (e.g. between Johannesburg Station and Braamfontein Station)

.....
.....

3. He/she was a passenger on train numberand travelled
from.....to.....

4. Was he/she in possession of a valid train ticket? YES NO FREE PASS
(Place a cross in the appropriate block.)

5. If YES, furnish particulars.....

6. Give a full account of the accident or incident that gave rise to this claim. (If necessary the information required here can be furnished on a separate statement and attached to this form, after it has been duly signed.)

.....
.....
.....
.....
.....
.....

7. In the event of fatal injury was he/she fatally injured at the time of the accident or incident?

YES NO (Place a cross in the appropriate block.)

8. If NO, when and where did death occur?

.....

I hereby declare that to the best of my knowledge and belief, all the information contained in this form is true and correct.

Signed atthis.....day of
.....19.....

As witnesses:

1.

2.

.....
SIGNATURE

SECTION THREE

THIS SECTION MUST BE COMPLETED ONLY IF THE PERSON IN RESPECT OF WHOM DAMAGES ARE CLAIMED WAS INJURED OR FATALLY INJURED BY A TRAIN AT A LEVEL CROSSING OR ON A RAILWAY LINE.

1. Date and time of accident or incident.....

2. Describe in full where the accident or incident occurred

.....
.....
.....
.....

3. Give a full account of the accident or incident that gave rise to this claim. (If necessary the information required here can be furnished on a separate statement and attached to this form after it has been duly signed.)

.....
.....
.....

4. In the event of fatal injury was he/she fatally injured at the time of the accident or incident? YES NO
(Place a cross in the appropriate block.)

5. If NO, when and where did death occur?

.....
.....
.....

6. In the event of a collision between a vehicle and a train at a level crossing, furnish:—

(i) Registration code and number of vehicle.....

(ii) Name and address of owner of vehicle at the time of the accident

.....
.....
.....
.....

(iii) Name and address of driver of vehicle at the time of the accident

.....
.....
.....
.....

- (iv) Third party token/Insurance declaration number
- (v) Name of third party insurer
- (vi) Names and addresses of all other occupants of the vehicle
.....
.....
.....
.....

7. If compensation is also claimed in respect of damage to property (e.g. vehicle in collision with train), furnish:—

- (i) Detailed description of damaged property (in the case of a vehicle, registration code and number, make, year of manufacture and type of vehicle must be furnished in full).
.....
.....
.....
.....
.....

- (ii) Market value of property prior to damage : R
- (iii) Cost of repairs to damaged property, if reparable : R
- (iv) Scrap value of damaged property, if irreparable : R

(Documentary evidence to substantiate the cost of repairs or scrap value must be attached.)

I hereby declare that, to the best of my knowledge and belief, all the information contained in this form is true and correct.

Signed atthis.....day of

.....19.....

As witnesses:

1.

2.

.....
SIGNATURE

SECTION FOUR

THIS SECTION MUST BE COMPLETED ONLY IF THE PERSON IN RESPECT OF WHOM DAMAGES ARE CLAIMED WAS INJURED OR FATALLY INJURED WHILST A PASSENGER IN A ROAD TRANSPORT VEHICLE OF THE ADMINISTRATION, AND A FURTHER CLAIM, OVER AND ABOVE THE CLAIM FOR DAMAGES IN TERMS OF THE COMPULSORY MOTOR VEHICLE INSURANCE ACT, 1972 (ACT NO. 56 OF 1972), IS BEING LODGED WITH THE ADMINISTRATION.

1. Date and time of accident or incident.....

2. Place where accident or incident occurred.....

3. Particulars of Administration's vehicle involved in accident:

(i) Registration code and number

(ii) Type of vehicle.....

4. Has a claim in terms of the Compulsory Motor Vehicle Insurance Act, 1972, been preferred against the Administration?

YES NO (Place a cross in the appropriate block.)

5. If YES, on what date, and by whom was the claim preferred, and what is the Administration's reference?

.....

6. Have any moneys in terms of the Compulsory Motor Vehicle Insurance Act, 1972, been paid to claimant?

YES NO (Place a cross in the appropriate block.)

7. If YES, what amount was paid? R.....

I hereby declare that, to the best of my knowledge and belief, all the information contained in this form is true and correct.

Signed atthis.....day of

.....19.....

As witnesses:

1.

2.

.....
SIGNATURE

SECTION FIVE

THIS SECTION MUST BE COMPLETED IF THE PERSON IN RESPECT OF WHOM DAMAGES ARE CLAIMED, WAS INJURED OR FATALLY INJURED BY THE ADMINISTRATION IN CIRCUMSTANCES WHICH DO NOT FALL UNDER SECTIONS TWO, THREE OR FOUR.

1. Date and time of accident or incident.....

2. Describe in full where the accident or incident occurred

.....
.....
.....
.....
.....
.....

3. Give a full account of the accident or incident that gave rise to this claim. (If necessary the information required here can be furnished on a separate statement and attached to this form after it has been duly signed.)

.....
.....
.....
.....
.....
.....
.....
.....

4. In the event of fatal injury, was he/she fatally injured at the time of the accident or incident?

YES NO (Place a cross in the appropriate block.)

5. If NO, when and where did death occur?.....

.....
.....

I hereby declare that, to the best of my knowledge and belief, all the information contained in this form is true and correct.

Signed atthis.....day of
.....19.....

As witnesses:

1.

2.

.....
SIGNATURE

MEDICAL REPORT

THIS REPORT MUST BE COMPLETED BY THE MEDICAL PRACTITIONER WHO TREATED THE DECEASED OR INJURED PERSON FOR THE BODILY INJURIES SUSTAINED BY HIM/HER IN THE INCIDENT THAT GAVE RISE TO THIS CLAIM, OR BY THE SUPERINTENDENT (OR HIS REPRESENTATIVE) OF THE HOSPITAL IN WHICH THE DECEASED OR INJURED PERSON WAS TREATED FOR SUCH BODILY INJURIES.

(Where blocks are provided for the purpose of a reply to a question, place a cross in the appropriate block.)

- 1. Are you satisfied that the person to whom this report relates is the person named in paragraph C of section one of the claims form? YES [] NO []
2. Date when you first saw him/her after the accident
3. Did you treat him/her at any time before the accident? YES [] NO []
If YES, give date of last such treatment and nature of ailment
4. Are the injuries : MINOR? [] MODERATELY SEVERE? [] SEVERE? []
5. Indicate the parts of the body injured :
HEAD [] CHEST [] NECK [] ABDOMEN [] BACK [] UPPER LIMBS []
LOWER LIMBS [] PELVIS []
6. (a) Give full details of the nature of the injuries and any complications (e.g. fractured ribs with haemothorax, compound fracture left tibia, disfigurement, etc.) and
(b) state treatment given to date.....
7. Is it expected that the person will be permanently disabled? YES [] NO []
If YES, give full details
If NO, has his/her condition become stabilized?.....
8. Is specialist treatment being given? YES [] NO []
If YES, give name and address of specialist.....
9. Give full details of nature and expected duration of any future treatment.....
10. Have the injuries aggravated any pre-existing pathological condition? YES [] NO []
11. Has any such pre-existing pathological condition been aggravated by effects of trauma? YES [] NO []
12. If the answer to either 10 or 11 above is YES, give full details.....
13. Has there been any confinement of the person to hospital/nursing home? YES [] NO []
If YES, state name and address of hospital/nursing home and date when discharged, or when discharge is expected
14. If he/she was in employment at date of accident, state date when return to employment is expected.....
15. Where there has been a fatal termination, indicate:—
(a) Date of death..... (b) Cause.....
(c) Did any pre-existing pathological condition contribute to death? YES [] NO []
(d) If YES, give full details.....

Name of Medical Practitioner Address

Signature

Qualifications

Date

DEPARTMENTAL USE ONLY

SAR  CLAIMS

Grassfires

RAILWAY DATE STAMP

CLAIM FOR COMPENSATION IN RESPECT OF DAMAGE TO OR DESTRUCTION OF PROPERTY BY FIRE CAUSED BY A BURNING OBJECT EMANATING FROM A RAILWAY LOCOMOTIVE OR A RAILWAY TRAIN

Sections 69 and 70 of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957)

REMARKS

- This form need not be completed in duplicate, and may be handed in at any Station Master's or System Manager's office, or the General Manager's Central Claims Office, or posted to —
 The General Manager
 S.A. Railways and Harbours
 Central Claims Office
 Private Bag X47
 JOHANNESBURG
 2134
- This form must be filled in as completely as possible and lodged within the prescribed period as provided by section 64(3) of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957).
- All claims must, wherever possible, be accompanied by documentary evidence in support of the amount claimed.
- If basic information and/or documents are not available within the period in which the claim must be lodged, or if the amount of the claim cannot yet be calculated, the claims form must be endorsed accordingly, filled in as completely as possible and submitted, in which case the claim will be registered pending receipt of the necessary information and/or documents.
- Claims forms are available free of charge in English and Afrikaans at any STATION MASTER or CLAIMS OFFICE.

SECTION ONE

1. PARTICULARS OF CLAIMANT

*Surname Residential or business address Postal address

Initials

2. PARTICULARS OF PARTIES

OWNER OF PROPERTY

OCCUPIER OF PROPERTY

*Surname	*Surname
Initials	Initials
Address	Address
.....
.....

*No abbreviations may be used, and in the case of a company, the full registered name of the company must be filled in.

3. PARTICULARS OF PROPERTY

Name and full description of property

.....

Size of property

Town/city/municipal area/magisterial district in which property is situated:

.....

.....

SECTION TWO

1. PARTICULARS OF FIRE

(a) Date and time of fire: Date
Time

(b) Point where fire originated:
Between station and station
at kilometre point

(c) Fire started on claimant's property */started on railway property and spread to claimant's property */spread from adjoining property
(not railway property) to claimant's property.* (*Delete whichever is not applicable)

(d) Give a short description how the fire originated.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

(e) How, where and when was the fire extinguished?
.....
.....
.....
.....

2. PARTICULARS OF FIRE DAMAGE

Give a full description of the extent of the fire damage
.....
.....
.....
.....
.....
.....
.....
.....
.....

SECTION THREE

1. PARTICULARS OF FIREBREAKS

(a) Has claimant/owner/occupier entered into a firebreak agreement with the Administration?

YES NO

(b) If YES, give full particulars of the agreement.

.....

.....

(c) Was any firebreak made between the railway line and the property in respect of which the claim is preferred?

YES NO

(d) If YES, give particulars of firebreak (e.g. when was the firebreak made, how wide is the firebreak, distance from the centre line of the railway line, in what condition was the firebreak before the fire, was there any combustible material on firebreak, etc.)

.....

.....

(e) Does any natural firebreak exist between the railway line and the property, e.g. road, river, etc.

YES NO

(f) If YES, give particulars similar to those in (d)

.....

.....

(g) Are there any natural or made firebreaks between the lands or camps on the property, or between the property and adjoining property.

YES NO

(h) If YES, give particulars.

.....

.....

SECTION FOUR

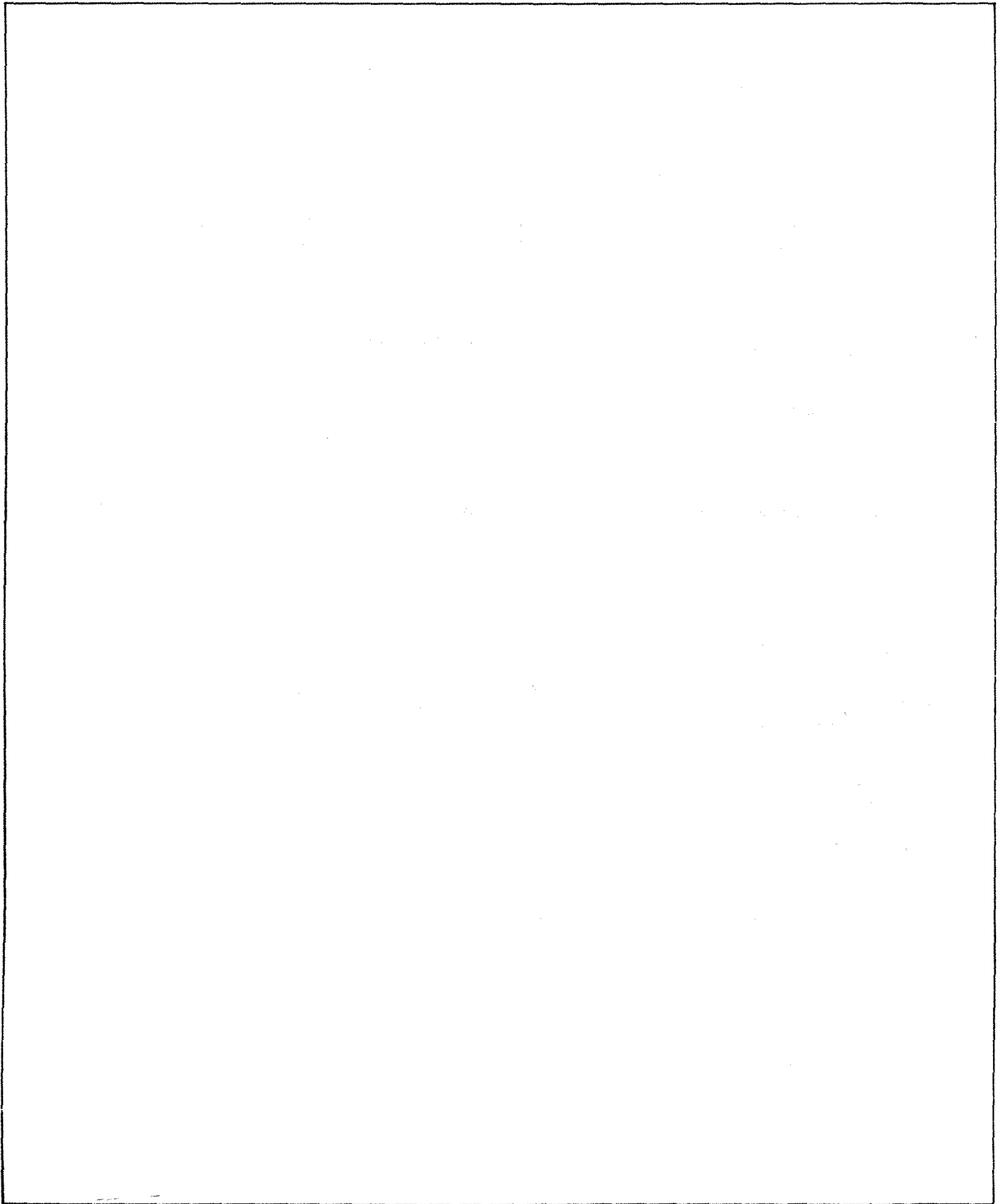
PARTICULARS OF CLAIM

(specify and describe fully)

DESCRIPTION	AMOUNT OF CLAIM	
	R	c
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
TOTAL:	R	c

SECTION FIVE

Draw a rough sketch-map of the property with a clear indication of the area damaged by the fire. Endeavour to furnish as much particulars as possible on the sketch-map, e.g. the position of the railway line, any firebreaks, camps, cultivated lands, fences, buildings, etc. Clearly indicate NORTH, and if the wind was blowing on the day of the fire, indicate the direction and force thereof.

SKETCH-MAP.....
CLAIMANT'S REFERENCE (IF ANY).....
SIGNATURE OF CLAIMANT

DATE:

DEPARTMENTAL USE ONLY	SAR CLAIMS <h2 style="margin: 0;">Livestock</h2> <p>N.B. PLEASE READ REMARKS OVERLEAF</p>	RAILWAY DATE STAMP
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1. PARTICULARS OF CLAIMANT—

SURNAME AND INITIALS* _____

Telephone No. _____ RESIDENTIAL OR BUSINESS ADDRESS _____ POSTAL ADDRESS _____

2. PARTICULARS OF PARTIES AND STATIONS —

CONSIGNOR: SURNAME * _____ INITIALS _____ ADDRESS _____ FORWARDING STATION _____ DATE FORWARDED _____ TIME _____	CONSIGNEE: SURNAME * _____ INITIALS _____ ADDRESS _____ RECEIVING STATION _____ DATE RECEIVED _____ TIME _____ DELIVERY NOTE NO. _____
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*Abbreviations must not be used, and in the case of a company the full registered name of the company must be provided.

3. PARTICULARS OF CAUSE OF CLAIM —

The claim is in respect of — DEATH INJURY DELAY SHORTAGE LOSS
 N.B. Place a cross in the appropriate block.

4. PARTICULARS OF LOSS — Give a short description of the nature and extent of the loss suffered.

5. PARTICULARS OF CLAIM — Description of animal or bird	Mass in kilogram	State whether animal/bird was killed, injured, lost or delayed	Market value before animal/bird was killed, injured, lost or delayed	Market value after animal/bird was killed, injured, lost or delayed	Amount of claim R c
			R R R R R	R R R R R	
Total					

<p>6. Where was the livestock killed, injured, lost or delayed?</p> <p>Kraal at forwarding station <input type="checkbox"/></p> <p>Kraal at receiving station <input type="checkbox"/></p> <p>In transit <input type="checkbox"/></p> <p>During loading/offloading <input type="checkbox"/></p>	<p>7.2 Who checked the consignment?</p> <p>At forwarding station: CONSIGNOR <input type="checkbox"/> SAR ADM. <input type="checkbox"/></p> <p>At receiving station: CONSIGNEE <input type="checkbox"/> SAR ADM. <input type="checkbox"/></p>	<p>9.2 Who was notified of the accident and when?</p> <p>9.3 How were the injured animals or carcasses disposed of?</p> <p>SOLD <input type="checkbox"/> PROCEEDS R : c</p> <p>DESTROYED <input type="checkbox"/> BURIED <input type="checkbox"/></p>
<p>7. Was the livestock fed and watered before despatch?</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>Was the livestock to be fed and watered en route?</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>7.1 Was a premium for higher risk paid?</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p>	<p>COLUMNS 8 TO 12: LIVESTOCK KILLED/INJURED BY TRAIN OR SAR ROAD TRANSPORT VEHICLE</p> <p>8. Cause of death or injury</p> <p>Killed/injured by train <input type="checkbox"/></p> <p>Killed/injured by SAR road transport vehicle <input type="checkbox"/></p> <p>9. Date of accident _____</p> <p>9.1 Place: Between _____ and _____ at kilometre point _____</p>	<p>10. Is the railway line fenced?</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>11. Condition of fences?</p> <p>Good <input type="checkbox"/> Average <input type="checkbox"/> Poor <input type="checkbox"/></p> <p>12. Was a herdsman in charge of the animals at time of accident?</p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>12.1 How did the animals gain access to track?</p>

Reference of claimant (if any) _____

Signature of claimant _____


Date _____

REMARKS:

1. Only one copy of the form need be completed and handed to any Station Master, System Manager's Office, or the General Manager's Central Claims Office or posted to —
The General Manager
S.A. Railways and Harbours
Central Claims Office
Private Bag X47
JOHANNESBURG
2134
2. The form must be completed as far as is practicable and a cross placed in the appropriate block in all applicable columns. Should insufficient space be available on the form, answers or additional information may be provided on a separate page and attached to this form.
- N.B. Claims must be submitted on the prescribed form and within the applicable period as provided by Section 64(3) of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957).
3. Claims in respect of injury, death, shortage or delay of livestock accepted by the Administration for transport must be accompanied by the consignee's copy of the SAR delivery note (or a photostat thereof) whilst claims in respect of the loss of an entire consignment must be accompanied by the consignor's copy of the SAR consignment note (or a photostat thereof).
4. All claims must, where possible, be accompanied by documentary evidence in substantiation of the amount claimed.
5. If basic information and/or documents are not available within the period in which a claim must be preferred or if the amount of the claim cannot as yet be calculated, the claims form must be endorsed accordingly and in the meantime completed as far as possible and submitted, which will allow for the claim to be registered, pending receipt of the necessary information and/or documents.
6. Claims forms, in English and Afrikaans, are available free of charge from any STATION MASTER or CLAIMS OFFICE

FOR DEPARTMENTAL USE ONLY																						
Disposal	01 02	R _____	c _____	Reference _____																		
(mark with an X. 01-pay 02-decline)				Signature _____																		
Was a premium for higher risk paid?		YES <input type="checkbox"/>	NO <input type="checkbox"/>																			
Remarks: _____																						
Consignor _____			Consignee _____																			
Forwarding Station No. _____		Receiving Station No. _____		Transshipping Station No. _____																		
Invoice No. _____		Date _____																				
Cause of claim	Theft 1	Shortage 2	Death 3	Injury 4	Delay 5	Miscellaneous 6																
Reason for claim (Code No.) + <input style="width: 100px;" type="text"/>																						
Place where claim originated																						
80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99			
Commodity (Claims item) No. <input style="width: 80px;" type="text"/>		Commodity Code No. <input style="width: 100px;" type="text"/>																				
*mark with an X. +this code must be preceded by the digit 0 for local, 3 for import or 4 for export to identify traffic.																						
LOCAL ACCOUNTANT:																						
Pay _____																						
The amount of (R _____		c) _____		Rand _____ cents																		
Voucher No. _____		Date _____		Compensation Account No. _____																		
Approved _____ for GENERAL MANAGER																						

DEPARTMENTAL USE ONLY

SAR  **CLAIMS**
Dangerous Goods

N.B. PLEASE READ REMARKS OVERLEAF

RAILWAY DATE STAMP

1. PARTICULARS OF CLAIMANT—

SURNAME AND INITIALS* _____

Telephone No. _____
RESIDENTIAL OR BUSINESS ADDRESS _____

POSTAL ADDRESS _____

2. PARTICULARS OF PARTIES AND STATIONS —

CONSIGNOR: SURNAME * _____ CONSIGNEE: SURNAME * _____

INITIALS _____ INITIALS _____

ADDRESS _____ ADDRESS _____

FORWARDING STATION _____ RECEIVING STATION _____

DATE FORWARDED _____ TIME _____ DATE RECEIVED _____ TIME _____

DELIVERY NOTE NO. _____

* Abbreviations must not be used, and in the case of a company the full registered name of the company must be provided.

3. PARTICULARS OF CAUSE OF CLAIM —

The claim is in respect of — PILFERAGE/THEFT SHORTAGE WET OTHER DAMAGE DELAY MISCELLANEOUS

N.B. Place a cross in the appropriate block.

4. PARTICULARS OF LOSS — Give a short description of the nature and extent of the loss suffered.

5. PARTICULARS OF CLAIM —

Description of the item damaged, lost or delayed

Mass in kilogram

State whether damaged, lost or delayed

Market value of item before damage, loss or delay

Market value of item after damage or delay

Amount of claim R c

R
R
R
R

R
R
R
R

Total

6. NATURE OF PACKING —

- CASE — Wooden _____
- Plywood _____
- Plastic _____
- Other _____
- CRATE — Wooden _____
- Plastic _____
- Metal _____
- Other _____
- WOODEN CASK _____
- BAG — Paper _____
- Jute/hessian _____
- Cotton/linen _____
- Plastic _____
- Woven plastic _____
- CORRUGATED BOARD BOX _____
- CLOSED WITH — Tape _____
- Staples _____
- Glue _____
- Other _____
- INNER CONTAINERS — Glass _____
- Metal _____
- Plastic _____
- Composite _____
- Other _____
- INTERNAL FITMENTS — Partitions _____
- Liner _____
- Forms _____
- Other _____

- DRUM — Metal _____
- Wood _____
- Fibreboard _____
- Plastic _____
- Other _____
- BUNDLED AND TIED WITH — Metal strapping _____
- Plastic strapping _____
- Twine _____
- Wire _____
- Other _____
- BALED AND COVERED WITH — Paper _____
- Plastic _____
- Jute/hessian _____
- Paper, plastic and jute/hessian _____
- Other _____

6.1 Packing used is —
New _____
Second-hand _____

7(a) SAR packing certificate
On container/pack _____
On tape _____

(b) If imported goods:
Does any packing certificate appear on the container/pack
YES NO

- (c) Metal/Plastic drums
- (i) Gauge of metal _____

 (embossed on drum, e.g. /0,80/1,00/1,20)
- (ii) Date of manufacture _____
- (iii) Type of drum
Open head _____
- Tight head _____
- (iv) Method of closure
Closing ring _____
- Lid with extended lugs with closing ring _____
- Threaded _____

8. Cautionary labels on container/s
- Explosive _____
 - Flammable gas _____
 - Compressed gas _____
 - Poisonous gas _____
 - Flammable liquid _____
 - Flammable solid _____
 - Spontaneously combustible _____

- Dangerous when wet _____
- Oxidizing agent _____
- Organic peroxide _____
- Poison _____
- Radioactive _____
- Corrosive _____
- No label _____

9. Was a "Consignment Note and Declaration for Explosives and other Dangerous Goods" or "Landing, Delivery and Forwarding Order and Declaration for Explosives and other Dangerous Goods" used?
YES NO

9.1 Is/are the outer container/s conspicuously marked with the name of the contents?
YES NO

10. Does the packing comply with the requirements as prescribed in Supplement No. 6 to the Official Railway Tariff Book?
YES NO

Reference of Claimant (if any) _____

Signature of claimant _____

Date _____

REMARKS:

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 The General Manager
 S.A. Railways and Harbours
 Central Claims Office
 Private Bag X47
 JOHANNESBURG
 2134
- N.B. In the case of claims in respect of damage to or loss of freight in a harbour, the claims must be handed in at the Harbour Claims Office concerned.
2. The form must be completed as far as is practicable and a cross placed in the appropriate block in all applicable columns. Should insufficient space be available on the form, answers or additional information may be provided on a separate page and attached to this form.
- N.B. Claims must be submitted on the prescribed form and within the applicable period as provided by Section 64(3) of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957).
3. Claims in respect of damage, shortage or delay of goods accepted by the Administration for transport must be accompanied by the consignee's copy of the SAR delivery note (or a photostat thereof) whilst claims in respect of the loss of an entire consignment must be accompanied by the consignor's copy of the SAR consignment note (or a photostat thereof).
4. All claims must, where possible, be accompanied by documentary evidence in substantiation of the amount claimed, e.g. the supplier's invoice.
5. If basic information and/or documents are not available within the period in which a claim must be preferred or if the amount of the claim cannot as yet be calculated, the claims form must be endorsed accordingly and in the meantime completed as far as possible and submitted, which will allow for the claim to be registered, pending receipt of the necessary information and/or documents.
6. Claims forms, in English and Afrikaans, are available free of charge from any STATION MASTER or CLAIMS OFFICE.

FOR DEPARTMENTAL USE ONLY

Disposal 01 02 R _____ : c _____ Reference _____
 (mark with an X. 01-pay 02-decline) Signature _____
 Was a premium for higher risk paid? . . YES NO
 Remarks: _____

Consignor _____ Consignee _____
 Forwarding Station No. _____ Receiving Station No. _____ Transhipping Station No. _____
 Invoice No. _____ Date _____ Waybill No. _____ Date _____

Cause of claim	Pilferage/Theft	Shortage	Wet	Damage	Delay	Miscellaneous
	1	2	3	4	5	6

Reason for claim (Code No.) +

Place where claim originated	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99				
------------------------------	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	--	--	--	--

Packing Specification No. Commodity (Claims item) No. Commodity Code No.
 *mark with an X.
 +this code must be preceded by the digit 0 for local, 3 for import or 4 for export to identify traffic.

LOCAL ACCOUNTANT:

Pay _____
 The amount of (R _____ c) _____ Rand _____ cents
 Voucher No. _____ Date _____ Compensation Account No. _____
 Approved _____ for GENERAL MANAGER

DEPARTMENTAL USE ONLY

SAR  CLAIMS

Damage to Freight Container

N.B. PLEASE READ REMARKS OVERLEAF

RAILWAY DATE STAMP

1. PARTICULARS OF CLAIMANT -

NAME _____ BUSINESS ADDRESS _____ POSTAL ADDRESS _____

 Telephone No. _____

2. PARTICULARS OF CONTAINER -

CONTAINER PREFIX CONTAINER No. Date of manufacture _____

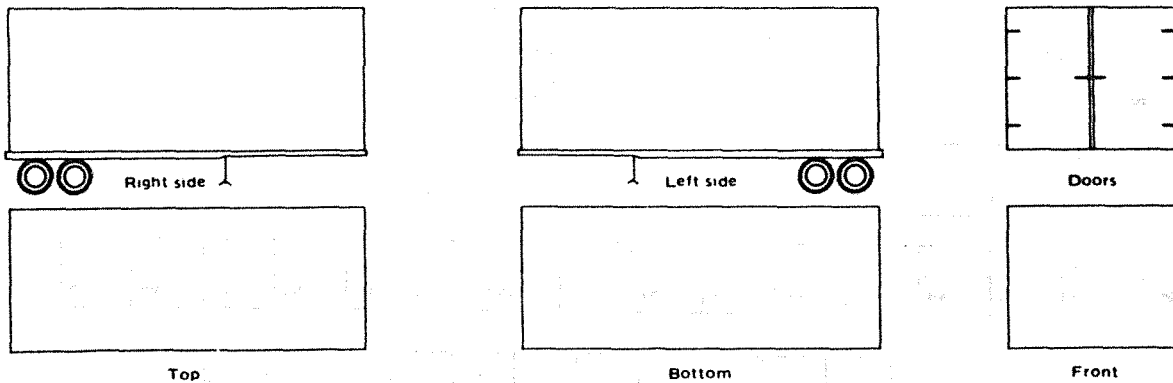
1A	1B	1C	1D	TANK†
1AA	1BB	1CC	1DD	SPECIAL†

*DESCRIPTION OF CONTAINER _____ †Describe _____
 *mark with an X.
 Date and time container received by claimant: Date _____ Time _____
 DELIVERY NOTE NO. _____

3. PARTICULARS OF DAMAGE - Give a short description of the nature and extent of the damage:

4. INDICATE THE NATURE AND POSITION OF THE DAMAGE ON THE DIAGRAMS BELOW BY USING THE FOLLOWING CODES:

BROKEN = BR BENT = B CUT = C DENTED = D HOLED = H
 MISSING = M PATCHED = P RUSTED = R SCRATCHED = S TORN = T
 LOCKING MECHANISM = G LEAKING = L



5. PARTICULARS OF CLAIM -

Description of the damage and repairs or replacement work	Particulars of material and costs	Labour (specify)	TOTAL	
			R	c

Reference of claimant (if any) _____ Signature of claimant _____ Date _____

REMARKS:

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 The General Manager
 S.A. Railways and Harbours
 Central Claims Office
 Private Bag X47
 JOHANNESBURG
 2134
2. The form must be completed as far as is practicable and all applicable columns filled in.
- N.B. Claims must be submitted on the prescribed form and within the applicable period as provided by Section 64(3) of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957).
3. The claims form must be accompanied by the consignee's copy of the SAR delivery note (or a photostat thereof) or the consignor's copy of the SAR consignment note (or a photostat thereof).
4. All claims must, where possible, be accompanied by documentary evidence in substantiation of the amount claimed.
5. If basic information and/or documents are not available within the period in which a claim must be preferred or if the amount of the claim cannot as yet be calculated, the claims form must be endorsed accordingly and in the meantime completed as far as possible and submitted, which will allow for the claim to be registered, pending receipt of the necessary information and/or documents.
6. The Administration shall be liable for damage to freight containers or container tanks in its custody as a carrier in terms of a contract of carriage, provided that the damage be caused by the Administration or any of its servants, provided further that the damage be unrelated to or inconsistent with fair wear and tear. Fair wear and tear shall include —
 - (a) minor dents, cuts, scratches, abrasions and gouge marks;
 - (b) minor deformation of underbearers, side and bottom rails, fork lift tunnels and openings, that do not alter the strength or function of such members;
 - (c) broken or displaced door seals;
 - (d) cracked welds or loose structural rivets; and
 - (e) rusting and corrosion.
7. Claims forms, in English and Afrikaans, are available free of charge from any STATION MASTER or CLAIMS OFFICE

FOR DEPARTMENTAL USE ONLY																																					
Disposal <table border="1" style="display: inline-table; vertical-align: middle;"> <tr> <td style="width: 20px; text-align: center;">01</td> <td style="width: 20px; text-align: center;">02</td> </tr> </table> R _____ c _____ (mark with an x. 01-pay 02-decline)	01	02	Reference _____ Signature _____																																		
01	02																																				
Remarks: _____ _____ _____																																					
Consignor _____ Consignee _____ Forwarding Station No. _____ Receiving Station No. _____ Invoice No. _____ Date _____																																					
Cause of claim	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">Damage</td> </tr> <tr> <td style="text-align: center;">4</td> </tr> </table>	Damage	4																																		
Damage																																					
4																																					
Reason for damage	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="width: 20px; text-align: center;">*</td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> </tr> <tr> <td style="text-align: center;">+</td> <td style="text-align: center;">40</td> <td style="text-align: center;">44</td> <td style="text-align: center;">45</td> <td style="text-align: center;">46</td> <td style="text-align: center;">47</td> <td style="text-align: center;">51</td> <td style="text-align: center;">52</td> <td style="text-align: center;">59</td> <td style="text-align: center;">60</td> <td style="text-align: center;">61</td> <td style="text-align: center;">62</td> <td style="text-align: center;">63</td> <td style="text-align: center;">64</td> <td style="text-align: center;">65</td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	*																		+	40	44	45	46	47	51	52	59	60	61	62	63	64	65			
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+	40	44	45	46	47	51	52	59	60	61	62	63	64	65																							
Place where claim originated	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="width: 20px; text-align: center;">*</td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> <td style="width: 20px;"></td> </tr> <tr> <td style="text-align: center;">+</td> <td style="text-align: center;">80</td> <td style="text-align: center;">81</td> <td style="text-align: center;">83</td> <td style="text-align: center;">87</td> <td style="text-align: center;">88</td> <td style="text-align: center;">89</td> <td style="text-align: center;">90</td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	*																		+	80	81	83	87	88	89	90										
*																																					
+	80	81	83	87	88	89	90																														
Commodity (Claims item) No. <input style="width: 150px;" type="text"/>	Commodity Code No. <input style="width: 150px;" type="text"/>																																				
*mark with an X. +this code must be preceded by the digit 0 for local, 3 for import or 4 for export to identify container.																																					
LOCAL ACCOUNTANT: Pay _____ The amount of (R _____ : c _____) Rand _____ cents Voucher No. _____ Date _____ Compensation Account No. _____ Approved _____ for GENERAL MANAGER																																					

DEPARTMENTAL USE ONLY

SAR  CLAIMS
General Goods Over R50

N.B. PLEASE READ REMARKS OVERLEAF

RAILWAY DATE STAMP

1. PARTICULARS OF CLAIMANT--

SURNAME AND INITIALS* _____

Telephone No. _____

RESIDENTIAL
OR BUSINESS
ADDRESS _____

POSTAL
ADDRESS _____

2. PARTICULARS OF PARTIES AND STATIONS --

CONSIGNOR: SURNAME * _____

CONSIGNEE: SURNAME * _____

INITIALS _____

INITIALS _____

ADDRESS _____

ADDRESS _____

FORWARDING STATION _____

RECEIVING STATION _____

DATE FORWARDED _____

TIME _____

DATE RECEIVED _____

TIME _____

DELIVERY NOTE NO. _____

* Abbreviations must not be used, and in the case of a company the full registered name of the company must be provided.

3. PARTICULARS OF CAUSE OF CLAIM --

The claim is in respect of --

PILFERAGE/THEFT

SHORTAGE

WET

OTHER DAMAGE

DELAY

MISCELLANEOUS

N.B. Place a cross in the appropriate block.

4. PARTICULARS OF LOSS/DAMAGE -- Give a short description of the nature and extent of the loss/damage suffered.

5. PARTICULARS OF CLAIM --

Description of the item damaged,
lost or delayed

Mass in
kilogram

State whether damaged,
lost or delayed

Market value of item before
damage, loss or delay

Market value of item after
damage or delay

Amount of claim
R c

Description of the item damaged, lost or delayed	Mass in kilogram	State whether damaged, lost or delayed	Market value of item before damage, loss or delay	Market value of item after damage or delay	Amount of claim R c	
			R	R		
			R	R		
			R	R		
			R	R		
			R	R		
				Total		

6. NATURE OF PACKING --

- CASE -- Wooden
- Plywood
- Plastic
- Other
- CRATE -- Wooden
- Plastic
- Metal
- Other
- WOODEN CASK
- BAG -- Paper
- Jute/hessian
- Cotton/linen
- Plastic
- Woven plastic
- CORRUGATED BOARD BOX
AND CLOSED WITH
- Tape
- Staples
- Glue
- Other

- DRUM -- Metal
- Wood
- Fibreboard
- Plastic
- Other
- BUNDLED AND TIED WITH
- Metal strapping
- Plastic strapping
- Twine
- Wire
- Other
- BALED AND COVERED WITH
- Paper
- Plastic
- Jute/hessian
- Paper, plastic and
 jute/hessian
- Other
- OTHER PACKING
- Specify
-
-
- UNPACKED

6.1 Packing used is --

- New
- Second-hand

7(a) SAR packing certificate

- On container/pack
- On tape
- (b) If imported goods:
Does any packing certificate
appear on the container/pack?
YES NO

(c) Metal/plastic drums:

- (i) Gauge of metal
 (embossed on drum
 e.g. /0,80/1,00/1,20)
- (ii) Date of manufacture

(iii) Type of drum

- Open head
- Tight head

(iv) Method of closure

- Closing ring
- Lid with extended
lugs with closing
ring
- Threaded

**7.1 Does the packing comply
with the requirements as
prescribed in Supplement
No. 7 to the Official Railway
Tariff Book?**

- YES NO

Reference of claimant (if any) _____

Signature of claimant _____

Date _____

REMARKS:

1. Only one copy of the form need be completed and handed to any Station Master or System Manager's Office or posted to the System Manager concerned.
- N.B. In the case of claims in respect of damage to or loss of freight in a harbour, the claims must be handed in at the Harbour Claims Office concerned.
2. The form must be completed as far as is practicable and a cross placed in the appropriate block in all applicable columns. Should insufficient space be available on the form, answers or additional information may be provided on a separate page and attached to this form.
- N.B. Claims must be submitted on the prescribed form and within the applicable period as provided by Section 64(3) of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957).
3. Claims in respect of damage, shortage or delay of goods accepted by the Administration for transport must be accompanied by the consignee's copy of the SAR delivery note (or a photostat thereof) whilst claims in respect of the loss of an entire consignment must be accompanied by the consignor's copy of the SAR consignment note (or a photostat thereof).
 4. All claims must, where possible, be accompanied by documentary evidence in substantiation of the amount claimed, e.g. the supplier's invoice.
 5. If basic information and/or documents are not available within the period in which a claim must be preferred or if the amount of the claim cannot as yet be calculated, the claims form must be endorsed accordingly and in the meantime completed as far as possible and submitted, which will allow for the claim to be registered, pending receipt of the necessary information and/or documents.
 6. Claims forms, in English and Afrikaans, are available free of charge from any STATION MASTER or CLAIMS OFFICE.

FOR DEPARTMENTAL USE ONLY

Disposal

01	02
----	----

 R _____ : _____ c _____ Reference _____

(mark with an X. 01-pay 02-decline) Signature _____

Was a premium for higher risk paid? .. YES NO

Remarks: _____

Consignor _____ Consignee _____

Forwarding Station No. _____ Receiving Station No. _____ Transhipping Station No. _____

Invoice No. _____ Date _____ Waybill No. _____ Date _____

Cause of claim	Pilferage/Theft	Shortage	Wet	Damage	Delay	Miscellaneous
	1	2	3	4	5	6

Reason for claim
(Code No.) +

Place where claim originated

80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99				
----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	--	--	--	--

Packing Specification No. Commodity (Claims item) No. Commodity Code No.

*mark with an X.
+this code must be preceded by the digit 0 for local, 3 for import or 4 for export to identify traffic.

LOCAL ACCOUNTANT:

Pay _____

The amount of (R _____ : _____ c) _____ Rand _____ cents

Voucher No. _____ Date _____ Compensation Account No. _____

Approved _____
for SYSTEM MANAGER

DEPARTMENTAL USE ONLY

SAR  CLAIMS
General Goods Up to R50

N.B. PLEASE READ REMARKS OVERLEAF

RAILWAY DATE STAMP

1. PARTICULARS OF CLAIMANT—

SURNAME AND INITIALS* _____

Telephone No. _____

RESIDENTIAL
OR BUSINESS
ADDRESS _____

POSTAL
ADDRESS _____

2. PARTICULARS OF PARTIES AND STATIONS —

CONSIGNOR: SURNAME * _____

INITIALS _____

ADDRESS _____

FORWARDING STATION _____

DATE FORWARDED _____

TIME _____

CONSIGNEE: SURNAME * _____

INITIALS _____

ADDRESS _____

RECEIVING STATION _____

DATE RECEIVED _____

TIME _____

DELIVERY NOTE NO. _____

* Abbreviations must not be used, and in the case of a company the full registered name of the company must be provided.

3. PARTICULARS OF CAUSE OF CLAIM —

The claim is in respect of —

PILFERAGE/THEFT

SHORTAGE

WET

OTHER DAMAGE

DELAY

MISCELLANEOUS

N.B. Place a cross in the appropriate block.

4. PARTICULARS OF LOSS/DAMAGE — Give a short description of the nature and extent of the loss/damage suffered.

5. PARTICULARS OF CLAIM —

Description of the item damaged, lost or delayed

Mass in kilogram

State whether damaged, lost or delayed

Market value of item before damage, loss or delay

Market value of item after damage or delay

Amount of claim

R

c

R

R

R

R

R

R

R

R

Total

6. NATURE OF PACKING —

CASE — Wooden
Plywood
Plastic
Other

CRATE — Wooden
Plastic
Metal
Other

WOODEN CASK

BAG — Paper
Jute/hessian
Cotton/linen
Plastic
Woven plastic

CORRUGATED BOARD BOX AND CLOSED WITH

— Tape
Staples
Glue
Other

DRUM — Metal
Wood
Fibreboard
Plastic
Other

BUNDLED AND TIED WITH — Metal strapping
Plastic strapping
Twine
Wire
Other

BALED AND COVERED WITH — Paper
Plastic
Jute/hessian
Paper, plastic and jute/hessian
Other

OTHER PACKING

Specify _____

UNPACKED

6.1 Packing used is —

New

Second-hand

7.(a) SAR packing certificate

On container/pack

On tape

(b) If imported goods: Does any packing certificate appear on the container/pack?
YES NO

(c) Metal/plastic drums:

(i) Gauge of metal
(embossed on drum e.g. /0,80/1,00/1,20)

(ii) Date of manufacture

(iii) Type of drum

Open head

Tight head

(iv) Method of closure

Closing ring

Lid with extended lugs with closing ring

Threaded

7.1 Does the packing comply with the requirements as prescribed in Supplement No. 7 to the Official Railway Tariff Book?

YES

NO

Reference of claimant (if any) _____

Signature of claimant _____

Date _____

REMARKS:

1. Only one copy of the form need be completed and handed to any Station Master, System Manager's Office, or the General Manager's Central Claims Office or posted to —
The General Manager
S.A. Railways and Harbours
Central Claims Office
Private Bag X47
JOHANNESBURG
2134
- N.B. In the case of claims in respect of damage to or loss of freight in a harbour, the claims must be handed in at the Harbour Claims Office concerned.
2. The form must be completed as far as is practicable and a cross placed in the appropriate block in all applicable columns. Should insufficient space be available on the form, answers or additional information may be provided on a separate page and attached to this form.
- N.B. Claims must be submitted on the prescribed form and within the applicable period as provided by Section 64(3) of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957).
3. Claims in respect of damage, shortage or delay of goods accepted by the Administration for transport must be accompanied by the consignee's copy of the SAR delivery note (or a photostat thereof) whilst claims in respect of the loss of an entire consignment must be accompanied by the consignor's copy of the SAR consignment note (or a photostat thereof).
4. All claims must, where possible, be accompanied by documentary evidence in substantiation of the amount claimed, e.g. the supplier's invoice.
5. If basic information and/or documents are not available within the period in which a claim must be preferred or if the amount of the claim cannot as yet be calculated, the claims form must be endorsed accordingly and in the meantime completed as far as possible and submitted, which will allow for the claim to be registered, pending receipt of the necessary information and/or documents.
6. Claims forms, in English and Afrikaans, are available free of charge from any STATION MASTER or CLAIMS OFFICE.

<u>FOR DEPARTMENTAL USE ONLY</u>																															
Disposal <table border="1" style="display: inline-table; vertical-align: middle;"> <tr> <td style="width: 20px; text-align: center;">01</td> <td style="width: 20px; text-align: center;">02</td> <td style="width: 20px; text-align: center;">R</td> <td style="width: 20px; text-align: center;">c</td> </tr> </table> (mark with an X. 01-pay 02-decline)	01	02	R	c	Reference _____ Signature _____																										
01	02	R	c																												
Was a premium for higher risk paid? ... YES <input type="checkbox"/> NO <input type="checkbox"/>																															
Remarks: _____ _____																															
Consignor _____ Consignee _____ Forwarding Station No. _____ Receiving Station No. _____ Transhipping Station No. _____ Invoice No. _____ Date _____ Waybill No. _____ Date _____																															
Cause of claim	<table border="1" style="width: 100%; text-align: center;"> <tr> <td style="width: 16.6%;">Pillferage/Theft</td> <td style="width: 16.6%;">Shortage</td> <td style="width: 16.6%;">Wet</td> <td style="width: 16.6%;">Damage</td> <td style="width: 16.6%;">Delay</td> <td style="width: 16.6%;">Miscellaneous</td> </tr> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> </tr> </table>	Pillferage/Theft	Shortage	Wet	Damage	Delay	Miscellaneous	1	2	3	4	5	6																		
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LOCAL ACCOUNTANT:																															
Pay _____																															
The amount of (R : c) _____ Rand _____ cents																															
Voucher No. _____ Date _____ Compensation Account No. _____																															
Approved _____ for GENERAL MANAGER																															

No. R. 1752 (Republiek) | 1 September 1978

DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 3 (NO. 3/555).

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964 —

- (1) word Bylae No. 3 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon; en
- (2) word hierdie wysiging vir sover dit betrekking het op oopweefstowwe van poliamied- of poliëstervefels, met 'n konstruksie van hoogstens 10 drade per cm², geag op 5 Mei 1978 in werking te getree het.

O. P. F. HORWOOD
Minister van Finansies

BYLAE

I Item	II Tariefpos en Beskrywing	III Mate van Korting
311.12	Deur tariefpos No. 51.04 deur die volgende te vervang: "51.04 Oopweefstowwe van gefabriseerde vesels (kontinu), met 'n konstruksie van hoogstens 10 drade per cm ²	Volle reg"

OPMERKINGS:

1. Die voorsiening vir 'n korting op reg op oopweefstowwe van sellulosiese vesels (kontinu), met 'n konstruksie van hoogstens 10 drade per cm², word uitgebrei om alle oopweefstowwe van gefabriseerde vesels met 'n konstruksie van hoogstens 10 drade per cm² te dek.
2. Die voorsiening vir sover dit betrekking het op oopweefstowwe van poliamied- of poliëstervefels, met 'n konstruksie van hoogstens 10 drade per cm², word terugwerkend van krag gemaak tot 5 Mei 1978.

No. R. 1753 (Republiek) | 1 September 1978

DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 3 (NO. 3/556).

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 3 by genoemde Wet hierby gewysig, met terugwerkende krag tot 30 April 1976, in die mate in die Bylae hiervan aangetoon.

No. R. 1752 (Republic) | 1 September 1978

CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 3 (NO. 3/555).

Under section 75 of the Customs and Excise Act, 1964 —

- (1) Schedule No. 3 to the said Act is hereby amended to the extent set out in the Schedule hereto; and
- (2) this amendment insofar as it relates to open weave fabrics of polyamide or polyester fibres, with a construction not exceeding 10 threads per cm², shall be deemed to have come into operation on 5 May 1978.

O. P. F. HORWOOD
Minister of Finance

SCHEDULE

I Item	II Tariff Heading and Description	III Extent of Rebate
311.12	By the substitution for tariff heading No. 51.04 of the following: "51.04 Open weave fabrics of man-made fibres (continuous), with a construction not exceeding 10 threads per cm ²	Full duty"

1. The provision for a rebate of duty on open weave fabrics of cellulosic fibres (continuous), with a construction not exceeding 10 threads per cm², is extended to cover all open weave fabrics of man-made fibres with a construction not exceeding 10 threads per cm².
2. The provision insofar as it relates to open weave fabrics of polyamide or polyester fibres, with a construction not exceeding 10 threads per cm², is made with retrospective effect to 5 May 1978.

No. R.1753 (Republic) | 1 September 1978

CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 3 (NO. 556).

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 3 to the said Act is hereby amended, with retrospective effect to 30 April 1976, to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister van Finansies.

BYLAE

I Item	II Tariefpos en Beskrywing	III Mate van Korting
316.01	<p>Deur na paragraaf (4) van tariefpos No. 84.06 die volgende in te voeg:</p> <p>“(5) Kompresie-ontstekingsenjins, vir die vervaardiging van selfaangedrewe hyskrane</p> <p>Deur na paragraaf (3) van tariefpos No. 84.63 die volgende in te voeg:</p> <p>“(4) Ratkaste en onderdele daarvan, aandryfwielasse en koppelomsetters, vir die vervaardiging van selfaangedrewe hyskrane</p>	<p>Volle reg min 3%”</p> <p>Volle reg min 3%”</p>

OPMERKING:

Voorsiening, met terugwerkende krag tot 30 April 1976, word gemaak vir 'n volle korting op reg min 3% op kompresie-ontstekingsenjins, ratkaste en onderdele daarvan, aandryfwielasse en koppelomsetters, vir die vervaardiging van selfaangedrewe hyskrane.

O. P. F. HORWOOD
Minister of Finance.

SCHEDULE

I Item	II Tariff Heading and Description	III Extent of Rebate
316.01	<p>By the insertion after paragraph (4) of tariff heading No. 84.06 of the following:</p> <p>“(5) Compression ignition engines, for the manufacture of self-propelled cranes</p> <p>By the insertion after paragraph (3) of tariff heading No. 84.63 of the following:</p> <p>“(4) Gear-boxes and parts thereof, driving axles and torque convertors, for the manufacture of self-propelled cranes</p>	<p>Full duty less 3%”</p> <p>Full duty less 3%”</p>

NOTE:

Provision is made, with retrospective effect to 30 April 1976, for a rebate of the full duty less 3% on compression ignition engines, gear-boxes and parts thereof, driving axles and torque convertors, for the manufacture of self-propelled cranes.

No. R. 1754 (Republiek) | 11 September 1978

DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 4 (NO. 4/228).

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 4 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD
Minister van Finansies

BYLAE

I Item	II Tariefpos en Beskrywing	III Mate van Korting
402.02	Deur tariefpos No. 73.21 te skrap.	

No. R. 1754 (Republic) | 11 September 1978

CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 4 (NO. 4/228).

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 4 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister of Finance.

SCHEDULE

I Item	II Tariff Heading and Description	III Extent of Rebate
402.02	By the deletion of tariff heading No. 73.21.	

OPMERKING:

Die voorsiening vir 'n korting op reg op toerusting, met inbegrip van sluisdeure, keermuurklappe en ander staalstrukture, vir gebruik deur enige plaaslike bestuur vir die konstruksie van watervoorraadstudamme, word ingetrek.

NOTE:

The provision for a rebate of duty on equipment, including sluice gates, weir flaps and other steel structures, for use by any local authority for the construction of water supply barrages, is withdrawn.

No. R. 1755 (Republiek) | 1 September 1978

No. R. 1755 (Republic) | 1 September 1978

**DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 4 (NO. 4/229).**

**CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 4 (NO. 4/229).**

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 4 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 4 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister van Finansies.

O. P. F. HORWOOD
Minister of Finance.

BYLAE

SCHEDULE

I Item	II Tariefpos en Beskrywing	III Mate van Korting
460.16	Deur tariefpos No. 84.59 te skrap.	

I Item	II Tariff Heading and Description	III Extent of Rebate
460.16	By the deletion of tariff heading No. 84.59	

OPMERKING:

Die voorsiening vir 'n korting op reg op smeestukke vir die vervaardiging van hidrouliese agglomererperse met 'n vermoë van minstens 5 000 t, word ingetrek.

NOTE:

The provision for a rebate of duty on forgings for the manufacture of hydraulic agglomerating presses with a capacity of 5 000 t or more, is withdrawn.

No. R. 1756 (Republiek) | 1 September 1978

No. R. 1756 (Republic) | 1 September 1978

**DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 6 (NO. 6/85).**

**CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 6 (NO. 6/85)**

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 6 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 6 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister van Finansies

O. P. F. HORWOOD
Minister of Finance

BYLAE

SCHEDULE

I Item	II Tariefitem en Beskrywing	III Mate van Korting	IV Mate van Terugbetaling
607.04.15	Deur paragraaf (1) van tariefitem 104.20 deur die volgende te vervang:		

I Item	II Tariff Item and Description	III Extent of Rebate	IV Extent of Refund
607.04.15	By the substitution for paragraph (1) of tariff item 104.20 of the following:		

I Item	II Verkoopregitem. Tariefpos en Beskrywing	III Mate van Korting	IV Mate van Terugbetaling
	“(1) In sodanige hoeveelhede vir die skoonmaak of sterilisering van sodanige houers en sodanige bottel-eerapparate wat die Sekretaris mag toelaat	Volle reg”	

I Item	II Sales Duty Item. Tariff Head- ing and Description	III Extent of Rebate	IV Extent of Refund
	“(1) In such quantities for the cleaning or sterilising of such containers and such bottling apparatus as the Secretary may allow	Full duty”	

OPMERKING:

Die voorsiening vir 'n korting op reg op wynspiritus of druiwespiritus vir die skoonmaak van sodanige houers as wat die Sekretaris mag toelaat word uitgebrei om ook die sterilisering van sodanige houers sowel as die skoonmaak of sterilisering van bottel-eerapparate te dek.

NOTE:

The provision for a rebate of duty on wine spirits or grape spirits for the cleaning of such containers as the Secretary may allow is extended to also include the sterilisation of such containers as well as the cleaning and sterilisation of bottling apparatus.

No. R. 1761 (Republiek) [1 September 1978

No. R. 1761 (Republic) [1 September 1978

**DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 1 (NO. 1/1/574).**

**CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 1 (NO.
1/1/574).**

Kragtens artikel 48 van die Doeane- en Aksynswet, 1964, word Deel 1 van Bylae No. 1 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

Under section 48 of the Customs and Excise Act, 1964, Part 1 of Schedule No. 1 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister van Finansies

O. P. F. HORWOOD
Minister of Finance.

BYLAE

SCHEDULE

I Tariefpos	II Statistiese Eenheid	III IV V Skaal van Reg		
		Algemeen	M.B.N.	Voorkeur
84.45 Deur na subpos No. 84.45.10.30 die volgende in te voeg: “.40 Senterdraaibanke (of aldoeldraaibanke) met 'n senterhoogte bo die bed van meer as 280 mm maar hoogstens 325 mm, nie syferkontrole nie	getal	30% of 400c per kg min 70%”		
84.48 Deur subpos No. 84.48.65 deur die volgende te vervang:				

I Tariff Heading	II Statistical unit	III IV V Rate of Duty		
		General	M.F.N.	Preferential
84.45 By the insertion after sub-heading No. 84.45.10.30 of the following: “.40 Centre (or general purpose) lathes with a centre height above the bed exceeding 280 mm but not exceeding 325 mm, not numerically controlled	no.	30% or 400c per kg less 70%”		
84.48 By the substitution for subheading No. 84.48.65 of the following:				

I Tariefpos	II Statistiese Eenheid	III IV V Skaal van Reg		
		Algemeen	M.B.N.	Voorkeur
"84.48.70 Onderdele van senterdraai-banke (uitgesonderd syferkontroletipes) met 'n senterhoogte bo die bed van minstens 110 mm maar hoogstens 325 mm	kg	20%"		

I Tariff Heading	II Statistical unit	III IV V Rate of Duty		
		General	M.F.N.	Preferential
"84.48.70 Parts of centre lathes (excluding numerically controlled types) with a centre height above the bed of 110 mm or more but not exceeding 325 mm	kg	20%"		

OPMERKING:

Spesifieke voorsiening word gemaak vir senterdraaibanke met 'n senterhoogte bo die bed van meer as 280 mm maar hoogstens 325 mm, nie syferkontrole nie, en die skaal van reg daarop word van vry na 30% of 400c per kg min 70% verhoog. Die skaal van reg op onderdele van hierdie draaibanke word van vry na 20% verhoog.

NOTE:

Specific provision is made for centre lathes with a centre height above the bed exceeding 280 mm but not exceeding 325 mm, not numerically controlled, and the rate of duty thereon is increased from free to 30% or 400c per kg less 70%. The rate of duty on parts for these lathes is increased from free to 20%.

No. R. 1762 (Republiek)] [1 September 1978

No. R. 1762 (Republic)] [1 September 1978

**DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 1 (NO. 1/4/17).**

**CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 1 (NO. 1/4/17).**

Kragtens artikel 48 van die Doeane- en Aksynswet, 1964, word Deel 4 van Bylae No. 1 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

Under section 48 of the Customs and Excise Act, 1964, Part 4 of Schedule No. 1 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister van Finansies.

O. P. F. HORWOOD
Minister of Finance

BYLAE

SCHEDULE

I Item	II Tariefpos en Beskrywing	III Skaal van bobelasting
176.00	Deur tariefpos No. 84.00 deur die volgende te vervang: "84.00 Ketels, masjinerie en meganiese toestelle; onderdele daarvan (uitgesonderd goedere van poste of subposte Nos. 84.01.10, 84.01.20, 84.01.40.10, 84.02.10, 84.05.20, 84.05.60, 84.05.90, 84.06.10, 84.06.20, 84.06.30,	12,5%"

I Item	II Tariff Heading and Description	III Rate of Surcharge
176.00	By the substitution for tariff heading No. 84.00 of the following: "84.00 Boilers, machinery and mechanical appliances; parts thereof (excluding goods of headings or sub-headings Nos. 84.01.10, 84.01.20, 84.01.40.10, 84.02.10, 84.05.20, 84.05.60, 84.05.90, 84.06.10, 84.06.20, 84.06.30, 84.06.50.20,	12.5%"

I Bobelasting	II Tariefpos en Beskrywing	III Skaal van bobelasting	I Item	II Tariff Heading and Description	III Extent of Rebate
	84.06.50.20, 84.07.90, 84.08.10, 84.08.20.10, 84.10.10, 84.10.20, 84.11.20, 84.11.60, 84.11.70.40, 84.11.70.90, 84.12.90, 84.14.10, 84.15.30, 84.15.50.90, 84.15.60.90, 84.15.70.30, 84.15.70.90, 84.15.90, 84.16, 84.17.70, 84.17.80, 84.17.90, 84.18.10, 84.18.30, 84.18.40, 84.18.50, 84.18.60, 84.18.70.90, 84.18.77, 84.19.80, 84.19.90, 84.20.25, 84.20.27, 84.20.40, 84.20.50, 84.20.90, 84.21.10, 84.21.20, 84.21.30, 84.21.40, 84.22.10, 84.2- 2.13.10, 84.22.15, 84.2- 2.20, 84.22.22, 84.22.3- 3.40, 84.22.45, 84.2- 2.65.10, 84.22.65.20, 84.2- 2.85.10, 84.23.10, 84.23.25, 84.23.45, 84.23.50.10, 84.24.55, 84.24.60, 84.24.87, 84.25.10, 84.25.15, 84.25.20.10, 84.25.30, 84.25.80, 84.26, 84.28.10, 84.29, 84.30.10, 84.30.20, 84.30.90, 84.31, 84.32, 84.33, 84.34, 84.35, 84.36, 84.37, 84.38, 84.39, 84.40.20, 84.40.40, 84.40.80, 84.40.90, 84.41.20, 84.41.90, 84.42, 84.43, 84.44, 84.45.01, 84.45.10.30, 84.45.10.40, 84.45.12, 84.45.14, 84.45.15, 84.45.20, 84.45.23, 84.45.24, 84.45.26, 84.45.27, 84.45.29, 84.45.30, 84.45.31, 84.45.32, 84.45.33, 84.45.34, 84.45.35, 84.45.36, 84.45.37, 84.45.38, 84.45.39, 84.45.40, 84.45.46, 84.45.47, 84.45.48, 84.45.49, 84.45.50, 84.45.55, 84.45.70, 84.45.90, 84.46.90, 84.47.80, 84.47.90, 84.49.30, 84.50.90, 84.51.10, 84.52.20, 84.53.10, 84.53.40, 84.54.10, 84.54.20, 84.55.60.10, 84.55.60.40, 84.55.60.50, 84.55.60.60, 84.55.60.70, 84.55.70.50, 84.56.10, 84.56.20, 84.56.40, 84.56.60, 84.56.70, 84.56.89, 84.56.90, 84.57, 84.58, 84.59.40.10, 84.59.65, 84.59.70.10,			84.07.90, 84.08.10, 84.08.20.10, 84.10.10, 84.10.20, 84.11.20, 84.11.60, 84.11.70.40, 84.11.70.90, 84.12.90, 84.14.10, 84.15.30, 84.15.50.90, 84.15.60.90, 84.15.70.30, 84.15.70.90, 84.15.90, 84.16, 84.17.70, 84.17.80, 84.17.90, 84.18.10, 84.18.30, 84.18.40, 84.18.50, 84.18.60, 84.18.70.90, 84.18.77, 84.19.80, 84.19.90, 84.20.25 84.19.20.25, 84.20.27, 84.20.40, 84.20.50, 84.20.90, 84.21.10, 84.21.20, 84.21.30, 84.21.40, 84.22.10, 84.2- 2.13.10, 84.22.15, 84.2- 2.20, 84.22.22, 84.22.3- 3.40, 84.22.45, 84.2- 2.65.10, 84.22.65.20, 84.2- 2.85.10, 84.23.10, 84.23.25, 84.23.45, 84.23.50.10, 84.24.55, 84.24.60, 84.24.87, 84.25.10, 84.25.15, 84.25.20.10, 84.25.30, 84.25.80, 84.26, 84.28.10, 84.29, 84.30.10, 84.30.20, 84.30.90, 84.31, 84.32, 84.33, 84.34, 84.35, 84.36, 84.37, 84.38, 84.39, 84.40.20, 84.40.40, 84.40.80, 84.40.90, 84.41.20, 84.41.90, 84.42, 84.43, 84.44, 84.45.01, 84.45.10.30, 84.45.10.40, 84.45.12, 84.45.14, 84.45.15, 84.45.20, 84.45.23, 84.45.24, 84.45.26, 84.45.27, 84.45.29, 84.45.30, 84.45.31, 84.45.32, 84.45.33, 84.45.34, 84.45.35, 84.45.36, 84.45.37, 84.45.38, 84.45.39, 84.45.40, 84.45.46, 84.45.47, 84.45.48, 84.45.49, 84.45.50, 84.45.55, 84.45.70, 84.45.90, 84.46.90, 84.47.90, 84.47.90, 84.49.30, 84.50.90, 84.51.10, 84.52.20, 84.53.10, 84.53.40, 84.54.10, 84.54.20, 84.55.60.10, 84.55.60.40, 84.55.60.50, 84.55.60.60, 84.55.60.70, 84.55.70.50, 84.56.10, 84.56.20, 84.56.40, 84.56.60, 84.56.70, 84.56.89, 84.56.90, 84.57, 84.58, 84.59.40.10 84.59.65, 84.59.70.10,	

I Item	II Tariefpos en Beskrywing	III Mate van Korting
	84.59.70.30, 84.59.70.50, 84.59.70.90, 84.59.80, 84.60.10, 84.62.87.20, 84.61.87.30, 84.62.10 84.62.15.90 84.62.20, 84.62.25.10, 84.62.25.30, 84.62.30.90, 84.62.40.90, 84.63.10, 84.63.33, 84.63.40.90, 84.63.90.10, 84.63.90.30 en 84.65)	

I Item	II Tariff Heading and Description	III Extent of Rebate
	84.59.70.30, 84.59.70.50, 84.59.70.90, 84.59.80, 84.60.10, 84.61.87.20, 84.61.87.30 84.62.10 84.62.15.90, 84.62.20, 84.62.25.10, 84.62.25.30, 84.62.30.90, 84.62.40.90, 84.63.10, 84.63.33, 84.63.40.90, 84.63.90.10, 84.63.90.30 and 84.65)	

OPMERKING:

Hierdie wysiging is as gevolg van die wysiging van Deel 1 van Bylae No. 1.

NOTE:

This amendment is consequential to the amendment of Part 1 of P Schedule No. 1.

No. R. 1763 (Republic) [1 September 1978

**DOEANE- EN AKSYNSWET, 1964.-
WYSIGING VAN BYLAE NO. 3 (NO. 3/557).**

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae No. 3 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD
Minister van Finansies.

BYLAE

I Item	II Tariefpos en Beskrywing	III Mate van Korting
316.01	Deur tariefpos No. 84.48 deur die volgende te vervang: "84.48 Vaskopsamestelle, vir die vervaardiging van senterdraaibanke met 'n senterhoogte bo die bed van minstens 110 mm maar hoogstens 325 mm	Volle reg"

OPMERKING:

Die voorsiening vir 'n korting op reg op loskopsamestelle en beddens vir die vervaardiging van sekere senterdraaibanke word ingetrek terwyl voorsiening gemaak word vir 'n volle korting op reg op vaskopsamestelle vir die vervaardiging van senterdraaibanke met 'n senterhoogte bo die bed van meer as 280 mm maar hoogstens 325 mm.

No. R. 1763 (Republic) [1 September 1978

**CUSTOMS AND EXCISE ACT, 1964.-
AMENDMENT OF SCHEDULE NO. 3 (NO. 3/557).**

Under section 75 of the Customs and Excise Act, 1964, Schedule No. 3 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD
Minister of Finance

SCHEDULE

I Item	II Tariff Heading and Description	III Extent of Rebate
316.01	By the substitution for tariff heading No. 84.48 of the following: "84.48 Headstock assemblies, for the manufacture of centre lathes with a centre height above the bed of 110 mm or more but not exceeding 325 mm	Full duty"

NOTE:

The provision for a rebate of duty on tailstock assemblies and beds for the manufacture of certain centre lathes is withdrawn whilst provision is made for a rebate of the full duty on headstock assemblies for the manufacture of centre lathes with a centre height above the bed exceeding 280 mm but not exceeding 325 mm.

No. R. 1764 (Republiek) [1 September 1978

**DEPARTEMENT VAN DIE SUID-AFRIKAANSE
SPOORWEË EN HAWENS: WYSIGING IN DIE
ALGEMENE SPOORWEGREGULASIES.**

Dit het die Staatspresident behaag om kragtens artikel 3 van die Konsolidasiewet op die Beheer en Bestuur van Spoorweë en Hawens, 1957 (Wet no. 70 van 1957), goedkeuring te verleen aan die volgende wysiging van Regulasie no. 197 van die Algemene Spoorwegregulasies afgekondig by Goewermentskennisgewing No. R.1560 van 11 Oktober 1963:

Regulasie No. 197(d):

197(d) Rollende materiaal wat ontspoor in 'n private sylyn, mag nie sonder die toestemming van die Administrasie deur die applikant herspoor word nie en mag ook nie weer in bedryf gestel word nie tensy dit deur die Administrasie ondersoek is en geskik bevind word. Die applikant moet die kontrolestasie onmiddellik in kennis stel van enige sodanige ontsporing sodat reëlins getref kan word vir die herspoor en ondersoek van die rollende materiaal.

Die applikant is verantwoordelik vir die koste van hersporing en die herstel van enige skade wat deur die ontsporing aan die rollende materiaal en/of spoorlyn veroorsaak is, asook vir die koste van die ondersoek deur die Administrasie van die spoorlyn en rollende materiaal.

No. R. 1764 (Republic) [1 September 1978

**DEPARTMENT OF THE SOUTH AFRICAN
RAILWAYS AND HARBOURS: AMENDMENT
OF THE GENERAL RAILWAY REGULATIONS**

The State President has been pleased, in terms of section 3 of the Railways and Harbours Control and Management (Consolidation) Act, 1957 (Act No. 70 of 1957), to approve of the following amendment to Regulation No. 197 of the General Railway Regulations published under Government Notice No. R.1560 of 11 October 1963:

Regulation No. 197(d)

197(d) Rolling stock derailed while on a private siding shall not be rerailed by the applicant without the consent of the Administration nor returned to traffic unless inspected and passed by the Administration. The applicant shall notify the controlling station immediately of any such derailment in order that arrangements can be made for rerailing and inspection of the rolling stock.

The applicant shall be responsible for the cost of rerailing and repairing any damage to rolling stock and/or the track caused by the derailment including the cost of examination and inspection of the track and rolling stock by the Administration.

Algemene Kennisgewing

(No. 32 van 1978)

**MUNICIPALITEIT VAN OKAHANDJA
KENNISGEWING VAN AGTERSTALLIGE
EIENDOMSBELASTING: ERF NO. 576
OKAHANDJA**

Ooreenkomstig die bepalings van Artikel 171 van Ordonnansie 13 van 1963 word hiermee kennis gegee dat eiendomsbelasting vir 'n tydperk van 5 jaar agterstallig is ten opsigte van erf 576, geregistreer in die naam van J. P. JORDAAN, wie se adres onbekend is.

Kennis geskied verder hiermee dat indien die agterstallige bedrag van R669,38 plus rente teen 6% vanaf 16 Oktober 1978 nie binne drie maande na datum van die laaste publikasie van hierdie kennisgewing betaal word nie, genoemde eiendom per publieke veiling verkoop sal word.

General Notice

(No. 32 of 1978)

**MUNICIPALITY OF OKAHANDJA
NOTICE OF OUTSTANDING PROPERTY RATES:
ERF NO. 576 OKAHANDJA**

In accordance with the provisions of Section 171 of Ordinance 13 of 1962 notice is hereby given that property rates with respect to erf No. 576, registered in the name of J. P. JORDAAN, address unknown, are in arrears for a period of 5 years.

Furthermore, notice is hereby given that, should the outstanding amount of R669,38, together with interest at 6% as from 16 October 1978, not be paid within three months from the date of the last publication of this notice, the said property will be sold by public auction.

F. S. BREYTENBACH
Stadsklerk

Munisipale Kantore,
Posbus 15,
OKAHANDJA.
9150

F. S. BREYTENBACH
Town Clerk

Municipal Offices
P.O. Bos 15
OKAHANDJA
9150

15 August 1978

Advertensies

ADVERTEER IN DIE OFFISIËLE KOERANT VAN SUID- WES-AFRIKA

1. Die *Offisiële Koerant* verskyn op die 1ste en 15de dag van elke maand; as een van hierdie dae op 'n Sondag of openbare feesdag val, verskyn die *Offisiële Koerant* op die eersvolgende werkdag.

2. Advertensies wat in die *Offisiële Koerant* geplaas moet word, moet in die taal waarin hulle sal verskyn aan die OFFISIËLE KOERANTKANTOOR, P.S. 13186, Windhoek, geadresseer word, of by Kamer 109, Administrasie-gebou, Windhoek, afgelewer word, nie later nie as 4,30 nm. op die NEGENDE dag voor die verskyning van die *Offisiële Koerant*, waarin die advertensie geplaas moet word.

3. Advertensies word na die amptelike gedeelte in die *Offisiële Koerant* geplaas, of op 'n ekstra blad van die *Offisiële Koerant*, al na die Sekretaris goedvind.

4. Advertensies word vir die openbare voordeel in die *Offisiële Koerant* gepubliseer. Vertalings moet deur die Adverteerder of sy agent gelewer word indien verlang.

5. Slegs regsadvertensies word vir publikasie in die *Offisiële Koerant* aangeneem en hulle is onderhewig aan die goedkeuring van die Sekretaris van Suidwes-Afrika, wat die aanneming of verdere publikasie van 'n advertensie mag weier.

Die Administrasie van S.W.A. behou hom die reg voor om die kopie te redigeer, te hersien en oortollige besonderhede weg te laat.

7. Advertensies moet sover moontlik getik wees. Die manuskrip van advertensies moet slegs op een kant van die papier geskryf word en alle eiename moet duidelik wees. In geval 'n naam weens onduidelike handskrif foutief gedruk word, kan die advertensie slegs dan herdruk word as die koste van 'n nuwe plasing betaal word.

8. Geen aanspreeklikheid word aanvaar vir enige vertraging in die publisering van 'n kennisgewing of vir die publisering daarvan op 'n ander datum as dié deur die insender bepaal. Insgelyks word geen aanspreeklikheid aanvaar ten opsigte van enige redigering, hersiening, weglatings, tipografiese foute en foute wat weens dowwe of onduidelike kopie mag ontstaan nie.

9. Die insender word aanspreeklik gehou vir enige skadevergoeding en koste wat voortvloei uit enige aksie wat weens die publisering, hetsy met of sonder enige weglating, foute, onduidelikhede of in watter vorm ook al, van 'n kennisgewing teen die Administrasie van S.W.A. ingestel word.

Advertisements

ADVERTISING IN THE OFFICIAL GAZETTE OF SOUTH WEST AFRICA

1. The *Official Gazette* is published on the 1st and 15th day of each month; if either of those days falls on a Sunday or Public Holiday, the *Official Gazette* is published on the next succeeding working day.

2. Advertisements for insertion in the *Official Gazette* should be addressed to the OFFICIAL GAZETTE OFFICE, P.B. 13186, Windhoek, or be delivered to Room 109, Administration Building, Windhoek, in the languages in which they are to be published, not later than 4,30 p.m. on the NINTH day before the date of publication of the *Official Gazette* in which they are to be inserted.

3. Advertisements are inserted in the *Official Gazette* after the official matter or in a supplement of the *Official Gazette* at the discretion of the Secretary.

4. Advertisements are published in the *Official Gazette* for the benefit of the public. Translations if desired, must be furnished by the advertiser or his agent.

5. Only law advertisements are accepted for publication in the *Official Gazette*, and are subject to the approval of the Secretary for South West Africa, who may refuse to accept or may decline further publication of any advertisement.

6. The Administration of S.W.A. reserves the right to edit and revise copy and to delete therefrom any superfluous detail.

7. Advertisements should as far as possible be typewritten. Manuscript of advertisements should be written on one side of the paper only, and all proper names plainly inscribed; in the event of any name being incorrectly printed as a result of indistinct writing, the advertisement can only be republished on payment of the cost of another insertion.

8. No liability is assumed for any delay in publishing a notice or for publishing it on any date other than that stipulated by the advertiser. Similarly no liability is assumed in respect of any editing, revision, omission, typographical errors or errors resulting from faint or indistinct copy.

9. The advertiser will be held liable for all compensation and costs arising from any action which may be instituted against the Administration of S.W.A. as a result of the publication of a notice with or without any omission, errors, lack of clarity or in any form whatsoever.

10. Die jaarlikse intekengeld op die *Offisiële Koerant* is R5,00 posvry in hierdie Gebied en die Republiek van Suid-Afrika, verkrygbaar by die here Die Suidwes-Drukkery Beperk, Posbus 2196, Windhoek. Oorsese intekenaars moet posgeld vooruit betaal. Enkel eksemplare van die *Offisiële Koerant* is verkrygbaar van die here Die Suidwes-Drukkery Beperk, Posbus 2196, Windhoek, teen 10 c per eksemplaar. Eksemplare word vir slegs twee jaar in voorraad gehou.

11. Die koste vir die plasing van kennisgewings is soos volg en is betaalbaar by wyse van tjeks, wissels, pos- of geldorders:

Tipe	Tarief
1. Oordrag van besigheid.....	R3,25
2. Regsveilings — Hoogeregshof	R5,20

12. Die koste vir die plasing van advertensies, behalwe die kennisgewings wat in paragraaf 11 genoem word, is teen die tarief van 35 c per cm dubbelkolom. (Gedeeltes van 'n cm moet as volle cm gereken word).

13. Geen advertensie word geplaas nie tensy die koste vooruit betaal is. Tjeks, wissels, pos- en geldorders moet aan die Sekretaris van Suidwes-Afrika betaalbaar gemaak word.

10. The subscription for the *Official Gazette* is R5,00 per annum, post free in this Territory and the Republic of South Africa, obtainable from Messrs. The Suidwes-Drukkery Limited, P.O. Box 2196, Windhoek. Postage must be prepaid by overseas subscribers. Single copies of the *Official Gazette* may be obtained from Messrs. The Suidwes-Drukkery Limited, P.O. Box 2196, Windhoek, at the price of 10 c per copy. Copies are kept in stock for only two years.

11. The charge for the insertion of notices is as follows and is payable in the form of cheques, bills, postal or money orders:

Type	Charge
1. Transfer of business	R3,25
2. Sale in execution — Supreme Court	R5,20

12. The charge for the insertion of advertisements other than the notices mentioned in paragraph 11 is at the rate of 35 c per cm double column. (Fractions of a cm to be reckoned as a cm).

13. No advertisements are inserted unless the charge is prepaid. Cheques, drafts, postal orders or money orders must be made payable to the Secretary for South West Africa.

KENNISGEWING VAN OORDRAG VAN BESIGHEID

Kennis geskied hiermee dat 14 dae na publikasie hiervan aansoek gedoen sal word by die Landdros, Keetmanshoop vir die oordrag van die Algemene Handelaarslisensie tans gehou deur CYNTHIA CAROLINE HOY (gebore DU BUISSON) getroud buite gemeenskap van goedere met DESMOND HENRY HOY wie besigheid dryf as VERONICAS op Erf No. 156 B, hoek van Kittel & Khabuserstrate, Keetmanshoop aan en ten gunste van ANNA MAGARETHA THERON (gebore GAGIANO) getroud buite gemeenskap van goedere met HENNIE MARTHINUS THERON wie voortaan besigheid sal dryf vir haar eie rekening onder die naam NUWE WELKOM op die perseel hierbo genoem.

KENNISGEWING VAN OORDRAG VAN BESIGHEID

Kennis geskied hiermee dat veertien dae na die publikasie hiervan, aansoek gedoen sal word by die Landdros te Okahandja, vir die oordrag van 'n Algemene Handelaarslisensie Mineraalwater, Patente Medisyne en Tabaklisensie, vanaf BAREND FREDERICK KOCH, wie handel gedryf het onder die naam en styl van CORNER CASH STORE, aan KURT HEINZ NOELLE, wie handel sal dryf onder die naam en styl van CORNER CASH STORE, op dieselfde perseel nl. Erf 193, te OKAHANDJA.

H. K. NOELLE
Posbus 430
OKAHANDJA
9150

GEDATEER TE KEETMANSHOOP OP HIERDIE 23STE DAG VAN AUGUSTUS 1978.

LENTIN, BOTMA & DE WAAL
Prokureurs vir die Partye,
Passanogebou,
Posbus 38,
KEETMANSHOOP
9020