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VAN SUIDWES-AFRIKA.



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Algemene Kennisgewing.

General Notice.

Die volgende Suid-Afrikaanse Spoorweëkennisgewing word vir algemene inligting gepubliseer.

D. H. C. DU PLESSIS,
Waarnemende Hoofbestuurder.

Hoofbestuurder se Kantoor,
JOHANNESBURG.

The following South African Railways Notice is published for general information.

D. H. C. DU PLESSIS,
Acting General Manager.

General Manager's Office,
JOHANNESBURG.

(No. 18 van 1952.)

(No. 18 of 1952.)

DEPARTEMENT VAN DIE SUID-AFRIKAANSE
SPOORWEE EN HAWENS.

DEPARTMENT OF THE SOUTH AFRICAN RAILWAYS
AND HARBOURS.

Die volgende regulasies waaraan goedkeuring verleen is deur Sy Eksellensie die Goewerneur-generaal kragtens artikel vier van die Spoorwegan en Havens Reglement, Bestuur en Beheer Wet No. 22 van 1916, soos gewysig, en gepubliseer in die Staatskoerant van die Unie in Goewermentskennisgewing No. 801 van 28 Mei 1937, soos gewysig by Goewermentskennisgewings Nos. 1779 van 19 November 1937; 1369 van 9 Augustus 1938; 731 van 26 Mei 1939; 1816 van 17 November 1939; 1969 van 6 Desember 1940; 11 van 3 Januarie 1941; 16 van 2 Januarie 1942; 2438 van 27 November 1942; 2364 van 31 Desember 1943; 1211 van 14 Junie 1946; 1572 van 26 Julie 1946; 2366 van 8 November 1946; 1852 van 5 September 1947; 2079 van 3 Oktober 1947; 2504 van 28 November 1947; 1371 van 2 Julie 1948; 1911 van 16 September 1949; 2169 van 14 Oktober 1949; 831 van 21 April 1950; 1171 van 26 Mei 1950; 1267 van 9 Junie 1950; 2259 van 15 September 1950; 2537 van 20 Oktober 1950; 1160 van 15 Junie 1951; 1994 van 3 Augustus 1951 en 2113 van 17 Augustus 1951, word hierby vir algemene inligting bekendgemaak.

The following regulations, approved by His Excellency the Governor-General in terms of section four of the Railways and Harbours Regulation Control and Management Act, No. 22 of 1916, as amended, and published in the Government Gazette of the Union under Government Notice No. 801 of 28th May, 1937 as amended by Government Notices Nos. 1779 of 19th November, 1937; 1360 of 9th August, 1938; 731 of 26th May, 1939; 1816 of 17th November, 1939; 1969 of 6th December, 1940; 11 of 3rd January, 1941; 16 of 2nd January, 1942; 2438 of 27th November, 1942; 2364 of 31st December, 1943; 1211 of 14th June, 1946; 1572 of 26th July, 1946; 2366 of 8th November, 1946; 1852 of 5th September, 1947; and 2079 of 3rd October, 1947; 2504 of 28th November, 1947; 1371 of 2nd July, 1948; 1911 of 16th September, 1949; 2169 of 14th October, 1949; 831 of 21st April, 1950; 1171 of 26th May, 1950; 1267 of 9th June, 1950; 2259 of 15th September, 1950; 2537 of 20th October, 1950; 1160 of 15th June, 1951; 1994 of 3rd August, 1951 and 2113 of 17th August, 1951, are hereby published for general information.

ALGEMENE SPOORWEGREGULASIES.

Woordomskriving.

By die vertolking van hierdie regulasies het die woorde en uitdrukkinge wat daarin begebis word, tensy onbestaanbaar met die verband, die verskillende betekenisse wat daaraan gegee is in artikel twee van die Spoorwegan en Havens Reglement, Bestuur en Beheer Wet van 1916 soos van tyd tot tyd gewysig (in hierdie regulasies „Die Wet” genoem), en daarbenewens beteken:—

GENERAL RAILWAY REGULATIONS.

Definitions.

1. In the interpretation of these regulations the words and expressions used therein shall, unless inconsistent with the content have the several meanings assigned to them in section two of the Railways and Harbours Regulation, Control and Management Act, 1916 as amended from time to time (in these regulations referred to as “The Act”) and in addition:—

„besteldienstasies” daardie stasies waar die Administrasie self, of sy kontraktante die karwei van goedere onderneem;

„bestelgoedere” goedere met inbegrip van goedere wat nie in die Offisiële Spoorwegtariefboek as onderworpe aan die voorwaardes van toepassing op „stasie tot stasie”, „nie bestel nie” aangetoon word nie;

„besending” een of meer pakette goedere of ’n hoeveelheid los goedere wat gelyktydig deur een afsenders aan een geadresseerde onder een vragbrief of ’n reeks van vragbriewe afgestuur word;

„graansuieropsigter” elke dienaar van die Administrasie gemagtig om op te tree as ’n graansuieropsigter vir die doeleindes van hierdie regulasies;

„graansuierkwitansie” die amptelike vorm van oordraagbare graansuierkwitansie wat deur die Administrasie in ruil vir een of meer voorlopige kwitansies verskaf en uitgereik word, en moet die netto-gewig en graad van graan aantoon wat deur sodanige graansuierkwitansie verteenwoordig word;

„graansuierstelsel” al die graansuiers wat gesamenlik as ’n stelsel beskou word. Graan in ’n graansuier en graan in deurvoer tussen een graansuier en ’n ander word as binne die graansuierstelsel beskou;

„graansuier” ’n graansuier wat die elendom is van en gekspoiteer word deur die Administrasie op sy spoorweë of by havens vir die opslag en hanteer van graan in massa;

„graanenaaar” die eienaar op die oomblik van graan wat vir opslag in ’n graansuier aangebied of afgelewer word;

„Offisiële Spoorwegtariefboek” die jongste boek algemeen onder daardie titel bekend wat van tyd tot tyd deur die Administrasie gepubliseer word, met inbegrip van byvoegsels waarin die tariewe van toepassing op sekere dienste deur die Administrasie onderneem en die voorwaardes van toepassing op sodanige tariewe of die goedere wat onder daardie voorwaardes vervoer word, uiteengesit word;

„e.r.” of „eienaarsrisiko” dat die vervoer van goedere deur die Administrasie onderneem word onder die spesiale voorwaarde dat die Administrasie nie aanspreeklik is vir verlies, skade, tekort of oponthoud nie, behalwe waar dit deur die afsenders of geadresseerde bewys word dat sodanige verlies, skade, tekort of oponthoud deur en weens die opseelike wangedrag of misdryf van die Administrasie se dienare veroorsaak is;

„s.r.” spoorwegrisiko;

„plaasiike personeel” daardie dienare van die Administrasie, met uitsondering van opsigtens en agente, wat op ’n stasie aangestel word vir die doel om verkeer te behandel;

„dienaar” elke persoon uitsluitend in diens van die Administrasie, wat ’n salaris of loon trek en behoorlik gemagtig is om op te tree;

„S.A.P.” Suid-Afrikaanse produkte;

„stasie tot stasie” of „s. tot s.” waar dit van toepassing is op tariewe of goedere, dat die tariewe vir die goedere waarop die uitdrukking van toepassing is, vir die vervoer van goedere van een plek na ’n ander op risiko van die eienaar geskied, en dat die Administrasie in verband met sodanige goedere geen ander dienste behalwe sodanige vervoer onderneem nie;

„voorlopige kwitansie” die amptelike vorm van nieoordraagbare kwitansie wat deur die Administrasie verskaf en deur ’n graansuieropsigter in ruil vir graan wat in ’n graansuier opgeslaan word aan ’n graanenaaar uitgereik word, en moet die bruto- en netto-gewigte en graad van sodanige graan aantoon;

„ton” ’n gewig van 2,000 pond;

„trok”, tensy anders aangedui, ’n gewone kort trok of ’n vragmotor.

(Soos gewysig: Goewermentskennisgewing 1267; Staatskoerant 4396; 9.6.50).

Passasiers.

2. (a) Onderworpe aan die regulasies, gee ’n „enkelkaartjie” die houder daarvan die reg om slegs eenmaal tussen die daarop genoemde plekke te reis, en om sy reis op die datum waarvoor die kaartjie uitgereik word te aanvaar.

(b) Onderworpe aan die regulasies, gee ’n „retourkaartjie” die houder daarvan die reg om eenkeer in elke rigting oor dieselfde roete tussen die daarop genoemde plekke te reis, behalwe alleen wanneer by kragtens hierdie regulasies of onder spesiale kontrak gemagtig word om die regulasies van sy reis te verander. Die heenreis moet op die datum waarop die kaartjie uitgereik word, aanvaar word. Die heengedeelte van ’n retourkaartjie is nie vir gebruik geldig nie, tensy die retoergedeelte op versoek vir ondersoek getoon word tesame met die heengedeelte.

„cartage stations” shall mean those stations at which the Administration either by itself or its contractors performs the cartage of goods;

„carted traffic” shall mean and include goods which in the Official Railway Tariff Book, are not shown as being subject to „station to station” or „not carted” conditions;

„consignment” shall mean one or more packages of goods or a quantity of loose goods forwarded under one consignment note or under a series of consignment notes by one consignor to one consignee at the same time;

„elevator operator” shall mean any servant of the Administration authorised to act as a grain elevator operator for the purpose of these regulations;

„elevator receipt” shall mean the official form of transferable elevator receipt provided and issued by the Administration in exchange for one or more temporary receipts, and shall show the net weight and grade of grain represented by such elevator receipt;

„elevator system” shall mean the whole of the grain elevators, considered together as a system. Grain in a grain elevator and grain in transit between one grain elevator and another shall be regarded as within the elevator system;

„grain elevator” shall mean a grain elevator owned and operated by the Administration on its railways or at its harbours for the storage and handling of grain in bulk;

„grain owner” shall mean the owner for the time being of grain tendered or delivered for deposit in a grain elevator;

„Official Railway Tariff Book” shall mean the most recent book commonly known by that title that is from time to time published by the Administration, including supplements, setting forth the tariffs applicable to certain services performed by the Administration and the conditions governing such tariffs or the goods transported thereunder;

„O.R.” or „owner’s risk” shall mean that the transport of the goods is undertaken by the Administration on the special condition that the Administration shall not be liable for loss, damage, shortage, or delay except upon proof, by the consignor or consignee, that such loss, damage, shortage, or delay was occasioned by and through the wilful misconduct or malfeasance of the Administration’s servants;

„R.R.” shall mean „railway risk”;

„resident staff” shall mean such servants of the Administration, exclusive of caretakers and agents, as are appointed to a station for the purpose of dealing with traffic;

„servant” shall mean any person exclusively employed under the Administration, who is, remunerated by salary or wages and is duly authorised to act;

„S.A.P.” shall mean „South African produce”;

„Station to Station” or „S. to S.” when applied to the rates or traffic, shall mean that the rates for the traffic to which the term applies are for the haulage of goods from one point to another at the owner’s risk, and that in connection with such traffic the Administration does not undertake any services beyond such haulage;

„temporary receipt” shall mean the official form of non-transferable receipt provided by the Administration and issued by an elevator operator to a grain owner in exchange for grain deposited in a grain elevator, and shall show the gross and net weights and grade of such grain;

„ton” shall mean a weight equal to 2,000 pounds;

„truck” shall, unless otherwise designated, mean an ordinary short truck or a motor lorry;

(As amended: G.N. 1267; G.G. 4396, 9.6.50)

Passengers.

2. (a) A „single ticket” entitles the holder, subject to the regulations, to travel once only between the points specified thereon, and to commence his journey on the date for which the ticket is issued.

(b) A „return ticket” entitles the holder, subject to the regulations, to travel once in each direction by the same route between the points specified thereon, excepting only when authorised to vary the route of the journey by these regulations or by special contract. The forward journey must be commenced on the date for which the ticket is issued. The forward half of a return ticket shall not be valid for use unless the return half is produced on request for inspection in conjunction with the forward half.

(c) As die roete waaroor 'n passasier mag reis nie op die kaartjie aangetoon word nie, is sodanige kaartjie slegs vir 'n reis oor die kortste roete tussen die daarop genoemde plekke geldig.

(d) Elke kaartjie en vrypas moet op versoek van 'n bevoegde spoorwegdienaar vir ondersoek getoon word. Sodanige dienaar mag die kaartjie of vrypas knip as bewys dat dit deur hom ondersoek is.

(e) Alle kaartjies en vrypasse word onderworpe aan hierdie regulasies en aan die voorwaardes wat daarop verskyn, uitgerelik.

(f) Behalwe vir soverre anders in die Offisiële Spoorwegtariefboek bepaal, word breuke van 'n pennie by die berekening van reisgeld as 'n pennie gereken.

Reisgeld ten opsigte van die Administrasie se padmotor-dienste word tot die naaste 3d. afgerond.

3. (a) Kinders onder die ouderdom van drie jaar, wat onder die sorg van ander passasiers reis, word kosteloos vervoer.

(b) Behalwe vir soverre anders in die Offisiële Spoorwegtariefboek bepaal, word kinders wat die ouderdom van drie jaar bereik het en nog nie sestien jaar oud is nie, teen halfprys per spoor vervoer; met dien verstande egter dat die Administrasie na goedgekeurde voorwaardes kan vasstel waaronder kinders wat die ouderdom van drie jaar bereik het en nog nie sewe jaar oud is nie, kosteloos per spoor vervoer kan word.

(c) Behalwe vir soverre anders in die Offisiële Spoorwegtariefboek bepaal, word oor die padmotorreëls die helfte van die gewone reisgeld vir kinders wat die ouderdom van drie jaar bereik het en onder twaalf jaar oud is, gereken.

4. Boekies met eerste en tweede klas koepons vir enkel-en-retoerritte teen 'n vermindering van die gewone prys vir gebruik oor sekere afdelings van die Administrasie se spoorweë, word, onderworpe aan die voorwaardes op of in elke boekie gedruk, uitgerelik.

5. (a) Onderworpe aan die regulasies en alle spesiale voorwaardes wat kragtens advertensie, aanplakbiljet of andersins vasgestel word, aankondigende die ekskursie, het die houër van 'n „ekskursiekaartjie” die reg om tussen die daarop genoemde plekke oor dieselfde roete in beide rigtings gedurende die tydperk wat daarop aangegee is en met die treine aangekondig in publieke aanplakbiljet, in die pers, in kennisgewings op spoorwegstasies of andersins, te reis; as die houër tussen ander plekke of oor 'n ander as die genoemde roete in elke rigting of gedurende 'n ander tydperk of met ander treine reis, word sy kaartjie verbeurd verklaar en die genoemde houër daarvan in alle opsigte behandel asof hy sonder 'n kaartjie reis.

(b) Persone wat van die voordeel van ekskursiekaartjies gebruik wil maak, moet spesiaal by die kaartjieskantoor, daarom aansoek doen wanneer hulle hul kaartjies koop, anders word gewone kaartjies teen gewone reisgeld aan hulle verkoop.

(c) Die Administrasie kan weier om 'n spoorwegekursiekaartjie op of van 'n stasie uit te reik waar sulke kaartjies vir uitreiking beskikbaar is as die passasier by daardie stasie aangekom het (of sal aankom) met die trein waarmee hy die reis wil onderneem wat deur sodanige ekskursiekaartjie gedek word; en tensy daar spesiaal andersins bekendgemaak word, mag 'n ekskursiekaartjie nie geldigdig met 'n ander kaartjie gebruik word om 'n langer reis per spoor met dieselfde trein te onderneem as dié wat deur die ekskursiekaartjie gedek word nie.

(d) 'n Ekskursiekaartjie deur of ten behoeve van 'n passasier per spoor gekoop, vir gebruik in stryd met die bepaling van paragraaf (c) hiervan, kan as ongeldig beskou en die passasier wat sodanige kaartjie toon, behandel word asof hy sonder 'n geldige kaartjie reis.

6. (a) Die Administrasie kan kaartjies in plaaslike gebiede teen spesiale pryse, bereken teen 'n laer tarief per myl as die skaal van gewone reisgeld wat oor die algemeen van toepassing is, en onder spesiale voorwaardes wat verskil van dié wat van toepassing is op kaartjies uitgerelik teen gewone pryse, soos bepaal in die Offisiële Spoorwegtariefboek, uitreik.

(b) Tensy daar spesiaal andersins bekendgemaak word, mag kaartjies, uitgerelik teen spesiale plaaslike pryse, nie geldigdig met ander kaartjies gebruik word om met dieselfde trein 'n langer reis per spoor te onderneem as dié wat deur die spesiale plaaslike kaartjie gedek word nie, en kaartjies teen spesiale plaaslike pryse word nie aan enige passasier uitgerelik wat in besit van ander kaartjies is wat 'n regte van 'n reis wat hy met dieselfde trein wil onderneem, dek nie.

(c) When the route by which a passenger may travel is not shown on the ticket, such ticket shall be available for travel only on the shortest route between the points specified thereon.

(d) Every ticket and free pass must be produced for examination on demand of any authorised railway servant. Such servant may nip or punch the ticket or free pass as evidence of his having examined it.

(e) All tickets and free passes are issued subject to these regulations and to the conditions endorsed thereon.

(f) Except where otherwise provided in the Official Railway Tariff Book, fractions of a penny will be reckoned as a penny in computing rail fares.

Fares on the Administration's road motor service are levelled up to the next 3d.

3. (a) Children under three years of age travelling in the care of other passengers are conveyed free.

(b) Children who have attained the age of three years and are under sixteen years of age are conveyed by rail at half-fare except where provided to the contrary in the Official Railway Tariff Book; provided, however, that the Administration may at its discretion prescribe conditions under which children who have attained the age of three years and are under seven years of age may be conveyed free by rail.

(c) On the road motor services, except where otherwise stated in the Official Railway Tariff Book, the fares for children who have attained the age of three years and are under twelve years are half the ordinary fares.

4. Books of coupons covering single or return trips, first and second class, at a reduction of the ordinary fare, for use on certain sections of the Administration's lines, are issued subject to the conditions printed on or in each book.

5. (a) An "excursion ticket" entitles the holder, subject to the regulations and any special conditions that may be imposed by advertisement, poster or other means of announcing the excursion, to travel between the points specified thereon via the same route in both directions during the period named thereon and by the trains notified by public poster, in the press, in notices exhibited at railway stations or otherwise; if the holder should travel between any other points or via other than the specified route in each direction or during any other period or by any other trains his ticket will be forfeited and the said holder will be treated in all respects as though he were travelling without a ticket.

(b) Persons desiring to avail themselves of the benefit of excursion tickets must specially ask for them at the booking office when purchasing their tickets, otherwise they will be supplied with ordinary tickets at ordinary fares.

(c) The Administration may decline to issue a railway excursion ticket at or from any station at which such tickets are available for issue if the intending passenger has arrived (or will arrive) at such station by the train by which he will undertake the journey covered by such excursion ticket; and, unless specifically notified to the contrary, an excursion ticket may not be used in conjunction with any other ticket for the undertaking of a longer journey by rail by the same train than that covered by the excursion ticket.

(d) Any excursion ticket purchased by or on behalf of a passenger by rail for use contrary to the provisions of paragraph (c) hereof may be regarded as invalid and the passenger tendering such ticket treated as travelling without an available ticket.

6. (a) The Administration may issue tickets in local areas at special fares computed at a lower rate per mile than the scale of ordinary fares applicable generally, and under special conditions differing from those applying to tickets issued at ordinary fare, as prescribed in the Official Railway Tariff Book.

(b) Unless specifically notified to the contrary, tickets issued at special local fares may not be used in conjunction with any other tickets for the undertaking of a longer journey by rail by the same train than that covered by the special local ticket, and tickets at special local fare will not be issued to any passenger who holds other tickets covering portion of a journey he desires to undertake by the same train.

(c) Elke kaartjie teen 'n spesiale plaaslike prys, gekoop deur of ten behoeve van 'n passasier per spoor, vir gebruik in stryd met die bepaling van paragraaf (b) hiervan, of in stryd met die voorwaardes van uitreiking wat vasgestel is in die Offisiële Spoorwegtariefboek, kan as ongeldig beskou en die passasier wat sodanige kaartjie toon, behandel word asof hy sonder 'n geldige kaartjie reis.

7. (a) Reisgeld betaalbaar ten opsigte van enige reis kan by enige kaartjieskantoor verneem word. Kaartjies vir 'n reis moet by die kaartjieskantoor op die vertrekstasie verkry word, maar die Administrasie kan na goeddunke die uitreiking van kaartjies op ander stasies of plekke as die vertrekstasies, veroorloof. Ten einde 'n kaartjie te verkry wat met 'n besondere trein geldig is, moet 'n passasier minstens vyf minute, as dit 'n eindstasie is, en tien minute, as dit 'n tussenstasie is, voor die aangekondigde tyd van vertrek van die trein op die stasie wees.

(b) Aansoekvorms vir konsessiekaartjies word by die kaartjieskantore verskaf, maar nie later nie dan twintig minute voor die vertrek van die trein waarmee die applikant wil reis.

(c) Slegs munt van die Unie van Suid-Afrika word by die kaartjieskantore in ruil vir kaartjies of vir betaling van koste aangeneem; met dien verstande egter dat banknote vir redelike bedrae op erkende banke, en waarop geen wisselkoers betaalbaar is nie, aangeneem mag word as daar kleingeld beskikbaar is.

(d) Die Administrasie erken geen beweerde foute ten opsigte van betalings of in kleingeld wat deur die kaartjiesklerk aan passasiers betaal word nie, en is nie verantwoordelik vir die herstelling daarvan nie, tensy klagte in verband daarmee by die kaartjiesklerk ingedien word voordat die passasier die venster van die kaartjieskantoor verlaat.

(e) Gedurende ekskursie- of ander druk tydperke, of wanneer passasiersvervoer ingekort word, kan die Administrasie van passasiers vergoeding sodanige kennis te gee, as van tyd tot tyd aangekondig word, van hul voorneme om met 'n besondere trein te reis, en kan weier om passasiers wat nie sodanige kennis gegee het nie te verwoer.

(f) Gedurende tye van druk verkeer kan dit in die belang van die reisende publiek nodig wees om die klas van passasierswaens van tweede in eerste te verander deur aanplakking van 'n eersteklasetiket aan die buitekant van sodanige passasierswaens, en deur die beperking van die aantal passasiers in elke kompartement tot hoogstens vier gedurende die nag. Enige passasier wat in besit is van 'n eersteklas-kaartjie, en vir wie plek aangevys word in 'n passasierswa waarvan die klas op hierdie manier verander is, kan weier om in sodanige passasierswa te reis, mits hy die verantwoordelike kaartjieondersoeker daarvan verwittig voordat die trein op die reis vertrek, en in daardie geval word daar beskou dat hy geweier het om met daardie trein te reis, en daarna kan hy sy kaartjie sonder ekstra koste vir 'n later datum laat verander; maar as die passasier in gebreke bly om kennis te gee dat hy weier om in 'n passasierswa, die klas waarvan op hierdie manier verander is, te reis, en nogtans daarin reis, word daar beskou dat hy eerste klas gereis het en kan hy geen terugbetaling van of vermindering in die betaalde reisgeld van die Administrasie eis nie.

7. (g) Passasiers wat 'n spesiale salons aan sekere beperkte en sneltreine reis moet, benewens hul reisgeld, 'n ekstra bedrag betaal soos in die Offisiële Spoorwegtariefboek bepaal.

Die spesiale voorwaardes insake plekbesprekings en ander sake in verband met passasiers wat in sulke spesiale salons reis, is soos van tyd tot tyd in die Offisiële Spoorwegtariefboek bepaal.

(Soos gewysig: Goewermentskennisgewing 16; Staatskoerant 2978; 2.1.42).

8. Met uitsondering van toonderritkaartjies, mag passasierskaartjies nie oorgepraag word nie en iemand wat hierdie voorwaarde skend, staan bloot aan die strawwe wat kragtens artikel twaalf van die Wet opgelê word.

9. (a) Behoudens wat in artikel tien van die Wet bepaal is, kan die Administrasie weier om enige bedrag ten opsigte van die waarde van verlore, verlegde, vernietigde of ongebruikte kaartjies of van enige reisgeld wat as gevolg van die verlies, vernietiging of verlegging van sodanige kaartjies vir die tweede maal betaal is, aan passasiers terug te betaal.

(b) 'n Afrekkings van 10 persent (maksimum vyf shillings, minimum trippens) word van alle terugbetaalde bedrae gemaak, behalwe in gevalle waar die fout die skuld is van die Administrasie, op wie se lyn die bedoelde kaartjie betrekking het.

(c) Any ticket at a special local fare purchased by or on behalf of a passenger by rail for use contrary to the provisions of paragraph (b) hereof or contrary to the conditions of issue prescribed in the Official Railway Tariff Book may be regarded as invalid and the passenger tendering such ticket treated as travelling without an available ticket.

7. (a) Fares payable in respect of any journey may be ascertained at any booking office. Tickets for a journey must be obtained at the booking office at the starting station, but the Administration may, in its discretion, permit the issue of tickets at stations or places other than starting stations. In order to secure a ticket available by a particular train a passenger must be at the station at least five minutes if a terminal station, and ten minutes if an intermediate one, before the advertised time of its departure.

(b) Forms of application for concession tickets will be supplied at the booking offices, but not later than twenty minutes before the departure of the train by which the applicant desires to travel.

(c) Only Union of South Africa coin will be accepted at the booking offices in exchange for tickets or in payment of charges, provided however that banknotes for reasonable amounts on recognised banks, and on which exchange is not payable, may be accepted when the change (if any) is available.

(d) The Administration will not acknowledge, nor will it be liable to rectify, alleged mistakes in payments or in change returned to a passenger by the booking clerk, unless complaint is made to the booking clerk before the passenger leaves the booking office window.

(e) During excursion or other busy periods or when passenger traffic is restricted the Administration may require passengers to give such notice as may be from time to time publicly notified of their intention to travel by any particular trains, and may refuse to carry passengers who have not given such notice.

(f) At times of pressure of traffic it may be necessary in the interest of the travelling public to convert second class into first class railway passenger coaches by affixing a first class label on the outside of such coaches and by limiting the number of passengers in each compartment to not more than four during the night time. Any passenger holding a first class ticket who may be accommodated in a coach the class of which is so converted may refuse to travel in such coach, provided he notifies such refusal to the ticket examiner in charge before the train starts on its journey, in which case he shall be deemed to have refused to travel by that train, and thereupon he may have his ticket made available for a later date, without extra charge; but if the passenger fails to notify as aforesaid his refusal to travel in the converted coach and does travel therein, he shall be deemed to have travelled first class and shall have no claim upon the Administration for any refund or deduction in the fare paid.

7. (g) Passengers travelling in special saloons on certain Limited Express trains shall, in addition to their fare, pay a supplementary fare as prescribed in the Official Railway Tariff Book.

Special conditions as to the booking of accommodation and other matters connected with passengers travelling in such special saloons shall be as prescribed from time to time in the Official Railway Tariff Book."

(As amended: GN 16; GG 2978; 2.1.42).

8. Passenger tickets, with the exception of trip bearer tickets, may not be transferred and any person infringing this condition will be liable to the penalties imposed under section twelve of the Act.

9. (a) Save as is provided in section ten of the Act, the Administration may decline to make any return to passengers in respect of the value of lost, mislaid, destroyed, or unused tickets, or of any fares which in consequence of the loss, destruction or mislaying of such Tickets may have been paid a second time.

(b) A deduction of 10 per cent. (maximum five shillings, minimum threepence) will be made from all amounts refunded, except where the error lies with any of the Administrations to whose lines the ticket in question relates.

(c) Wanneer 'n ander kaartjie in die plek van 'n verlore kaartjie gekoop is, is 'n passasier verplig wanneer hy om terugbetaling aansoek doen, om 'n skriftelike verklaring te doen waarin hy tot bevrediging van die Administrasie 'n beskrywing moet gee van die wyse waarop die kaartjie verlore is en die nommers en datums van die ou en die nuwe kaartjies verstrek.

(d) Daar word geen aftrekking gemaak van 'n terugbetaling wat ooreenkomstig sub-artikels (2) en (3) van artikel ses en sub-artikel (6) van artikel tien van die Wet toegestaan word nie.

10. (a) Die toestaan van deurreiskaartjies deur die Administrasie na plekke wat nie aan sy eie spoorweë geleë is nie, is 'n reëling wat vir die gerief van die publiek getref word, en word die kaartjies onder die uitdruklike voorwaarde toegestaan dat die Administrasie nie aanspreeklik is vir enige ongeluk, oponthoud, vertraging, letsel of vernie hoegenaamd nie, of wat deur die handelinge of versuim van ander vervoersaak word, of vir die juistheid van die swim van ander administrasies, maatskappye of persone tydtafels van ander administrasies wat die Administrasie se eie treine of vir die tydige aankoms van die Administrasie se eie treine om aansluiting te gee met die gevone treine, skepe, vliegtuie of spoortrusse van 'n ander administrasie, maatskappye of persoon.

(b) Deur die aanname van 'n deurreiskaartjie, wat die houder daarvan die reg gee om oor ander spoorweë as dié van die Administrasie wat die kaartjie uitreik te reis, erken die houder dat hy gebonde is deur die regulasies of voorwaardes van die Administrasies, maatskappye of persone wat eienaars is van of sodanige ander spoorweë eksploteiteer, en om hom dadelik op hoogte van sulke regulasies en voorwaardes te stel.

11. Deurreiskaartjies (waar die reis nie deurlopend is nie) sluit nie die koste van oorslap of vervoer tussen enige eindstasies van die respektiewe administrasies, maatskappye of persone, of tussen enige stasies, spoortrusse en skepe, of eenige of beide daarvan, van enige of beide sodanige administrasies, maatskappye of persone, onderskeidelik in nie, en die Administrasie neem nie sulke oorslappings of vervoer of verantwoordelikheid in verband daarmee op hom nie tensy reëlings vir sodanige dienste vooraf met sy Toeriste- en Reisafdeling getref is.

12. (a) Persone wat op 'n trein klim op 'n stasie, sylyn of stopplek waar geen dienaar op diens is nie, moet hul reisgeld betaal aan en hul enkel- of retoerkaartjies verkry van die bevoegde dienaar op die trein of in die geval van blote spoorweëreise, by die eersvolgende stasie waar 'n dienaar op diens is, en in daardie geval is toeslagkoste nie deur hulle betaalbaar nie.

(b) Passasiers wat op sulke plekke afstap, moet hul kaartjies afgee aan die dienaar op die trein wat gemagtig is om dit te ontvang.

(c) Persone wat verlang om by 'n trein aan te sluit op 'n plek waar die trein volgens tydtafel moet stop slegs wanneer dit vereis word, moet hulle hande bokant hul kop swaai, of in die nag 'n wit lig swaai as 'n teken vir die drywer om die trein te stop.

(d) Passasiers wat verlang om op 'n plek af te stap waar die trein volgens tydtafel moet stop slegs wanneer vereis, moet by of voor die aankoms van die trein by die vorige stasie die kaartjieondersoeker of by die kondukteur van hul bestemming verwittig, sodat die nodige reëlings vir die stop van die trein getref kan word, anders is hulle as hulle verder reis, onderworpe aan die bepalings van artikel tien van die Wet. Hierdie prosedure is nie van toepassing op die Administrasie se padmotordienste nie.

13. (a) Enkelkaartjies ten opsigte van reise per spoor alleen is vir die volgende afstande geldig:—

Hoogstens 25 myl, op die dag van uitgifte alleen. Meer as 25 myl, een kalendermaand, met Inbegrip van die dag van uitgifte, die dag van aankoms by die bestemming en Sondae.

(b) Retoerkaartjies ten opsigte van reise per spoor alleen, is vir die volgende afstande geldig:—

Tussen plekke wat 25 myl of minder van mekaar geleë is, vir vier dae } met inbegrip van dae van uitgifte, voltooiing van terugreis en Sondae. Tussen plekke wat meer as 25 myl van mekaar geleë is, vir ses kalendermaande }

(c) Enkelkaartjies ten opsigte van reise per padmotor alleen, is geldig vir een ononderbroke reis wat op die dag van uitgifte aanvaar moet word.

(d) Retoerkaartjies ten opsigte van reise per padmotor alleen, is geldig vir dieselfde tydperk as retoerkaartjies vir reis per spoor alleen.

(e) When another ticket has been taken out for a lost one, a passenger shall, when making application for a refund, be required to make a statement in writing in which he shall describe, to the satisfaction of the Administration, the manner of the loss of the ticket and furnish the numbers and dates of the old and new tickets.

(d) A deduction will not be made from a refund granted in terms of sub-sections (2) and (3) of sections six and sub-section (6) of section ten of the Act.

10. (a) The granting of through tickets by the Administration for places off its own railways is an arrangement made for the convenience of the public, and they are so granted upon the distinct understanding that the Administration will not be responsible for any accident, delay, detention, injury or loss whatsoever arising off its own railways or at its own borders, or from the acts or defaults of other parties, or for the correctness of the time-tables of other Administrations, companies, or persons, or for the arrival of the Administration's own trains in time for the normal connecting trains, ships, aircraft, or coaches of any other Administration, company, or person.

(b) By accepting a through ticket entitling the holder to travel over railways other than those of the issuing Administration the holder agrees to be bound by the regulations or conditions of the Administrations, companies, or persons owning or working such other railways, and forthwith to make himself acquainted with such regulations and conditions.

11. Through tickets (where the journey is not continuous) do not include the cost of transfer or conveyance between any terminl of the respective Administrations, companies, or persons, or between any stations, coaches, aircraft, and ships, or any or either of them, of any or either of such Administrations, companies, or persons respectively, and the Administration, unless prior arrangements for such services have been made with its Tourist and Travel Department, does not undertake such transfer or conveyance or any responsibility in connection therewith.

12. (a) Persons joining a train at a station, siding or stopping place where there is no servant on duty must pay their fares to, and obtain their tickets, whether single or return, from the authorised servant on the train or in the case of purely rail journeys at the first succeeding station where there is a servant on duty, and in that case an excess charge will not be payable by them.

(b) Passengers alighting at such places must surrender their tickets to the servant authorised to receive them on the train.

(c) Persons desiring to join a train at a place where the train is scheduled to stop only when required must wave their hands above their heads, or at night wave a white light, as a signal to the driver to stop the train.

(d) Passengers desiring to alight at a place where the train is scheduled to stop only when required must on or before arrival of the train at the proceeding station, inform the ticket examiner, or guard, of their destination in order that the necessary stoppage may be arranged; otherwise they will, if overcarried, be liable to the provisions of section ten of the Act. This procedure is not applicable on the Administration's road motor services.

13. (a) Single tickets in respect of journeys by rail only are available for distances:—

Not exceeding 25 miles: on the day of issue only. Exceeding 25 miles: one calendar month, including the day of issue, of arrival at destination and Sundays.

(b) Return tickets in respect of journeys by rail only are available for distances:—

Between points which are 25 miles or less apart, for four days } including days of issue, of return, and Sundays. Between points which are more than 25 miles apart, for six calendar months }

(c) Single tickets in respect of journeys by road motor only are available for one unbroken journey which must be commenced on the day of issue.

(d) Return tickets in respect of journeys by road motor only are available for the same period as return tickets covering journeys by rail only.

(e) Die geldigheidsduur van enkel- en retoerkaartjies vir gesamentlike spoor- en padmotorreise word gegrond op die totale mylafstand wat afgeleg moet word b.v.

Spoorreis 17 myl
Padmotorreis . . . 13 myl

30 myl } Enkelreis: geldig vir een
 } kalendermaand.
 } Retoerreis: geldig vir ses
 } kalendermaande.

14. Passasiers wat met gewone kaartjies (ook konsessiekaartjies tensy anders bepaal) reis, uitgesonderd dié wat uitgereik word tussen plekke wat 25 myl of minder van mekaar geleë is, en dié wat uitgereik word vir reise oor die padmotorreëls alleen, word toegelaat om hul reis op plekke tussen dié waarvoor hul kaartjie geldig is, te onderbreek, mits die kaartjie vooraf behoorlik deur 'n bevoegde dienaar gëendsoos is. Die reis moet voor die verstryking van die tydperk waarvoor die kaartjie geldig is, afgeleë word. Passasiers wat in besit is van ekskursiekaartjies word nie toegelaat om hul reis in een van beide rigtings te onderbreek nie, tensy andersluidende kennis vir die uitreiking van sulke ekskursiekaartjies deur die Administrasie gegee word.

15. (a) Aan passasiers wat uitgebreide of rondreise per spoor of gesamentlike reise per spoor en vliegtuig van die Suid-Afrikaanse Lugdiens en/of padmotorvoertuig van die Suid-Afrikaanse Spoorweë wil onderneem, sal op aansoek by die kaartjieskantoor op die vertrekstasie (of op ander kaartjieskantoor wat die Administrasie mag reël) kaartjies vir sulke reise uitgereik word teen die pryse wat daarvoor in die *Offisiële Spoorwegtariefboek* en byvoegsels daarvan vastgestel is.

(b) Passasiers in besit van enkel-, rondreis- of retoerkaartjies, uitgereik teen die gewone pryse (maar nie ekskursiepryse nie), sowel as konsessiekaartjies vir enkel- rond- of retoerreise wat nie tot reise oor die gerieflikste regstreekse roete beperk is nie, en wat verlang om per spoor tussen die op hul kaartjies genoemde plekke oor 'n verskillende roete te reis as die waarvoor hul kaartjies oorspronklik uitgereik is, kan 'n kaartjie oor die ander spoorwegroete op aansoek by 'n kaartjieskantoor voor die aanvang van die reis oor die veranderde roete verkry, by betaling van die volle enkelprys teen die gewone mylskaalprys vir die ekstra spoormylafstand (berekende op die grondslag van die gesamentlike spoormylafstand, indien van toepassing), as die afstand wat per trein afgeleë word, groter is as dié waarvoor die oorspronklike kaartjie uitgereik is, of sonder koste as die afstand korter is. Die reis moet binne die tydperk waarvoor die oorspronklike kaartjie geldig is, afgeleë word.

(c) Passasiers wat in besit is van enkel-, rondreis-, of retoerkaartjies uitgereik teen die *gewone* pryse (maar nie ekskursiepryse nie), asook van konsessiekaartjies vir enkel-, rond- of retoerreise wat nie tot reise oor die gerieflikste regstreekse roete beperk is nie, en wat verlang om tussen die plekke op hul kaartjies genoem oor 'n ander roete te reis as dié wat aanvanklik bespreek is en wat 'n gesamentlike reis per spoor, S.A.S.-padmotor/vliegtuig van die S.A. Lugdiens omvat, kan 'n kaartjie oor die veranderde roete op aansoek by die kaartjieskantoor voor aanvang van die reis oor die ander roete, verkry by betaling van die volle enkelprys per spoor teen die gewone mylskaalprys vir die ekstra spoormylafstand (berekende op die grondslag van die gesamentlike spoormylafstand, indien van toepassing), as die afstand wat per trein afgeleë word, groter is as dié waarvoor die oorspronklike kaartjie uitgereik is, of sonder ekstra koste as die totale afstand van die reis korter is, plus in alle gevalle, die reëls vir die reis per S.A.S.-padmotor of vliegtuig van die S.A. Lugdiens, na gelang van die geval. Die reis moet binne die geldigheidsduur van die oorspronklike kaartjie afgeleë word.

(d) Passasiers wat in besit is van enkel-, rondreis- of retoerkaartjies uitgereik teen die gewone pryse (maar nie ekskursiepryse nie), of van konsessiekaartjies vir enkel-, rond- of retoerreise wat nie tot reise oor die gerieflikste regstreekse roete beperk is nie en uitgereik is in verbinding met 'n reis of reise per S.A.S.-padmotor-voertuig of vliegtuig van die S.A. Lugdiens en wat verlang om tussen die plekke op hul kaartjies genoem oor 'n ander roete as dié waarvoor hulle oorspronklik 'n kaartjie of kaartjies uitgereik is, te reis, kan 'n kaartjie of kaartjies oor die veranderde roete verkry op aansoek by 'n kaartjieskantoor voor aanvang van die reis oor die veranderde roete by betaling van die volle reëls vir 'n enkel treinkaartjie vir die ekstra treinkaartjiesmylafstand (berekende op grondslag van die gesamentlike spoormylafstand, indien van toepassing), as die afstand wat per trein gereis word, langer is as dié waarvoor die oorspronklike kaartjie uitgereik is, of sonder ekstra koste as die totale afstand wat per spoor afgeleë word, korter is, plus alle betaalbare reëls teen opsigte van reise oor die veranderde roete per S.A.S.-padmotorvoertuig of per vliegtuig van die S.A. Lugdiens, bereken op die grondslag van die reëls teen opsigte van die ekstra mylafstand per S.A.S.-padmotorvoertuig of per vliegtuig van die S.A. Lugdiens afgeleë, na gelang van die geval, of sonder koste as die afstand wat deur middel van hierdie dieste afgeleë moet word, korter is.

(e) The availability of both single and return tickets for combined rail and road motor journeys is based on the total mileage to be travelled, e.g.

Rail journey . . . 17 miles

Road motor

journey . . . 13 miles

30 miles

{ Single journey: Available
for one calendar month;
Return journey: Available
for six calendar months.

14. Passengers holding ordinary tickets (also concessionary tickets unless otherwise provided), except those issued between points which are 25 miles or less apart and those issued for journeys over the road motor services only, are allowed to break their journey at points intermediate between those covered by their ticket, provided that before doing so the tickets is suitably endorsed by an authorised servant. The journey must be completed before the expiration of the period for which the ticket is available. Passengers holding excursion tickets are not permitted to break their journey in either direction unless public notification to the contrary is given by the Administration prior to the issue of such excursion tickets.

15. (a) Passengers desiring to undertake extensive tours or circular journeys by rail or combined journeys by rail and South African Airways and/or South African Railways Road Motor Services, will, on application at the booking office at starting station (or at such other booking offices as the Administration may arrange), be issued tickets for such journeys at the fares therefor prescribed in the *Official Railway Tariff Book*, and supplements thereto.

(b) Passengers holding single, circular tour or return tickets issued at the ordinary (but not excursion) fare, also single, circular tour, or return journey concessionary tickets which are not restricted to travel by the most convenient direct route, desiring to travel by rail between the places shown on their tickets by a route different to that originally booked, may obtain a ticket via the altered all-rail route on application at a booking office before commencing the journey over the deviated route, upon payment of the full single fare at the ordinary mileage scale of fares for the extra rail mileage (computed on the basis of the combined rail mileages, if applicable), if the distance to be travelled by rail is greater than that covered by the original ticket, or without charge if the distance is less. The journey must be completed within the availability of the original ticket.

(c) Passengers holding single circular tour, or return tickets issued at the *ordinary* (but not excursion) fare, also single circular or return journey concessionary tickets which are not restricted to travel by the most convenient direct route, desiring to travel between the places shown on their tickets by a route different to that originally booked and embracing a combined journey by rail, S.A.R. Road Motor Service/S.A. Airways, may obtain a ticket via the altered route on application at a booking office before commencing the journey over the deviated route, upon payment of the full single rail fare at the ordinary mileage scale of fares for the extra rail mileage (computed on the basis of the combined rail mileages, if applicable), if the distance to be travelled by rail is greater than that covered by the original ticket, or without extra charge if the total distance to be travelled by rail is less, plus in all cases the fare for travel by S.A.R. Road Motor Service or S.A. Airways, as the case may be. The journey must be completed within the availability of the original ticket.

(d) Passengers holding single, circular tour or return rail tickets charged at *ordinary* (but not excursion) fare or single, circular tour, or return journey concessionary tickets which are not restricted to travel by the most convenient direct route, issued in conjunction with a journey or journeys by S.A.R. Road Motor Service or S.A. Airways desiring to travel between the places covered by their tickets by a route different to that originally booked may obtain a ticket or tickets via the altered route on application at a booking office before commencing the journey over the deviated route upon payment of the full single rail fare for the extra rail mileage (computed on the basis of combined rail mileages, if applicable) if the distance to be travelled by rail is greater than that covered by the original ticket, or without charge if the total distance to be travelled by rail is less plus any fare leviable for travel on the deviated route by S.A.R. Road Motor Service or S.A. Airways computed on the basis of the fare for the extra S.A.R. Road Motor Service or S.A. Airways mileage, as the case may be, or without charge if the distance to be travelled by these services is less.

(e) Ten opsigte van besondere afdelings van die spoorlyn kan die Administrasie alternatiewe reiskonessies magtig op 'n ander grondslag as dié waarvoor in die voorafgaande lig op 'n voorsiening gemaak word, en kan goedkeuring paragrafe vir spesiale geleenthede vir die gerief van passasiers verleen vir bepaalde plekke reis vir die doel om van een wat tussen bepaalde plekke reis vir die doel om van een trein op 'n ander oor te stap.

(Soos gewysig: Goewermentskennisgewing 2504; Staatskoerant 3918; 28.11.47.)

16. (a) Die geldigheidsduur van kaartjies wat verstryk het, kan op aansoek by die kaartjieskantoor voor die aanvang van die terugreis verleng word, om passasiers in staat te stel om hul reis onder die voorwaardes en teen betaling van die koste voorgeskrewe in die Offisiële Spoorwagtariefboek te voltooi.

Hierdie regulasie is nie op die Administrasie se padmotor-dienste van toepassing nie, behalwe waar kaartjieskantore bestaan.

Geen kaartjie is langer as twaalf maande na die datum van uitreiking geldig nie, behalwe soos bepaal in Regulasie No. 17.

(b) Passasiers wat met kaartjies reis, behalwe ekskursie-kaartjies waarvoor voorsiening gemaak word in Regulasie no. 5, waarvan die datum onderweg verstryk het, en wat nie voor die aanvang van die reis die tydperk van geldigheid deur 'n dienaar laat verleng het om die reis wat onderneem word te dek nie, moet die volle gewone enkelprys vir die reis van die plek waar dit bereken word dat die kaartjie verstryk het na die plek van bestemming betaal, sowel as die toelagskoste waarvoor voorsiening gemaak is in artikel tien van die Wet. Enige persoon wat weier om hierdie klousule na te kom, word beskou as 'n persoon wat sonder 'n geldige kaartjie reis en word behandel ooreenkomstig artikel tien van die Wet.

17. (a) Aan persone wat Suid-Afrika uit die buiteland besoek (met insluiting van passasiers van Leopoldville en plekke benoorde daarvan en Tabora en plekke benoorde daarvan wat per vliegtuig aankom) en gewone of konsessie-kaartjies (maar nie ekskursie- nie) koop by enige hawe in die Unie en Suidwes-Afrika, Lourenco Marques of Beira, of by die stasies wat die lughawens van Johannesburg, Vaaldam, Salisbury, Victoria Falls of Lourenco Marques bedien, vir 'n retour- of rondreis van minstens 200 myl wat eindig by dieselfde hawe of lughawe of 'n ander hawe in die Unie en Suidwes-Afrika, Lourenco Marques of Beira, of by die stasie wat een van die ander lughawens van Johannesburg, Vaaldam, Salisbury, Victoria Falls of Lourenco Marques bedien, met die doel om vandaar weer aan boord te gaan na die buiteland, word dertien maande toegelaat om die reis te voltooi met dien verstande dat hulle alvorens voortsetting van die reis anderkant die plek waar die gewone geldigheidsduur van die kaartjie verstryk het, by enige kaartjieskantoor op die Administrasie se spoorlyn 'n sertifikaat van die stoomvaart- of lugdiensmaatskappy toon dat hulle uit die buiteland geris het en in besit is van stoomskip- of lugdiens-kaartjies, na gelang van die geval, vir die terugreis na die buiteland.

(b) Hierdie regulasie is nie van toepassing nie op persone wie se seereise tussen havens in Suid-Afrika besuide Beira (insluitend aan die Ooskus, en Walvisbaai (insluitend) aan die Weskus is, of op persone wat reis per vliegtuig tussen lughawens op plekke besuide Leopoldville en Tabora aflê.

(Soos gewysig: Goewermentskennisgewing 1911; Staatskoerant 4236; 16.9.49.)

18. (a) Konsessies word deur die Administrasie aan seker klasse van persone toegestaan wat verlang om oor die spoorweë te reis. Sulke konsessies en die reisgeld en voorwaardes van toepassing daarop, sal van tyd tot tyd in die Offisiële Spoorwagtariefboek gepubliseer of andersins aangekondig word en die aanname van 'n konsessiekaartjie deur 'n passasier is 'n erkenning dat hy gebonde is deur die voorwaardes, sodanig gepubliseer en aangekondig wat op hom van toepassing is.

(b) Die Administrasie kan weier om 'n konsessie toe te staan, sonder om enige rede daarvoor te gee.

19. Die Administrasie kan na goedgekeurde ekskursie-kaartjies, teen sulke prys as hy goed mag vind, aan persone uitreik wat voornemens is om 'n landbou- of ander tentoonstelling by te woon, mits aansoek om sulke uitgifte minstens twee maande voor die datum van die opening van die tentoonstelling deur die sekretaris van die tentoonstelling aan die Administrasie gerig word.

20. (a) Wanneer die Administrasie 'n spoorwegpersoneel (met insluiting van geriewe) in 'n gedeelte daarvan ingesluitende gebruik van manne of vroue van persone wat nie tot die kategorie persone ten behoewe van wie personeel of gedeelte daarvan gebruik nie.

(e) The Administration may, in respect of particular sections of line authorise alternative travel privileges upon a basis differing from that provided for in the preceding paragraphs, and may authorise special facilities for the convenience of passengers travelling between specified points for the purpose of changing trains.

(As amended: GN 2504; GG 3918; 28.11.47.)

16. (a) The availability of tickets which have become out of date may on application at the booking office before resuming the journey be extended to enable passengers to complete their journey under the conditions and upon payment of the charges prescribed in the Official Railway Tariff Book.

This regulation is not applicable to the Administration's road motor services except where booking offices are provided.

No ticket will be available longer than twelve months after date of issue, except as provided in Regulation No. 17.

(b) Passengers travelling with tickets, except excursion tickets provided for in Regulation No. 5, which have become out of date en route, and who have not prior to the commencement of the journey had the period of availability extended by a servant to cover the journey undertaken, must pay the full ordinary single fare for the journey from the point at which the ticket is calculated to have expired to point of destination, together with the excess charge provided in section ten of the Act. Any person refusing to conform to this clause will be regarded as a person travelling without an available ticket and dealt with according to section ten of the Act.

17. (a) Persons visiting South Africa from overseas (including passengers from Leopoldville and places north thereof and from Tabora and places north thereof arriving by air) purchasing ordinary or concessionary (but not excursion) tickets at any port in the Union and South West Africa, Lourenco Marques, or Beira, or at the stations serving the airports of Johannesburg, Vaaldam, Salisbury, Victoria Falls or Lourenco Marques, covering a return or circular journey of not less than 200 miles terminating at the same port or airport or at another port in the Union and South West Africa, Lourenco Marques or Beira, or at the station serving one of the other airports of Johannesburg, Vaaldam, Salisbury, Victoria Falls or Lourenco Marques, with the intention of re-embarking there for overseas, are allowed thirteen months to complete the journey provided that before continuing the journey beyond the point where the ordinary availability has expired they produce at any booking office on the Administration's lines a certificate from the steamship company or airline operator to the effect that they have travelled from overseas and hold steamship or airway tickets, as the case may be, for return overseas.

(b) This regulation will not apply to persons whose journeys by sea are between ports in South Africa south of Beira (inclusive) on the east coast and Walvis Bay (inclusive) on the west coast, or to persons whose journeys by air are between airports situated at points south of Leopoldville and Tabora.

(As amended: GN 1911; GG 4236; 16.9.49.)

18. (a) Concessions are granted by the Administration to certain classes of persons who desire to travel upon the railways. Such concessions and the fares and conditions applicable thereto will be published from time to time in the Official Railway Tariff Book or otherwise notified and the acceptance of a concession ticket by a passenger will constitute an acknowledgement that he is bound by the conditions applicable to him as so published or notified.

(b) The Administration may refuse any concession without giving any reason therefor.

19. The Administration may in its discretion issue excursion tickets, at such fares as it may think fit, to persons who propose attending any agricultural show or other exhibition, provided application for such issue shall have been made to the Administration by the secretary of the show or exhibition at least two months prior to the date of opening of such show or exhibition.

20. (a) Whenever the Administration has, in terms of section seven bis of the Act, reserved any railway premises (including conveniences) or any portion thereof, for the exclusive use of males, females or of persons belonging to a particular race or class, no person who does not belong to the category of persons for whose benefit the reservation has been made, shall make use of the premises or portion thereof so reserved.

(b) Wanneer die Administrasie 'n trein of 'n gedeelte van 'n trein ingevolge artikel *seven bis* van die Wet gereserveer het vir die uitsluitende gebruik van manne of vroue of van persone behorende tot 'n bepaalde ras of klas, is die volgende bepaling van toepassing:—

(i) In die geval van die reservering van 'n trein of 'n gedeelte van 'n trein, mag geen persoon wat nie tot die kategorie persone ten behoewe van wie die reservering gemaak is, behoort nie, met daardie trein of in daardie gedeelte van die trein, na gelang van die geval, reis of probeer reis nie; en

(ii) In die geval van die reservering van 'n gedeelte van 'n trein, word elke passasier behorende tot die kategorie persone ten behoewe van wie die reservering gemaak is, onderworpe aan die bepaling van paragraaf (d) van hierdie regulasie beperk tot die gebruik van daardie aldus gereserveerde gedeelte van die trein.

(c) Behoudens uitdruklik andersluidende kennisgewings op 'n trein of 'n gedeelte daarvan, maar onderworpe aan die bepaling van paragraaf (d) van hierdie regulasie, dui die syfer „1” of „2” aan die buitekant van 'n passasierswa of voertuig wat 'n trein is of 'n gedeelte van 'n trein uitmaak, aan dat sodanige passasierswa of voertuig deur die Administrasie gereserveer is vir die uitsluitende gebruik van blankes, en dui die opskrif „1. Gereserveerd” of „2. Gereserveerd” of „3” aan die buitekant van 'n passasierswa of voertuig wat 'n trein is of gedeelte van 'n trein uitmaak, aan dat sodanige passasierswa of voertuig deur die Administrasie vir die uitsluitende gebruik van nie-blanke gereserveer is.

(d) Wanneer kennisgewings op een of meer passasierswaens wat 'n gedeelte van 'n trein uitmaak in uitdruklike bewoording aandui dat die uitsluitende gebruik daarvan gereserveer is vir persone behorende tot 'n bepaalde ras, word die ander passasierswaens wat 'n gedeelte van daardie trein uitmaak, hetsy hulle 'n merk of opskrif soos in paragraaf (c) van hierdie regulasie gelyk, aan die buitekant het, al dan nie, nie gaag vir die uitsluitende gebruik van persone van enige bepaalde ras gereserveer te wees nie, en word die bepaling van subparagraaf (ii) van paragraaf (b) van hierdie regulasie nie gaag die gebruik van sulke ander passasierswaens deur persone van 'n bepaalde ras te belet nie.

(e) Onderworpe aan die voorafgaande bepaling van hierdie regulasie kan 'n stasiemeester of die verantwoordelike dienaar op 'n trein 'n passasier van een passasierswa of kompartement na 'n ander verskuif of die verskuiving gelas sonder om redes te verstrekk.

(f) Ondanks 'n andersluidende bepaling in hierdie regulasie vervat, kan die Hoofbestuurder, 'n afdelingsbestuurder of ander beoorklik gemagtigde dienaar na sy goedgeundke en onderworpe aan die voorwaardes wat hy goevind, skriftelike magtiging verleen aan 'n nie-blanke kindermis, wat in besit is van 'n geldige kaartjie en haar blanke werkgeefster wat met jong kinders per trein reis, vergesel, om die kompartement waarin haar werkgeefster reis, met redelike tussenpose gedurende die dag te besoek met die doel om haar met die versorging van die kinders te help: Met dien verstande dat dit 'n voorwaarde van sodanige magtiging is dat dit geldig bly slegs indien en solank as ander passasiers in die kompartement nie beswaar maak nie.

(g) Die Administrasie kan weier om 'n reiskaartjie vir die eerste- of tweedeklas uit te reik aan 'n persoon wat voornemens is om te reis en volgens die mening van 'n dienaar nie beoorklik of netjies geklee is nie.

(h) Voordat hulle 'n reis aanvaar, en terwyl hulle op reis is, moet alle persone sorg dat alle formaliteite, hetsy ten opsigte van 'n immigrasie, krygs- of paswet of enige ander wet, beoorklik nagekom word. Die Administrasie maak geen terugbetaling van reisegeld aan passasiers wat uit hoofde van 'n oortreding van sodanige wet of wette belet word om hulle reis te voltooi nie.

(Soos gewysig: Goewermentskennisgewing 1360; *Staatskoerant* 2565; 9.9.38; Goewermentskennisgewing 2366; *Staatskoerant* 3724; 8.11.45; en Goewermentskennisgewing 1911; *Staatskoerant* 4236; 16.9.49.)

21. Kompartemente en koepes kan, indien beskikbaar, op aansoek by en na goedgeundke van, die Administrasie gereserveer word vir afstande van meer as 25 myl teen betaling van die prys vir vier volle gewone eersteklas- of ses volle gewone tweedeklaskaartjies per kompartement, min 37½ persent, of twee volle gewone eersteklas- of drie volle gewone tweedeklaskaartjies per koepes, min 37½ persent; met dien verstande dat geen laer koste as die volle gewone prys vir die werklike aantal passasiers wat in gereserveerde kompartemente of koepes reis, gevorder word nie. As vier volwasse passasiers byvoorbeeld in 'n eersteklas kompartement reis, word die prys vir vier volle gewone kaartjies gevorder.

Hierdie regulasie is nie op die padmotordienste van toepassing nie.

(Soos gewysig: Goewermentskennisgewing 1211; *Staatskoerant* 3664; 14.6.46.)

(b) Whenever the Administration has, in terms of section *seven bis* of the Act, reserved any train or any portion of a train for the exclusive use of males or females or of persons belonging to a particular race or class, the following provisions shall apply:—

(i) In the case of the reservation of a train or a portion of a train, no person who does not belong to the category of persons for whose benefit the reservation has been made, shall travel or attempt to travel in that train or that portion of the train, as the case may be; and

(ii) in the case of the reservation of a portion of a train, every passenger belonging to the category of persons for whose benefit the reservation has been made, shall, subject to the provisions of paragraph (d) of this regulation, be restricted to the use of that portion of the train which has been so reserved.

(c) Save where the contrary is expressly indicated by notices displayed on a train or any portion thereof, but subject to the provisions of paragraph (d) of this regulation, the figure "1" or "2" when applied to the outside of any coach or vehicle being or forming part of a train, shall denote that such coach or vehicle has been reserved by the Administration for the exclusive use of Europeans, and the inscription "1 Reserved" or "2. Reserved" or "3" when applied to the outside of any coach or vehicle being or forming part of a train, shall denote that such coach or vehicle has been reserved by the Administration for the exclusive use of non-Europeans.

(d) Whenever one or more coaches forming part of a train bear notices indicating in express terms that the exclusive use thereof has been reserved for persons belonging to a particular race, the other coaches forming part of that train, whether or not they bear on the outside any such mark or inscription as is referred to in paragraph (c) of this regulation, shall not be deemed to be reserved for the exclusive use of persons of any particular race, and the provisions of subparagraph (ii) of paragraph (b) of this regulation shall not be deemed to prohibit the use of such other coaches by persons of any particular race.

(e) Subject to the foregoing provisions of this regulation, any station master or any servant in charge of a train may remove or order the removal of a passenger from one coach or compartment to another without assigning reasons.

(f) Notwithstanding anything to the contrary in this regulation contained, the General Manager, a System Manager or other duly authorized servant may in his discretion and subject to such conditions as he may deem fit, grant written authority for any non-European female nurse holding a valid ticket and accompanying her European mistress who is travelling by train with young children, to visit, at reasonable intervals during the day-time, the compartment in which her mistress is travelling, for the purpose of aiding her in the care of the children: Provided that it shall be a condition of such authority that it shall only hold good if and as long as other passengers in the compartment do not object.

(g) The Administration may refuse to issue a ticket for travel in the first or second class to any intending passenger who, in the opinion of a servant, is not decently or cleanly dressed.

(h) All persons must before commencing a journey, and whilst on a journey, see that all formalities, whether in regard to any Immigration Law, Martial Law, Pass Law, or any other law, are duly complied with. The Administration will not make any refund of fares to passengers who are prevented from completing their journey for breach of any such law or laws.

(As amended: GN 1360; GG 2565, 9.9.38; GN 2366; GG 3724, 8.11.46 and GN 1911; GG4236, 16.9.49.)

21. Compartments and coupés, when available, may, on application to and at the discretion of the Administration, be reserved for distances exceeding 25 miles upon payment of four full ordinary first class or six full ordinary second class fares per compartment, less 37½ per cent., or two full ordinary first class or three full ordinary second class fares per coupé, less 37½ per cent., provided that no lower charge shall be made than the full ordinary fares for the actual number of passengers travelling in reserved compartments or coupés, e.g. if four adult passengers travel in a first class compartment, four full ordinary fares will be charged.

This regulation will not apply to the road motor services.

(As amended: GN 1211; GG 3664, 14.6.46.)

22. (a) Saloonwaens vir lang reise kan na goeëdunde van die Administrasie gereserveer word teen betaling van die gewone reisegeld met 'n minimum van 12½, 15 en 16¼ volle eerste klaspryse vir eerste klas-saloonwaens met sitplekke vir onderskeidelik 20, 24 en 26 passasiers, en 'n minimum van 24¾ en 26¼ volle tweede klaspryse vir tweede klas-saloonwaens met sitplekke vir onderskeidelik 39 en 42 passasiers. (Soos gewysig: Goewermentskennisgewing 1211; Staatskoerant 3664; 14.6.46.)

(b) Vir alle passasiers in oorskryding van die bogenoemde minimum, wat in sulke gereserveerde waens reis, word volle gewone reisegeld bereken.

(c) Aansoek om gereserveerde waens moet minstens drie volle dae voor die voorgenome reis gedoen word.

(d) Die Administrasie onderneem nie om saloonwaens vir toeriste of ekskursiekaartjies of gedurende vakansietye te reserveer nie.

23. (a) Spesiale reëlings kan met die Administrasie getref word vir invalides wat nie aan besmetlike of aansteeklike siektes ly nie, by oorlegging van 'n bevredigende sertiëfikaat, uitgereik deur 'n bevoegde geneeskundige praktisyen, aanvaande die noodsaaklikheid daarvoor, deur reservering van een kant van 'n kompartement teen betaling van anderhalf volle gewone eerste of tweede klas reisegeld, na die geval mag wees.

(b) Geen persoon wat weet dat hy of sy aan 'n besmetlike of aansteeklike siekte ly, mag die spoorweë betree of daaroor reis nie, tensy hy of sy vooraf spesiaal skriftelike verlof van die Administrasie kragtens hierdie regulasie verkry het om sulks te doen, en dan alleen onder sodanige voorwaardes as die Administrasie nodig mag ag. Enige verbreking van sulke voorwaardes vernietig *ipso facto* en onmiddellik die verlof, en daarna word dit geag dat die genoemde persoon geen sodanige verlof het nie en dat hy of sy hierdie regulasie oortree het.

(c) Enige ouer, voog, verpleegster of ander persoon wat sonder die in paragraaf (b) genoemde verlof met 'n kind onder sy/haar sorg reis wat onder die ouderdom van veertien jaar is en wat met medewette van sulke ouer, voog, verpleegster of ander persoon aan 'n besmetlike of aansteeklike siekte ly of blyk te ly, word geag as skuldig aan 'n oortreding te wees en is by veroordeling strafbaar met die strawwe wat bepaal is in artikel *ses-en-dertig* van die Wet.

(d) 'n Werkgever, bloedverwant of ander persoon wat sonder die in paragraaf (b) genoemde verlof, 'n kaartjie vir 'n persoon verkry om op die spoorweë te reis, of veroorsaak dat 'n persoon in 'n trein klim, of 'n persoon op die spoorweë vergesel wanneer sodanige persoon met medewette van sodanige werkgever, bloedverwant of ander persoon aan 'n besmetlike of aansteeklike siekte ly of blyk te ly, word geag aan 'n oortreding skuldig te wees en is by veroordeling strafbaar met die artikel *ses-en-dertig* van die Wet bepaalde strawwe.

24. (a) Na goeëdunde en volgens die gerief van die Administrasie, kan passasiers teen betaling van die koste en ooreenkomstig die voorwaardes wat in die Offisiële Spoorwegtariefboek vasgestel is, beddegoed vir hul gebruik op treine verkry.

(Soos gewysig: Goewermentskennisgewing 1852; Staatskoerant 3665; 5.9.47.)

(b) Al sulke beddegoed moet voor die einde van die reis op aanvraag deur 'n dienaar ongeskonde en onbeskadig teruggegee word, by gebreke waarvan die passasier die waarde van die beddegoed of van die skade daaraan aan die Administrasie moet betaal.

25. (a) Passasiers of ander persone wat vensterruite, glasteure of glastoebehoere in passasierswaens, kondukteurswaens of motorvoertuie van die Administrasie breek of skend, moet die werklike koste van die skade betaal, wat onderworpe aan die verskillende in die Offisiële Spoorwegtariefboek bepaalde minimum-bedrae.

(b) In die geval van ander skade word die werklike koste deur die stasiemeester of ander dienaar bereken, en 'n skade aangerig deur die passasier of ander persoon wat die Administrasie bevind word dat sodanige berekening te hoog is, bevind word dat sodanige bedrag terugbetaal word. As daar 'n passasier of ander persoon wat die skade aangerig het die verskil betaal.

(c) Die hierin bepaalde betaling belet nie die Administrasie om ooreenkomstig artikel *veftien-dertig* (i) van die Wet, enige passasier of ander persoon wat letsel of skade aan passasierswaens, kondukteurswaens of motorvoertuie op die spoorweë van die Administrasie aangerig, te vervolgt nie.

22. (a) Saloon coaches for long journeys may at the discretion of the Administration, be reserved on payment of the ordinary fares with a minimum of 12½, 15 and 16¼ full first class fares for first class saloon coaches having a complement of 20, 24 and 26 passengers respectively; and a minimum of 24¾ and 26¼ full second class fares for second class saloon coaches having a complement of 39 and 42 passengers respectively.

(As amended: GN 1211, GG 3664, 14.6.46.)

(b) All passengers in excess of the minimum provided above travelling in such reserved coaches will be charged full ordinary fares.

(c) Application for reserved coaches should be made at least three clear days before the intended journey.

(d) The Administration does not undertake to reserve coaches for holders of excursion tickets or during holiday seasons.

23. (a) Special arrangements for invalids not afflicted with any contagious or infectious disease may be made with the Administration, on production of a satisfactory certificate issued by a qualified medical practitioner as to the necessity for such, by one side of a compartment being reserved on payment of one and a half full ordinary first class or second class fares, as the case may be.

(b) No person who to his or her knowledge is suffering from an infectious or contagious disease may enter or travel upon the railways unless he or she has previously obtained special written permission from the Administration under his regulation to do so, and then only under such conditions as the Administration may deem necessary. Any breach of such conditions, will *ipso facto* and at once nullify the permission, and thereafter the said person will be regarded as having no such permission and shall be deemed to have committed a contravention of this regulation.

(c) Any parent, guardian, nurse, or other person who, without the permission mentioned in paragraph (b), travels in charge of a child under the age of fourteen years who to the knowledge of such parent, guardian, nurse or other person, is, or appears to be suffering from an infectious or contagious disease shall be deemed to be guilty of an offence and shall be liable on conviction to the penalties prescribed in section *thirty-six* of the Act.

(d) Any employer, relative or other person who, without the permission mentioned in paragraph (b), procures a ticket for any person to travel upon the railways, or causes any person to enter a train, or accompanies any person upon the railways when such person to the knowledge of such employer, relative or other person is, or appears to be, suffering from an infectious or contagious disease shall be deemed to be guilty of an offence, and shall be liable on conviction to the penalties prescribed in section *thirty-six* of the Act.

24. (a) Subject to the discretion and convenience of the Administration, passengers may, on payment of the charges and in accordance with the conditions prescribed in the Official Railway Tariff Book, obtain bedding for their use on trains.

(As amended: GN 1852; GG 3665, 5.9.47.)

(b) All such bedding must be handed back intact and undamaged before the end of the journey on application by any servant, failing which the passenger shall pay to the Administration the value of the bedding or of the damage done thereto.

25. (a) Passengers or other persons who break or deface any window panes, glass doors, or glass fittings in coaches, carriages, vans or motor vehicles of the Administration shall pay the actual cost of the damage, which will be subject to the various minimum amounts prescribed in the Official Railway Tariff Book.

(b) In case of other damages the actual cost will be estimated by the station master or other servant and must on demand be paid by the passenger or other person who caused the damage. If it be afterwards found by the Administration that such estimate is too high, the excess will be refunded; if such estimate shall be found to be too low, the passenger or other person who caused the damage shall pay the difference.

(c) The payment herein provided for will not prevent the Administration from prosecuting, in terms of section *thirty-five* (i) of the Act, any passenger or other person causing injury or damage to any coaches, carriages, vans or motor vehicle on the railways of the Administration.

(d) Enige persoon wat sy of haar voete op die kussings van 'n spoorwegpassasierswa of motorvoertuig plaas wanneer daardie persoon stewels of ander skoelsteels aan het, of in 'n spoorwegpassasierswa of motorvoertuig spu, is by veroordeling strafbaar met 'n boete van hoogstens £2, of met tronkstraf vir 'n tydperk van hoogstens veertien dae, of met beide sodanige boete en tronkstraf.

26. Die amptelike publieke tydtafels, gepubliseer deur die Administrasie, word slegs beoel om aan te toon dat treine nie voor die daarin vasgestelde tye vertrek nie. Die Administrasie waarborg nie dat die treine op die in die tydtafels bepaalde tye sal vertrek of aankom nie, en ook waarborg hy nie die aansluiting van treine by die verskillende aansluitingsstasies nie. Die Administrasie is nie verantwoordelik vir vertraging of oponthoud, hoe ook al veroorsaak, of vir enige gevolge wat daaruit voortspruit nie.

Seisoenkaartjies.

27. (a) Seisoenkaartjies word uitgereik teen die reisegeld en onder die voorwaardes wat van tyd tot tyd deur die Administrasie vasgestel en in die Offisiële Spoorwegtariefboek aangekondig word. Elke sodanige kaartjie word vir 'n bepaalde tydperk, en vir gebruik tussen sekere plekke en oor 'n bepaalde strek uitgereik.

(b) Elke persoon wat met 'n seisoenkaartjie, waarvan die geldigheidsduur verstryk het, in 'n trein oor die spoorweë van die Administrasie reis, of wat nie in staat is nie of weier om sy seisoenkaartjie aan 'n dienaar te toon wanneer hy daarom versoek word, staan bloot aan die strawwe wat bepaal is in artikel tien van die Wet.

(c) By verstryking van die geldigheidsduur van 'n seisoenkaartjie moet dit onmiddellik aan die Administrasie by enige stasie aan sy spoorweë teruggestuur word.

28. Daar word geen afslag op seisoenkaartjies aan persone toegestaan wat op konsessies op gewone passasierskaartjies geregtig is nie, tensy andersins bepaal.

29. Behalwe die reisegeld vir 'n seisoenkaartjie, moet daar 'n deposito ooreenkomstig die Offisiële Spoorwegtariefboek aan die Administrasie betaald word op elke seisoenkaartjie vir 'n kort afstand, die geldigheidsduur waarvan meer as drie kalendermaande is, en op elke seisoenkaartjie wat vir 'n lang afstand uitgereik word, as 'n waarborg vir die onmiddellike terugsending van sodanige kaartjie na die verstryking van die tydperk waarvoor dit toegestaan is. Terugbetaling van sulke deposito word slegs gemaak na afgifte van die seisoenkaartjie binne twee werkdade na verstryking van die geldigheidsduur. Depositos word nie op derde klas seisoenkaartjies gehê nie.

30. Seisoenkaartjies word aan kinders onder die ouderdom van sesien jaar, op vertoan van 'n sertifikaat geteken deur een van die ouers betreffende die ouderdom, teen die helfte van die gewone prys van seisoenkaartjies vir volwassenes uitgereik, behalwe oor die padmotorroetes ten opsigte waarvan spesiale pryse of aansoek verstrekk word.

31. Seisoenkaartjies is nie geldig vir reise met spesiale, reises-, beperkte, snel- of ekskursietreine nie, behalwe soos bepaal in die Offisiële Spoorweg tariefboek.

32. Seisoenkaartjies is nie oordraagbaar nie. As 'n ander, behalwe die persoon aan wie 'n seisoenkaartjie oorspronklik uitgereik is, van daardie kaartjie gebruik maak of probeer om dit te gebruik, word dit sonder vergoeding verbeurdverklaar, tensy tot bevrediging van die Administrasie bewys word dat die kaartjie sonder medeewete van en nie as gevolg van die nalatigheid van die eienaar gebruik is nie. Die persoon wat op hierdie manier die kaartjie misbruik of probeer te misbruik, staan bloot aan die strawwe wat opgelê word kragtens artikel twaalf van die Wet.

33. 'n Seisoenkaartjie word ingetrek, en alle daarvoor betaalde koste verbeur as—

- (a) 'n kaartjie gebruik word, of 'n poging aangewend word om dit te gebruik, oor enige gedeelte van die spoorweë behalwe daardie gedeelte waarvoor dit geldig is;
- (b) 'n ongeoorloofde uitgawe, verandering of byvoeging daarop gemaak word.

34. Die volgende soorte verlore seisoen kaartjies kan vervang word as daar bevredigende bewys aan die Administrasie gelewer word dat die oorspronklike kaartjie verlore of vernietig is, en teen betaling van die in die Offisiële Spoorwegtariefboek bepaalde koste:—

- (a) Jaarlikse, halfjaarlikse en driemaandelike seisoenkaartjies uitgereik vir lang afstande, en
- (b) seisoenkaartjies oor kort afstande, uitgereik vir tydperke van driemaande en langer, sowel as seisoenkaartjies uitgereik aan skoliere.

Behalwe vir soverre anders in hierdie regulasies bepaal is, word geen seisoenkaartjies vervang of duplikate uitgereik nie.

(d) Any person who places his or her feet upon the cushions of a railway coach or motor vehicle when wearing boots or other footwear, or expectorates in a railway coach or motor vehicle, shall be liable on conviction to a penalty not exceeding £2 or to imprisonment for a period not exceeding fourteen days, or to both such fine and such imprisonment.

26. The official public time-tables published by the Administration are only intended to fix the time before which the trains will not start. The Administration does not undertake that the trains shall start or arrive at the times specified in the tables, and it does not guarantee the connection of trains at the various junctions. The Administration will not be liable for delay or detention, however occasioned, or for any consequences arising therefrom.

Season Tickets.

27. (a) Season tickets will be issued at the fares and under the conditions from time to time fixed by the Administration and notified in the Official Railway Tariff Book. Each such ticket shall be issued for a specified period, and for use between certain points or over a specified area.

(b) Any person travelling in a train on the railways of the Administration with an expired season ticket, or being unable or refusing to exhibit his season ticket to a servant when required to do so, shall be liable to the penalties provided in section ten of the Act.

(c) On the expiration of a season ticket it must be returned immediately to the Administration at any station on its railways.

28. No reduction is allowed on season tickets to persons entitled to concessions on ordinary passenger tickets, unless otherwise provided for herein.

29. In addition to the fare for a season ticket there must be paid to the Administration a deposit fee, as prescribed in the Official Railway Tariff Book, on each short-distance season ticket, the availability of which exceeds three calendar months, and on each long-distance season ticket issued, as a guarantee for the prompt return of such ticket on the expiration of the period for which it was granted. Refund of such deposit will be made only on surrender of the season ticket within two working days after expiry. Deposit fees are not levied on third class season tickets.

30. Season tickets are issued to children under sixteen years of age, upon a certificate as to age signed by one of the parents, at one-half the ordinary adult season ticket rate except on the road motor services where special fares are quoted on application.

31. Season tickets shall not be available for travelling by special, race, "limited", "express", or excursion trains, except as prescribed in the Official Railway Tariff Book.

32. Season tickets are not transferable. Any season ticket used, or attempted to be used, by any person other than the one to whom it was originally issued will be confiscated without compensation unless the use of the ticket be proved to the satisfaction of the Administration to have been without the cognisance, and not consequent on the carelessness, of the owner. The person so improperly using or attempting to use the ticket will be liable to penalties imposed under section twelve of the Act.

33. A season ticket will be cancelled, and all charges paid therefor will be forfeited, if—

- (a) a ticket be used, or attempted to be used, over any portion of the railways other than that over which it is available;
- (b) any unauthorised erasure, alteration, or addition be made thereon.

34. Lost season tickets of the following descriptions may be replaced upon proof to the satisfaction of the Administration that the original ticket has been lost or destroyed, and on payment of the charges prescribed in the Official Railway Tariff Book:—

- (a) Yearly, half-yearly and quarterly season tickets issued for long distances, and
- (b) short-distance season tickets issued for periods of three months and over; also season tickets issued to scholars.

Save as hereinbefore provided, no season tickets will be replaced or duplicates issued.

Bagasie.

Luggage.

35. (a) Pakette en artikels wat passasiers per spoor vergesel, word na goeddunke van die Administrasie as „bagasie“ aangeneem ooreenkomstig die ondergenoemde beskrywing, of as „pakette“ onder die voorwaardes en teen die tariewe onderskeidelik vasgestel vir bagasie en pakette in die Offisiële Spoorwegtariefboek. Anders kan sulke pakette deur die voorwaardes en tariewe ten opsigte van goedere onder goederetreibende gestuur word.

(b) „Bagasie“ beteken sodanige artikels lyfdrag, toiletbenodigdhede en ander artikels vir persoonlike en noodsaaklike gebruik en gerief wat in een of ander pakket opgemaakte gebruik deur passasiers meegeneem word vir persoonlike gebruik wanneer hulle reis onderneem; met dien verstande egter dat waar daar verskil van opinie bestaan of sekere goedere al dan nie as „bagasie“ beskou kan word, die beslissing by die Administrasie berus.

(c) „Bagasie“ sluit, onder ander, nie handelsware, huis-toebehore en gereedskap, meubels, voertuie of uitrusting van artikels wat in verband met 'n beroep, ambag of nywerheid gebruik word, in nie, en ook nie artikels of kosbaarhede wat gebruik word, in vervoer tesame met of in passasiers-afskoon aangebied vir vervoer tesame met of in passasiers-bagasio, nie volgens die mening van die Administrasie vir persoonlike gebruik van die passasier bedoel of bestem is nie.

(d) As artikels wat vir vervoer as „bagasie“ aangebied word, soos hierin omskryf, later blyk handelsware of artikels te wees wat nie hierin as „bagasie“ omskryf word nie, kan die Administrasie dubbel die pakkettetariewe bereken wat gewoonlik op sulke artikels van toepassing is wanneer dit met passasierstreine vervoer word.

36. (a) Bagasie (uitgesonderd bagasie wat verskeer moet word) wat die eienaar wil laat inskrywe en in die bagasiewa van die trein waarmee hy wil reis laat plaas, moet minstens twintig minute voor die aangekondigde tyd van vertrek van die trein waarmee hy wil reis, op die stasie aangelewer word. Bagasie wat later as twintig minute voor die aangekondigde tyd van vertrek van die trein oorhandig word, kan vir vervoer met 'n later trein agtergehou word. By groot en belangrike stasies kan die Administrasie deur kennisgewing, wat by die kaartjieskantoor opgeplak is, die genoemde tydperk van twintig minute tot hoogstens een uur verleng.

(b) Alle bagasie wat vir inskrywing en vervoer aangebied word, moet stewig vasgemaak of gesluit wees, en die eienaar se naam en die plek van bestemming duidelik en stewig op elke pakket aangetoon word. Ou spoorweg- of ander etikette moet nie op sulke pakkette voorkom nie.

(c) Die passasier se kaartjie moet vertoon word alvorens sy bagasie ingeskrywe kan word.

(d) Tensy behoorlik ingeskrywe, word bagasie nie vir vervoer in die bagasiewa geplaas nie, en bagasie mag alleen na goeddunke van die Administrasie in 'n kompartement geneem word.

(e) Alle koste vir oorgewig moet ooreenkomstig die tarief in die Offisiële Spoorwegtariefboek betaal word alvorens die bagasie ingeskryf sal word; met dien verstande dat die Administrasie na goeddunke die hele of 'n gedeelte van die verskuldigde bedrag vir ekstra bagasie voor of na aflewering by die bestemmingstasie kan invorder.

(f) Bagasie word slegs op eienaarsrisiko oor die Administrasie se padmotorroetes vervoer.

37. Bagasie wat op die afsendingsstasie gehou word in afwagting van opdrag van die passasiers aangaande afsending, of op die bestemmingstasie om afgelewer te word, word teen die koste en onderworpe aan die voorwaardes van die Offisiële Spoorwegtariefboek in 'n pakhuis opgeslaan.

38. Ingeval van gebrek aan ruimte kan die Administrasie bagasie met 'n later trein vervoer as dié waarvoor die passasier sy kaartjie uitgeneem het.

39. (a) Passasiers kan, op daardie stasies waar die afhaal en aflewering van bagasie deur die Administrasie onderneem word, al hul bagasie of 'n gedeelte daarvan aan of van die genoemde adresse, binne die bestelkring laat afhaal en/of aflewer, en na inskrywing vooruit per goederetreibende passasierstrein of met dieselfde trein waarmee hulle reis na verlang word, laat afstuur, teen die koste wat in die Offisiële Spoorwegtariefboek vasgestel is, onderworpe egter aan Regulasie No. 38. Geen enkele pakket moet swaarder as 250 lb. weeg nie.

(b) Afhaal en aflewering kan onder spesiale reëling tot buite 'n bestelkring onderneem word.

40. (a) Behoudens andersluidende bepalingen van die Offisiële Spoorwegtariefboek of publieke aanplakbiljet, word gelaaie passasiers ten opsigte van reise per spoor (toelate sy eiendom is, kosteloos in die trein waarmee hy reis te laat vervoer, mits daar akkommodasie is: —

35. (a) Packages and articles accompanying passengers travelling by railway will be accepted for conveyance at the discretion of the Administration as "luggage" in accordance with the definition hereunder, or as "parcels", under the conditions and at the tariffs prescribed respectively for luggage and parcels (traffic in the Official Railway Tariff Book. Alternatively such packages may be consigned by goods train under goods traffic conditions and tariffs.

(b) "Luggage" shall mean such articles of wearing apparel, toilet requisites, and other articles of personal necessity and convenience as, being enveloped in some kind of package, are usually carried by passengers for personal use when undertaking journeys, provided, however, that in cases where difference of opinion exists as to whether certain goods can or cannot be considered as "luggage", the decision shall rest with the Administration.

(c) "Luggage" shall not include, *inter alia*, merchandise, household appurtenances and utensils, furniture, vehicles, or any equipment or articles used in the pursuit of any profession, trade or industry, nor any other articles or valuables, which though tendered for conveyance along with or in passengers' baggage, are not in the opinion of the Administration intended or designed for the personal use of the passenger.

(d) If articles tendered for conveyance as "luggage" as herein defined, are subsequently found to be merchandise or articles not defined herein as "luggage", the Administration may charge double the parcels rates ordinarily applicable to such articles when conveyed by passenger train.

36. (a) Luggage (other than luggage to be insured) which the owner desires to have registered and placed in the van of the train in which he intends to travel must be delivered at the station at least twenty minutes before the advertised time of departure of the train by which he wishes to travel. Luggage tendered later than twenty minutes before the advertised time of departure of the train is liable to be detained until a later train. At large and important stations the Administration may by notice affixed to the booking office increase the said period of twenty minutes to a period not exceeding one hour.

(b) All luggage tendered for registration and transport must be securely fastened or locked, and the owner's name and place of destination must be plainly and securely placed on each package. Old railway or other labels must not appear on such package.

(c) The passenger's ticket must be produced before his luggage can be registered.

(d) Luggage will not be placed in the van for transport unless duly registered and no luggage may be taken in a compartment except at the discretion of the Administration.

(e) All charges for excess weight must be paid in accordance with the tariff set out in the Official Railway Tariff Book before the luggage will be registered, provided that the Administration may, in its discretion, collect the whole or any part of the amount due for excess luggage at destination station, either before or subsequent to delivery.

(f) Luggage is transported on the Administration's road motor services at owner's risk only.

37. Luggage kept at the forwarding station awaiting passengers, forwarding instructions or at destination station awaiting delivery will be warehoused at the charges and subject to the conditions set forth in the Official Railway Tariff Book.

38. In case of lack of space the Administration may transport luggage by a train later than that for which the passenger took out his ticket.

39. (a) Passengers at those stations at which the collection and delivery of luggage are performed by the Administration may have the whole or a portion of their luggage collected or delivered, or both, from or to the addresses given, within the cartage radius, and after registration, forwarded in advance by goods or passenger train, or by the same train as the passenger, as desired, at the charge prescribed in the Official Railway Tariff Book, subject, however, to Regulation No. 38. No single package must exceed 250 lb. in weight.

(b) Collection or delivery may be undertaken beyond a cartage radius by special arrangement.

40. (a) Unless otherwise provided in the Official Railway Tariff Book or public posters each adult passenger is allowed in respect of journeys by rail to have the undermentioned quantity of luggage, *bona fide*, his own property, transported free of charge in the train by which he travels, if the accommodation will permit: —

Eersteklas	100 lb.
Tweedeklas	75 lb.
Derdeklas	50 lb.

Oor die padmotorreëls is elke volwassse passasier, afgesien van die klas kaartjie wat hy hou, geregtig op vrye bagasie van 'n gewig van 50 lb.

Vir kinders wat kaartjies hou, uitgereik teen die helfte van die volle reëlsgeld word die helfte van hierdie gewigte toegestaan.

(Soos gewysig: Goewernementskenningsgewig 1360; *Staatskoerant* 2563:9.9.38.)

(b) Alle bagasie in oorskryding van die genoemde gewigte moet ingeskrywe en voor betaal word, soos in hierdie regulasies bepaal.

41. (a) Voorlegging van die kwitansie op die amptelike vorm, ten opsigte van bagasie aldus ingeskrywe, gee die Administrasie die reg om die daarin genoemde pakkette aan die draer van die kwitansie te oorhandig en af te lewer. Daarna hou die Administrasie se verantwoordelikheid op.

(b) Ingeskrywe bagasie, gedraesuur na sylne en stopplekke (waaronder stasies nie inbegryp is nie), word by sulke sylne of stopplekke afgelaai en op risiko van die eienaar daar gelaai, en die Administrasie se verantwoordelikheid hou op nadat die bagasie by sulke sylne of stopplekke afgelaai is, hetsy die Administrasie se bagasiekwitansie afgegee is al dan nie. As die eienaar verlang dat die bagasie onder die voorwaardes van toepassing op verkeer na stasies vervoer moet word, moet hy tydens inskrywing versoek dat sy bagasie geëtiketter en afgestuur moet word na 'n stasie waar plaaslike personeel op diens is en alle verskuldigde koste vooruitbetaal.

42. (a) Wanneer 'n passasier na aankoms by die bestemmingsstasie, sy bagasiekwitansie verloor het of dit nie kan toon nie, word die pakkette waarvan hy beweer die eienaar te wees slegs aan hom oorhandig as hy tot bevrediging van die stasie-meester of ander bevoegde dienaar kan bewys dat hy die eienaar daarvan is. Hangende sodanige bewys word die bagasie op risiko en koste van die eienaar in 'n pakhuus opgeslaan. Wanneer hy die bagasie in ontvangs neem, moet hy vir die ontvangs daarvan teken, en 'n vrywaring gee om die Administrasie skadeloos te stel teen alle eise van ander persone ten opsigte van sulke bagasie. Doel en behalwe sulke vrywaring kan die Administrasie doeltreffende sekerheid van die eiser vereis alvorens van die genoemde bagasie afstand te doen.

(b) As die eiser nie tot bevrediging van die Administrasie kan bewys dat hy die eienaar van die genoemde bagasie is nie, word die bagasie ooreenkomstig die wet as onopgeëiste goedere behandel.

43. Konsessies kan toegestaan word deur die Administrasie aan besondere klasse van persone en maatskappye ten opsigte van die vervoer per spoor van bagasie en ander artikels wat hulle per spoor vergesel, en ook ten opsigte van besondere artikels en uitrusting per spoor vervoer in verband met hul beroep of ambag, soos vasgestel in die Offisiële Spoorwegtariefboek of andersins bekendgemaak.

44. (a) Onbewerkte goud en silwer en spesie, edelmetaal en edelgesteentes en banknote kan deur passasiers as bagasie in die kompartement waarin hul reis vervoer word, mits hul ekstra koste, vasgestel in die Offisiële Spoorwegtariefboek, ten opsigte daarvan betaal. Daar word beskou dat sulke passasiers die beheer en toesig oor hul bagasie het, en in geen geval word sulke bagasie wat onbewerkte goud en silwer, spesie, edelmetaal en edelgesteentes en banknote bevat, ingeskrywe en in die bagasiewa geplaat nie, tensy die waarde en inhoud van die bagasie aangegee word wanneer dit vir vervoer afgelewer en vergoeding vir groter risiko (versekering), soos in hierdie regulasies bepaal, ten opsigte daarvan betaal is nie.

(b) Gereserveerde akkommodasie kan vir sulke passasiers verskaf word, maar die Administrasie behou die reg voor om die in Regulasie No. 21 bepaalde voorwaardes toe te pas.

Bewaarkamers.

45. Daar word nie beskou dat 'n artikel of 'n pakket vir bewaring in 'n bewaarkamer kragtens artikel *sestien* van die Wet ingehandig is nie, tensy die persoon wat verlang om sodanige artikel of pakket vir bewaring in te handig, dit aan die verantwoordelike dienaar van die bewaarkamer oorhandig en vir 'n bewaarkamerkaartjie, uitgereik deur die Administrasie ten opsigte van die artikel of pakket wat ingehandig is, betaal en dit ontvang het nie.

46. Behoudens die bepalings van Regulasie No. 49, is die Administrasie nie verplig om enige artikel of pakket wat in 'n bewaarkamer geplaat is of te gee nie, behalwe by voorlegging van die bewaarkamerkaartjie wat ten opsigte daarvan uitgereik is, en teen betaling van alle koste wat ooreenkomstig hierdie regulasies in verband daarmee reeds betaalbaar is of sal word.

First class	100 lb.
Second class	75 lb.
Third class	50 lb.

On the road motor services each adult passenger, irrespective of the class of ticket held is entitled to a free luggage allowance of 50 lb.

Children holding tickets issued at half adult's fare will be allowed half these weights.

(As amended: GN 1360; GG 2565, 9.9.38.)

(b) All luggage in excess of the said weights must be registered and paid for as hereinbefore provided.

41. (a) Production of the receipt on the official form, in respect of the luggage so registered, will entitle the Administration to hand over and deliver the packages referred to therein to the bearer of the receipt. Thereupon the Administration's liability will cease.

(b) Registered luggage addressed to sidings and stopping places (which term does not include stations) will be put out at such sidings or stopping places and left at the risk of the owner, and the Administration's liability will cease on the luggage being deposited at such sidings or stopping places whether the Administration's luggage receipt is delivered up or not. Should the owner desire the luggage to be conveyed under the conditions applicable to traffic to stations, he must request at the time of registration, that his luggage be labelled and dispatched to a station where there is resident staff on duty, and prepay any charges which may be due.

42. (a) When a passenger, on arrival at destination station, has lost or cannot produce his luggage receipt, the packages of which he claims to be the owner will only be handed over to him if he can prove his ownership of the luggage to the satisfaction of the station master or other authorised servant. Pending such proof the luggage will be warehoused at the risk and expense of the owner. On taking delivery he must sign for the receipt of the luggage and give an indemnity indemnifying the Administration against all claims of other persons in respect to such luggage. The Administration may, in addition to such indemnity, require adequate security from the claimant before parting with any luggage as aforesaid.

(b) Should the claimant not succeed in proving his ownership to the satisfaction of the Administration the said luggage shall be dealt with as unclaimed goods in terms of the Act.

43. Concessions may be granted by the Administration to particular classes of persons and companies in respect of the conveyance by rail of luggage and other articles accompanying them when travelling by rail, also in respect of particular articles and equipment conveyed by rail in connection with their profession or trade, as prescribed in the Official Railway Tariff Book or otherwise notified.

44. (a) Raw gold and silver specie, precious metals and precious stones and bank notes may be conveyed by passengers as luggage in the compartment in which they travel, provided they pay therefor the excess charges prescribed in the Official Railway Tariff Book. Such passengers shall be considered as retaining the control and custody of their luggage, and in no event will such luggage containing raw gold and silver, specie, precious metals and precious stones and bank notes as aforesaid be registered and placed in the guard's van unless the value and contents of the luggage are declared at the time it is delivered for transport and compensation for increased risk (insurance) as in these regulations provided for has been paid.

(b) Reserved accommodation may be provided for such passengers but the Administration reserves the right to impose the conditions prescribed in Regulation No. 21.

Cloakrooms.

45. An article or package shall not be considered as having been deposited in a cloakroom under section *sixteen* of the Act unless the person desiring to deposit such article or package shall have handed it over to the servant in charge of the cloakroom, and shall have paid for and received a cloakroom ticket issued by the Administration in respect of the article or package so deposited.

46. Save as is provided in Regulation No. 49, the Administration shall not be required to give up any article or package deposited in a cloakroom except on production of the cloakroom ticket issued in respect thereof, and on payment of all charges which, in accordance with these regulations, have or may become payable in respect of the same.

47. 'n Bedrag wat van tyd tot tyd in die Offisiële Spoorwegtariefboek voorgeskrywe word, deur die Administrasie bereken vir elke artikel of pakket wat in 'n bewaarkamer geplaas word, en is tydens inhandiging deur die bewaarkamer betaalbaar, 'n Addisionele vasgestelde bedrag per waargewer gedeelte van 'n dag, word bereken vir elke artikel of pakket wat vir 'n langer tydperk as die dag volgende op die dag van inhandiging in die bewaarkamer gelaat word.

48. (a) As 'n persoon, wat 'n artikel of pakket van 'n groter waarde as die som van tien pond S.A. Uniegeld het, verlang om dit in die bewaarkamer te plaas sodat die Administrasie die verantwoordelikheid vir die werklike waarde van sulke artikel of pakket op hom moet neem, moet hy tydens die inhandiging aangee en, bowe en behalwe die geswene koste of pakket bewaargewing, 'n som soos van tyd tot tyd in die Offisiële Spoorwegtariefboek voorgeskrywe, betaal.

(b) Die Administrasie ontvang nie 'n artikel of pakket van 'n groter waarde as eenhonderd pond S.A. Uniegeld vir bewaring in 'n bewaarkamer sonder die spesiale goedkeuring van die stasiemeester of ander bevoegde dienaar op die stasie waar die bewaarkamer geleë is nie.

(c) Die Administrasie behou hom die reg voor om die inhoud van enige pakket wat volgens aangifte artikels van 'n hoër waarde as tien pond S.A. Uniegeld bevat, te ondersoek met die doel om hom daarvan te oortuig dat die pakket werklik die artikels bevat wat volgens aangifte daarin vervat is. Vir hierdie doel moet elke pakket, indien vereis deur die verantwoordelike dienaar van die bewaarkamer of die stasiemeester, deur die bewaargewer op eie koste geopen en weer stevig vasgemaak word.

(d) Die Administrasie kan vereis dat pakette wat teen 'n hoër waarde as tien pond S.A. Uniegeld aangegee is, as dit gerieflik versêel kan word, sorgvuldig deur die bewaargewer versêel moet word, en daarna sal dit deur die Administrasie versêel word; en as aflewering geskied sonder dat daardie seëls geskend is, rus daar geen verantwoordelikheid vir verlies of skade op die Administrasie nie.

(Soos gewys: Goewermentskennisgewing 2438; Staatskoerant 3120; 27.11.42.)

49. As 'n passasier sy bewaarkamerkaartjie verloor, kan hy die artikels kry wat in bewaring gegee is, as hy 'n skriftelike verklaring maak waarin hy tot bevrediging van die Administrasie die manier waarop die kaartjie verloor is, die artikel of pakket deur hom ingehandig sowel as die inhoud beskryf, en verder as hy 'n vrywaring teken, om die Administrasie skadeloos te stel teen alle eise van ander persone ten opsigte van die artikel of pakket wat afgelewer word sonder voorlegging van die oorspronklike bewaarkamerkaartjie. Behalwe sodanige vrywaring kan die Administrasie voldoende sekerheid van die eiser vorder alvorens van die genoemde artikel of pakket afstand te doen.

50. Dit word nie toegelaat dat 'n artikel of pakket vir 'n langer tydperk dan ses kalendermaande in 'n bewaarkamer bly nie, en alle artikels wat nie binne daardie tydperk na bewaargewing opgeëis en weggenem word nie, word as onopgeëis goedere beskou en kan kraglens artikel drie-entwintig van die Wet deur die Administrasie verkoop word.

51. Artikels van 'n ontvlambare, ontplofbare of gevaarlike aard, of gelaaide vuurwapens, of artikels wat 'n slegte reuk afgee, mag nie in 'n bewaarkamer geplaas word nie, en as sulke artikels onopsetlik deur die verantwoordelike dienaar vir bewaring aangeneem word, kan hulle, as bevind word dat hulle ontvlambare, ontplofbare, gevaarlik of aanstootlik of gelaaide vuurwapens is, uitsluitlik op risiko en spesiale koste (as daar is) van die bewaargewer of dienaar uit die bewaarkamer verwyder en op 'n ander plek geplaas word, waar hulle nie 'n bron van gevaar of aanstoot sal wees nie.

52. (a) Die Administrasie ontvang nie bederfbare artikels vir bewaring in 'n bewaarkamer nie, maar ingeval 'n persoon spesiaal verlang dat bederfbare artikels daar geplaas word, kan hulle aangeneem word onderworpe aan die spesiale voorwaarde dat die Administrasie nie aanspreeklik is vir enige skade of verlies as gevolg van sodanige bewaargewing nie, en dat die Administrasie na goeदनुके sulke artikels kan vernietig as hulle gevaarlik of aanstootlik word.

(b) Lewende diere word nie vir bewaring in 'n bewaarkamer aangeneem nie.

53. (a) Motorfiets wat met elektrisiteit gelaai is, of gas, olie of ander ontvlambare vloeistof of damp bevat, word nie vir bewaring in bewaarkamers aangeneem nie; anders kan motorfiets aangeneem word onder die voorwaardes en teen betaling van koste soos voorgeskrywe in die Offisiële Spoorwegtariefboek. As daar beskikbare ruimte is, kan motorfiets met sypaswantertjies aangehang na goeदनुके van die Administrasie onder dieselfde voorwaardes aangeneem word.

47. A charge as prescribed from time to time in the Official Railway Tariff Book shall be made by the Administration for each article or package deposited in a cloakroom, and shall be payable by the depositor at the time of deposit. An additional prescribed charge per day, or part of a day, shall be made on every article or package left in the cloakroom for a longer period than the day following the day of deposit.

48. (a) Should any person having an article or package exceeding in value the sum of ten pounds Union of S.A. currency, desire to deposit it in a cloakroom so that the Administration should undertake the liability therefor to the extent of the true value of such article or package, he shall at the time of deposit declare the true value of such article or package and shall pay thereon, in addition to the ordinary charges for deposit, a sum as prescribed from time to time in the Official Railway Tariff Book.

(b) The Administration will not accept an article or package for deposit in a cloakroom of a greater value than one hundred pounds Union of S.A. currency without the special authority of the station master or other authorised servant at the station at which the cloakroom is situated.

(c) The Administration reserves the right to examine the contents of any package declared to contain articles of a higher value than ten pounds Union of S.A. currency with the object of being satisfied that the package actually contains the articles declared to be therein. For this purpose any package 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 packages that have been declared at a higher value than ten pounds Union of S.A. currency, if conveniently capable of being sealed, shall be carefully sealed by the depositor and afterwards sealed by the Administration; and if delivery is made with those seals intact, no liability for loss or damage shall attach to the Administration.

(As amended: GN 2438; GG 3120, 27.11.42.)

49. Should a passenger lose his cloakroom ticket he may obtain the articles deposited upon making a statement in writing in which he shall describe, to the satisfaction of the Administration, the manner of the loss of the cloakroom ticket, the article or package deposited by him, as also the contents; and further upon signing an indemnity, indemnifying the Administration against all claims of other persons in respect of such article of package delivered without production of the original cloakroom ticket. The Administration may, in addition to such indemnity, demand adequate security from the claimant before parting with the article or package as aforesaid.

50. An article or package shall not be allowed to remain deposited in a cloakroom for a longer period than six calendar months, and all articles not claimed and taken away within such period of six months after deposit shall be deemed to be unclaimed goods and may be sold by the Administration under section twenty-three of the Act.

51. Articles of an inflammable, explosive, or dangerous nature, or loaded fire-arms, or articles emitting an offensive smell, may not be deposited in a cloakroom; and if any such article are by inadvertence on the part of the servant in charge accepted for deposit, they may on being found to be inflammable, explosive, dangerous, or offensive, or loaded fire-arms, be removed from the cloakroom and placed elsewhere where they will not be a source of danger or offence, at the sole risk and special cost (if any) of the depositor or owner.

52. (a) The Administration will not accept perishable articles for deposit in a cloakroom, but in case a person should specially desire any perishable articles so to be deposited, they may be accepted subject to the special condition that the Administration shall not be liable for any damage or loss that may arise in connection with such deposit, and that should such articles become dangerous or offensive the Administration may, at its discretion, destroy them.

(b) Live animals will not be accepted for deposit in a cloakroom.

53. (a) Motor-cycles are not accepted for storage in cloakrooms when charged with electricity, gas, oil or other inflammable liquid or vapour. Otherwise motorcycles may be accepted under the conditions and on payment of a charge as prescribed in the Official Railway Tariff Book. When accommodation is available, motorcycles with side-cars attached may in the discretion of the Administration be accepted on the same conditions.

(b) Die in die voorafgaande paragraaf bedoelde koste is afsonderlik van die koste wat ooreenkomstig Regulasie No. 48 betaalbaar is as 'n groter waarde aangee word.

(c) Die in die Offisiële Spoorwagtariefboek vasgestelde koste word gehêf vir die maandelikse bewaring van trapfietse op stasies waar geleentheid daarvoor bestaan. Die fiets word uitsluitend op risiko van die bewaargewer ontvang en bewaar, en bewaargewer beteken ook die eienaar.

(d) Die Administrasie kan op sodanige stasies as hy mag goedvind en teen betaling van dié in die Offisiële Spoorwagtariefboek bepaalde koste, geleentheid verskaf vir die parkeer van die motorkarre, motorfiets of motorfiets met syspanwaentjies aangehaak (hierna motorvoertuie genoem) van persone wat gewone of konsessie-, retoer-, ekskursie- of seisoenkaartjies koop of persone wat in die besit is van vrypasse geldig vir reise oor die spoorweg en na die stasie waar sodanige motorvoertuie geparkeer word; met dien verstande dat die Administrasie nie verantwoordelik is vir die verlies van of skade aansodanige motorvoertuie, hul onderdele, toebehore of inhoud uit enige oorsaak hoegenaamd nie; en met dien verstande voorts dat geen aanspreeklikheid op die Administrasie rus vir die verlies van lewens of persoonlike letsel aan die bestuurder of ander insittendes van sodanige motorvoertuie uit enige oorsaak hoegenaamd terwyl sodanige motorvoertuie bestuur of gestoot word na of van die parkeerterrein of terwyl die motorvoertuie op die Administrasie se grond is nie.

(e) Enige persoon wat verlang om 'n motorvoertuig op die Administrasie se grond ooreenkomstig voorgaande regulasie te parkeer, moet vooraf 'n kaartjie wat hom die reg verleen om sy motorvoertuig op die plek deur die verantwoordelike stasiemagtenaar of ander bevoegde dienaar hom aangewys te parkeer, by die stasie aankoop en deur die kaartjie aan te neem, word dit beskou dat hy die Administrasie skadeloos gestel het teen alle regsverordeninge, eise, verliese en onkoste van watter aard ook al ten optigte van verlies van lewens, persoonlike letsel of verlies van of skade aan eiendom, eise ingevolge die Werksmense Skadeloosstelling Wet, 1934, en alle regs- of ander koste en verordeninge, hetsy tussen party en party of prokureur en kliënt, ontstaande uit of op enige wyse toe te skryf aan die magtiging aan hom verleen om 'n motorvoertuig op die Administrasie se grond te parkeer.

(f) Enige persoon wat 'n motorvoertuig op 'n terrein by 'n stasie wat spesiaal afgesonder is vir die parkeer van motorvoertuie ooreenkomstig Regulasie No. 53 (d) parkeer sonder dat hy vooraf 'n kaartjie waardeur hy daartoe gemagtig is, verkry het, moet op aanvraag deur 'n bevoegde dienaar die gebruiklike parkeer koste vir motorvoertuie tesame met 'n bedrag van 2s. 6d. vir elke dag of gedeelte van 'n dag waarop sodanige motorvoertuig op die Administrasie se grond geparkeer word, betaal. By wanbetaling of weiering om die gemelde koste op aanvraag te betaal, is hy skuldig aan 'n oortreding en by veroordeling strafbaar met 'n boete van hoogstens 25 of tronkstraf vir een maand, en die hof wat vonnis kragtens hierdie regulasie uitspreek, kan benewens die vonnis 'n verdere boete gelykstaande met die bedrag betaalbaar aan die Administrasie ooreenkomstig hierdie regulasie opleë, of by wanbetaling verdere tronkstraf van hoogstens 7 dae.

(g) Enige motorvoertuig wat ooreenkomstig Regulasies Nos. 53 (d) en (e) op spoorweggrond geparkeer word, moet nie later as 6 v.m. op die dag na dié waarop die kaartjie uitgereik was, of in die geval van kaartjies uitgereik vir weeklikse, halfmaandelikse of maandelikse tydperke, nie later as 6 v.m. op die dag na dié waarop die geldigheidsduur van die kaartjie verstryk, verwyder word. Ingeval 'n motorvoertuig langer as die hierbo bepaalde tydperk op spoorweggrond gelaat word, word ekstra koste soos vasgestel in die Offisiële Spoorwagtariefboek gehêf, dog motorvoertuie wat nie binne een maand van die datum van verstryking van die geldigheidsduur van die kaartjie van spoorweggrond verwyder word nie, word as onopgeëiste goedere beskou en kan deur die Administrasie ooreenkomstig artikel 23 van die Wet verkoop word.

(Soos gewysig: Goewermentskennisgewing 731; Staatskoerant 2641; 26.5.39.)

54. Bewaarkamerkaartjies kan na goeddunke deur die Administrasie aan winkeliers uitgereik word teen die koste en onder die voorwaardes bepaal in die Offisiële Spoorwagtariefboek, vir gebruik van passasiers wat hul inkoop in die stad doen en verlang om die artikels na 'n spoorwegstasie te laat stuur vir bewaring in die bewaarkamer, om daar gelaat te word totdat sulke passasiers per trein vertrek.

Packette.

55. Packette bestem vir vervoer met passasierstreine of padmotorvoertuie word bereken teen die tariewe voorgeskrywe in die Offisiële Spoorwagtariefboek, en moet met 'n vragbrief, behoorlik ingevul ooreenkomstig Regulasie No. 102, aan die Administrasie oorbhandig word. Packette word slegs op risiko van die eienaar met padmotorvoertuie vervoer.

(b) The charges referred to in the preceding paragraph are independent of the charges payable when excess value is declared in terms of Regulation No. 48.

(c) Charges as prescribed in the Official Railway Tariff Book are levied for monthly storage of bicycles at stations where facilities exist. The bicycles are received and stored entirely at the risk of the depositor, which term shall also include the owner.

(d) The Administration may provide, at such stations as it may decide, and on payment of the charges prescribed in the Official Railway Tariff Book, facilities for the parking of the motor cars, motor-cycles or motor-cycles with side-cars attached (hereinafter referred to as motor vehicles) of persons who purchase ordinary or concessionary return, excursion or season tickets or the holders of free passes available for travel on the railways from and to the station at which such motor vehicles are parked, provided that the Administration will not be responsible for the loss of or damage to such motor vehicles, their component parts, accessories or contents from any cause whatever and provided further that no liability will attach to the Administration for the loss of life or personal injury to the driver or other occupants of such motor vehicles from any cause whatever whilst such motor vehicles are being driven or moved to or from the parking site or during the time the motor vehicles are on the Administration's premises.

(e) any person desiring to park a motor vehicle on the Administration's premises in terms of the preceding regulation shall first purchase at the station a ticket authorising him to park his motor vehicle at the place indicated to him by the Officer in Charge of the station or other authorised servant and by accepting the ticket he will be deemed to have indemnified the Administration against all actions, claims, losses and expenses of what kind soever in respect of loss of life, personal injury or loss of or damage to property, claims under the Workmen's Compensation Act 1934, and all legal or other costs and charges whether as between Party and Party or Attorney and Client, arising out of or in any way attributed to the authority granted to him to park a motor vehicle on the Administration's premises.

(f) Any person who parks a motor vehicle on a site at a station especially set apart for the parking of motor vehicles in terms of Regulation No. 53 (d), without first obtaining a ticket authorising him to do so shall be liable to pay on demand of an authorised servant the usual parking charge for motor vehicles together with an amount of 2s. 6d. for every day or part of a day during which such motor vehicle is so parked on the Administration's premises. Should such a person fail or refuse to pay the said charges on demand he shall be guilty of an offence, and shall be liable on conviction to a fine not exceeding 25 or one month's imprisonment and the court passing sentence under these regulations may impose in addition to the sentence, a further fine equal to the amount payable to the Administration in terms of this regulation or in default of payment thereof to a further term of imprisonment not exceeding 7 days.

(g) Any motor vehicle parked on railway premises in terms of Regulations Nos. 53 (d) and (e) must be removed therefrom not later than 6 a.m. on the day following that on which the ticket was issued or in the case of tickets issued for weekly, half-monthly or monthly periods not later than 6 a.m. on the day following that on which the availability of the ticket expires. In the event of a motor vehicle being left on railway premises beyond the period prescribed above an extra charge as prescribed in the Official Railway Tariff Book will be levied, but motor vehicles not removed from railway premises within one month from the date of expiry of the availability of the ticket will be deemed to be unclaimed goods and may be sold by the Administration in terms of section twenty-three of the Act.

(As amended: GN 731, GG2641, 26.5.39.)

54. Cloakroom tickets may, in its discretion, be issued by the Administration to shopkeepers at the charges and under the conditions prescribed in the Official Railway Tariff Book, for the convenience of intending passengers who, having made their purchases in town, are desirous of having them sent on to a railway station for deposit in the cloakroom, there to await the departure by train of such passengers.

Parcelle.

55. Parcels intended for transport by passenger trains or on the road motor services will be charged at the rates prescribed in the Official Railway Tariff Book and must be tendered to the Administration together with a consignment note duly completed in terms of Regulation No. 102. Parcels are transported on the road motor services at owner's risk only.

56. Alle pakkette moet volledig gedresseer en, waar dit moontlik is, die posadres van die gedresseerde gegee word. Pakkette word nie vir vervoer aangeneem waar slegs die merke en nommers of naam van die stasie gegee word nie.

57. (a) Onversekerde pakkette moet minstens twintig minute voor die aangekondigde tyd van vertrek van die trein waarmee die afsender die pakket wil laat vervoer, inre handig word.

(b) Pakkette word nie tussen 6-uur n.m. en 6-uur v.m., en ook nie op Sondae en publieke vakansiedae vir vervoer aangeneem nie.

58. (a) Die Administrasie kan weier om vir vervoer met passasierstreine pakkette aan te neem:—

- (1) wat swaarder as 250 lb. weeg;
- (2) wat weens die afmetings of vorm daarvan moeilik is om te hanteer;
- (3) van 'n aanstootlike of walglike aard;
- (4) wat onvoldoende of sleg verpak of gedresseer is;
- (5) waarvan dit bekend is of vermoed word dat hulle goedere of artikels bevat wat slegs onder spesiale voorwaardes vir vervoer aangeneem word.

(b) Ontplobbare en gevaarlike goedere word slegs onder spesiale voorwaardes vir vervoer aangeneem.

(c) Die Administrasie kan spesiale reëlings tref in verband met die vervoer van groot pakkette, of pakkette wat in 'n sekere posisie vervoer word, en kan weier om dit vir vervoer aan te neem tensy die afsender met sulke spesiale reëlings instem.

59. (a) Spoorvrag moet in alle gevalle vooruitbetaal word op pakkette wat deur die Administrasie bereken word teen 'n laer waarde as die bedrag van spoorvrag wat bereken moet word.

(b) Die Administrasie kan vereis dat die vragprys vir bederfbare goedere of vooruitbetaal word of na goeddunke 'n skriftelike onderneming van die afsender aanvaar om die vragprys te betaal as die gedresseerde weier of in gebreke bly om dit te doen.

(c) Die vragprys op pakkette bestem vir plekke aan die Administrasie se padmotorroetes moet vooruitbetaal word, behalwe waar dit anders in die Offisiële Spoorwegtarief bepaal word.

60. (a) 'n Adviesbrief van die aankoms van 'n pakket word deur die Administrasie aan die gedresseerde na keuse met 'n bode of deur die pos gestuur, behalwe waar aflewering deur die Administrasie of sy kontraktante onderneem word. Sodanige adviesbrief word nie gegag as 'n ooreenkoms tussen die Administrasie en die gedresseerde nie. Die Administrasie is nie aanspreeklik vir vertraggings in die aflewering van adviesbriewe wat deur die pos gestuur word nie. Hierdie regulasie is nie op die Administrasie se padmotordienste en ook nie op goedere vervoer na 'n ander bestemming as 'n stasie van toepassing nie.

(b) Pakkette word slegs afgehaal en afgelewer by stasies waarvan publieke kennisgewing in die Offisiële Spoorwegtariefboek deur die Administrasie gegee word, of per kennisgewing op 'n plek op die betrokke stasie waar dit maklik gesien kan word. Koste vir afhaal en aflewering word slegs bereken as die diens werklik onderneem word.

(c) Wanneer aflewering nie kan geskied nie, uit hoofde van onduidelike of onvolledige adres, afwesigheid van die gedresseerde, of om 'n ander oorsaak waarvoor die Administrasie nie verantwoordelik is nie, en die pakkette na die stasie teruggeneem moet word, word hulle slegs afgelewer teen betaling van die ekstra koste wat veroorsaak is deur die terugvervoer en weeraflewering.

(d) Pakkette wat nie aangeneem word nadat dit vir aflewering aangebied is nie, word uitsluitend op risiko en koste van die afsender of gedresseerde, na die geval mag wees, na die stasie teruggeneem.

(e) Volgens die afstand van hulle woning of besigheidspreek van die naaste stasie, word gedresseerdes (waaronder agente inbegryp is) die ondergenoemde tydperke, bereken vanaf die tyd van aankoms by die bestemmingsstasie, toegestaan om hulle pakkette weg te neem. Die genoemde afstand is die afstand tussen gedresseerde se woning of besigheidspreek en die naaste spoorwegstasie aan sodanige woning of besigheidspreek.

56. All parcels must be fully addressed, and, when possible, the postal address of the consignee must be given. Parcels will not be accepted for transport under marks and numbers or name of station only.

57. (a) Uninsured parcels must be tendered at least twenty minutes before the advertised time of departure of the train by which the consignor wishes the parcel to be transported.

(b) Parcels will not be received for transport at any station between the hours of 6 p.m. and 6 a.m., nor on Sundays and public holidays.

58. (a) The Administration may refuse acceptance for transport by passenger train of parcels:—

- (1) Weighing more than 250 lb.;
- (2) difficult to handle owing to dimensions or shape;
- (3) of an offensive or objectionable character;
- (4) insufficiently or badly packed or addressed;
- (5) known or suspected to contain goods or articles which are only accepted for transport on special conditions.

(b) Explosives and dangerous goods are only accepted for transport under special conditions.

(c) The Administration may make special arrangements in connection with the transport of large parcels or packages, or parcels to be carried in a certain position, and may refuse to accept them for transport unless the consignor agrees to such special arrangements.

59. (a) Freight must in all cases be prepaid upon parcels estimated by the Administration to be of less value than the amount of freight chargeable.

(b) The Administration may either require the freight upon perishables to be prepaid or at its discretion accept an undertaking in writing from the consignor to pay the freight in the event of the consignee refusing or neglecting to do so.

(c) The freight on parcels destined for points on the Administration's road motor services must be prepaid except where otherwise provided in the Official Railway Tariff Book.

60. (a) An advice note of the arrival of a parcel will be sent by the Administration to consignee by hand or post at its option except when delivery is performed by the Administration or its contractors; any such advice note shall not be deemed to constitute a contract between the Administration and the consignee. The Administration will not be responsible for delays which may occur in the delivery of advice notes forwarded through the post. This regulation does not apply to the Administration's road motor services nor to goods consigned to a destination other than a station.

(b) Parcels will be collected and delivered only at the stations of which public notification is given by the Administration in the Official Railway Tariff Book or by notice placed in a conspicuous place at the station concerned. Charges for collection and delivery will only be made when the service is actually performed.

(c) When delivery cannot take place owing to illegibility or incompleteness of address, absence of consignee, or other cause independent of the Administration, and the parcels have to be taken back to the station, they will thereafter only be delivered upon payment of the extra costs caused by the return cartage and redelivery.

(d) Parcels not accepted after being tendered for delivery will be taken back to the station at the sole risk and expense of the consignor or consignee, as the case may be.

(e) Consignees (in which term their agents are included) are, according to the distance of their residence or place of business from the nearest station, allowed the undermentioned periods calculated from the time of arrival at destination station in which to remove their parcels. The distance referred to is the distance between consignee's residence or place of business and the nearest railway station to such residence or place of business.

Afstand van woning of besigheidspreek van naaste stasie (oor die naaste beskikbare roete).	Tydperk toegestaan.
Tot en insluitende ses myl . . .	* Drie werkdade.
Bo ses myl tot en insluitende tien myl	* Sewe werkdade.
Bo tien myl	* Veertien werkdade.

Distance of residence or place of business from nearest station (by nearest available route).	Period allowed
Up and to and including six miles	* Three working days.
Over six miles up to and including ten miles	* Seven working days.
Over ten miles	* Fourteen working days.

* Saterdag word as 'n volle werkdag beskou.

* Saturday is regarded as a full working day.

(f) As die pakkette na verstryking van die hieringe-noemde tydperke nie weggeëem is nie of as 'n geadreseerde voortgaan om te weier om sulke pakkette aan te neem of as hulle anders onafgelewer is, word hulle kragtens artikels drie-en-twintig en vier-en-twintig van die Wet behandel en pakhuis-koste soos in die Offisiële Spoorwetartief bepaal, gefe-

(g) Die tydperke waarvoor pakkette, geadresseer na of van plekke wat deur die Administrasie se padmotordienste bedien word, as pakhuisgoedere en tot beskikking van geadreseerde gehou word, word in Regulasie No. 135 (b) uiteengesit.

(h) 'n Afsender kan versoek dat 'n pakket onderweg gestop, teruggestuur of na 'n ander plek of aan 'n ander geadresseerde gestuur word, onderworpe aan die bepalinge van Regulasie No. 124.

(i) As aflewering nie kan geskied nie, of die bogenoemde versoek aangaande die beskikking oor die pakkette nie binne drie maande na die datum van afsending ontvang word nie, word hulle ooreenkomstig die wet verkoop.

61. Bederfbare goedere, met inbegrip van suurdeeg, wat nie binne ses uur na ontvangs van die bestemming opeëis word nie, kan na goeddunke van die Administrasie verkoop word om onkoste te bestry, en na aftrek van hierdie onkoste word die opbrings op aansoek aan die eienaar oorhandig.

62. Die Administrasie kan vir besondere artikels wat as pakkette vervoer word en kragtens spesiale voorwaardes wat in die Offisiële Spoorwetartief boek vasgestel of andersins aangekondig mag word, spesiale vragpryse bereken wat verskil van die gewone pakkettetarief.

63. Die volgende spesiale voorwaardes is van toepassing op die vervoer van onbewerkte goud en silwer en spesie, en edelmetale en edelgesteentes en banknote:—

- (a) Onbewerkte goud en silwer, spesie, edelmetale en edelgesteentes en banknote ter waarde van meer as £200 word slegs op bepaalde dae vir vervoer per spoor aangeneem, besonderhede waarvan van die kantore van die Administrasie verkry kan word.
- (b) Die in die voorafgaande paragraaf genoemde artikels word nie later as 'n halfuur voor die aangekondigde tyd van vertrek van 'n trein waarmee dit die plan is om hulle te vervoer, vir vervoer aangeneem nie.
- (c) As die genoemde artikels op ander behalwe die vasgestelde dae aangebied word, word hulle slegs vir vervoer aangeneem nadat goedkeuring van die Administrasie verkry is, en op voorwaarde dat die afsender of sy verteenwoordiger sulke artikels dvasardeur die reis vergesel en toesig daaroor hou.
- (d) alle onbewerkte goud en silwer, spesie, edelmetale, edelgesteentes en banknote wat oor die spoorwêg vervoer word, moet binne 'n halfuur na aankoms by die bestemmingstasie deur die geadresseerde van daardie stasie verwyder word, by gebreke waarvan dit ooreenkomstig die Wet in 'n pakhuis opgeslaan sal word.
- (e) Die in paragraaf (a) genoemde artikels word slegs vir vervoer oor die Administrasie se padmotorreëls aangee as die waarde daarvan nie meer as £100 is nie, en dan alleen as daar vooraf reëlings met die Administrasie getref word.
- (f) Kennis van die plan om van die in paragraaf (a) hiervan genoemde artikels vir vervoer oor die padmotorreëls aan te bied, moet minstens 24 uur voor die vertrek van die motorvoertuig waarmee dit verlang word dat die genoemde artikels vervoer moet word, gegee word.

64. (a) Plantkundige, minerale en dierkundige monsters, stewig verpak en geadresseer aan die kurator vir tentoonstelling in 'n openbare museum of dierekundige inrigting in die Unie van Suid-Afrika, kan kosteloos op risiko van die eienaar per spoor vervoer word. As die afsender verlang dat die monsters as gewone pakkette vervoer moet word, moet hy die volle vragpryse van toepassing op sulke verkeer betaal.

(b) Hierdie regulasie is nie op die Administrasie se padmotordienste van toepassing nie.

Versekering.

65. (a) As daar van die artikels, genoem in die volgende paragraaf hiervan, vervat is in 'n pakket wat vir vervoer oor die spoorwêg aan die Administrasie afgelewer word, en die waarde van sulke artikels vyf-en-twintig pond of meer is, is die Administrasie, ooreenkomstig artikel dertig van die van die Wet, nie verantwoordelik vir die verlies, vernietiging, bederf of oponthoud van die pakket nie, tensy die persoon wat sodanige pakket aan die Administrasie stuur of aflewer, die waarde en inhoud daarvan laat aangee, of tydens aflewering vir vervoer aangee en by wyse van vergoeding vir die vermeerderde risiko, bowe en behalwe die genoemde som, 'n persentasie (hierna die „premie" genoem) op die

(f) If the parcels have not been taken away, or if a consignee continues to refuse to accept such parcels, or if they otherwise remain undelivered after the periods mentioned herein, they will be treated and dealt with in terms of sections twenty-three and twenty-four of the Act and a warehouse charge, as prescribed in the Official Railway Tariff Book, will be levied.

(g) The periods for which traffic consigned to or from points served by the Administration's road motor services will be kept as warehoused goods and at the disposal of consignees, are set out in Regulation No. 135 (b).

(h) A consignor may ask for the stoppage or return of a parcel, or that it may be delivered to another place or another consignee subject to the provisions of Regulation No. 124.

(i) If delivery cannot be effected, or a request as aforesaid as to the disposal of parcels is not received within three months of the date of forwarding, they will be sold in terms of the Act.

61. Perishables, including yeast, not claimed within six hours of receipt at destination may, at the discretion of the Administration, be sold to defray expenses; the proceeds, after deduction of these expenses, will be handed to the owner on application.

62. The Administration may charge special rates, differing from the ordinary parcels tariff, for particular articles conveyed as parcels traffic, and under such special conditions as may be prescribed in the Official Railway Tariff Book or otherwise notified.

63. The following special conditions apply to the transport of raw gold and silver and of specie and precious metals and precious stones and bank-notes:—

- (a) Raw gold and silver and specie and precious metals and precious stones and bank-notes exceeding £200 in value will only be accepted for transport by rail on fixed days, particulars of which may be obtained from the Offices of the Administration.
- (b) The articles enumerated in the preceding paragraph will not be accepted for transport later than half an hour before the advertised time of departure of any train by which it is intended to transport them.
- (c) If the said articles are tendered on days other than those fixed, they will be accepted for transport only after authority has been obtained from the Administration, and on the condition that the consignor or his representative accompanies such articles throughout the journey and retains control thereof.
- (d) All raw gold and silver and specie and precious metals and precious stones and bank-notes transported on the railways must be removed by the consignee from destination station within half an hour after arrival thereof, failing which they will be warehoused in terms of the Act.
- (e) The articles enumerated in paragraph (a) hereof will be accepted for transport on the Administration's road motor services only when the value thereof does not exceed £1000 and then only by prior arrangement with the Administration.
- (f) Notice of the intention to tender for transport on the road motor services any of the articles referred to in paragraph (a) hereof must be given at least 24 hours before departure of the motor vehicle on which it is desired the said articles should be conveyed.

64. (a) Botanical, mineral, and zoological specimens, securely packed and consigned to the curator for exhibition at any public museum or zoological institution in the Union of South Africa, may be transported by rail at owner's risk free of charge. If the consignor desires the specimens to be conveyed as ordinary parcels traffic, he must pay full rates applicable to such traffic.

(b) This regulation will not apply to the Administration's road motor services.

Insurance.

65. (a) In terms of section thirty of the Act, when any of the articles mentioned in the next paragraph hereof are contained in any parcel or package delivered to the Administration for transport on the railways, and the value of such articles is twenty-five pounds or more, the Administration shall not be responsible for the loss, destruction, deterioration of, or delay to the parcel or package unless the person sending or delivering such parcel or package to the Administration causes the value and contents to be declared or declares them at the time of delivery for transport, and pays by way of compensation for the increased risk, over

oorskryding van die waarde sodanig aangegee, betaal. Sodanige aangifte van waarde en betaling van genoemde persendatige oorskryding van waarde word geriefshalve hierin "versekering" genoem en die handeling van sodanige aangifte en betaling word "verseker" genoem. Die bedrag van die premie betaalbaar vir versekering word in die Offisiële Spoorwagtariefboek voorgeskrywe en gegrond op die skale wat in paragraaf (b) hiervan omskryf word.

(Soos gewysig: Goewermenskennisgewing 2438; Staatskoerant 3120; 27.11.42.)

(b) Die in die voorafgaande paragraaf genoemde artikels is as volg:—

Eerste skaal.

- (1) Kledingstof, weefsel en kant, waarvan goud of silver deel uitmaak, en wat nie die uniform of deel van die uniform van 'n offisier, soldaat, matroos, polisie-ampenaar, konstabel of lid van 'n verdedigingsmag of enige Britse of buitelandse publieke amptenaar is nie, wat geregtig is om 'n uniform te dra.
- (2) Staatsekuriteite.
- (3) Staatseëls, versamelings van posseëls, kuriositeite.
- (4) Wissels, promesses, banknote en orders of ander sekuriteite vir betaling van geld.
- (5) Landkaarte, planne, geskryfte en eiendomsbewyse.
- (6) Gravures, steendrukplate, foto's, rolprente.
- (7) Tjales van meer as £5 in waarde.
- (8) Kant, pelse (met inbegrip van karakoellamvelle) en vere.
- (9) Ivoor, ebbe- en sandelhout.
- (10) Muskus, sandelolie en ander noodsaaklike olie wat gebruik word vir die bereiding van parfumerie.

(Soos gewysig: Goewermenskennisgewing 2438; Staatskoerant 3120; 27.11.42.)

Tweede skaal.

- (1) Oorlosies, klokke en alle soorte uurwerke.
- (2) Skilderye, snywerk en kunswerke.
- (3) Pêrels, juweliersware en pleetwerk.
- (4) Musiekinstrumente.

Derde skaal.

- (1) Goud en silver, gemunt of ongemunt, vervaardig of onvervaardig, en edelgesteentes.
- (2) Kunstpottebakkerij en alle artikels gemaak van glas, porselein of marmer.
- (3) Spieëlglas, gekleurde glas en marmerplate of -blokke.
- (4) Wetenskaplike instrumente.
- (5) Platina (verwerk of onverwerk) radium en ander edele metale.

(Soos gewysig: Goewermenskennisgewing 2537; Staatskoerant 477; 20.10.50.)

66. Die volgende prosedure moet gevolg word wanneer artikels verseker moet word.

- (a) 'n Pakket word nie vir versekering aangeneem nie, tensy dit op sodanige wyse verpak is dat dit nie maklik beskadig sal word as dit behoortlik gehanteer word nie, en kosbare artikels, soos juweliersware, moet op sodanige manier verpak en versêl word dat enige knoeling daarvan maklik ontdek kan word. Al sulke pakkette moet volledig en duidelik geaddresser wees.
- (b) Die Administrasie kan die inhoud van enige pakket wat volgens aangifte kosbare artikels bevat, ondersoek met die doel om hom daarvan te oortuig dat dit behoortlik verpak is en dat die pakket werklik die aangegewe artikels bevat. Vir hierdie doel moet elke pakket, indien vereis deur 'n amptenaar, op eie koste deur die afsender geopen en weer vasgemaak word.
- (c) Versekerde pakkette wat gematik versêl kan word, moet sorgvuldig deur die afsender en daarna deur die Administrasie versêl word, en as die pakkette met daardie seëls ongeskonde afgelewer word, is die Administrasie nie vir verlies van die inhoud verantwoordelik nie.
- (d) 'n Versekering word nie as volledig beskou voordat die in die Offisiële Spoorwagtariefboek voorgeskrywe premie betaal is nie.
- (e) By aflewering aan die Administrasie van 'n vragbrief ten opsigte van versekerde pakkette sal die Administrasie, as die afsender die voorwaardes van hierdie regulasie nakom, 'n endossement dienoreenkomsig op die vragbrief laat maak om die afsender teen die vermeerderde risiko, soos in sulke endossement omskryf, te dek.

67. (a) Wanneer pakkette met geskonde seëls by hul bestemming aankom, moet die inhoud van sulke pakkette in 'n verantwoordelike dienaar se teenwoordigheid, 'n verantwoordelike dienaar en, indien moontlik, die bestelontvanger, as die pakkette deur hom afgelewer is, ondersoek word.

(b) Wanneer kwitansies vir versekerde pakkette geënskonde word, moet 'n opmerking, ten effekte dat die seëls ongeskonde is, as dit wel die geval is, deur die geaddresserde of sy verteenwoordiger daarop gemaak word.

the sum aforesaid, a percentage (hereinafter referred to as the "premium") upon the excess of the value so declared. Such declaration of value and such payment of the said percentage on the excess of value is hereinafter referred to for convenience as "insurance"; and the act of so declaring and paying is referred to as "insuring". The amount of the premium payable for insurance is prescribed in the Official Railway Tariff Book and is based upon the scales described in paragraph (b) hereof.

(As amended: GN 2438; GG 3128, 27.11.42.)

(b) The articles referred to in the preceding paragraph are as follows:—

First Scale.

- (1) Cloths and tissue and lace of which gold or silver forms part, not being the uniform or part of the uniform of an officer, soldier, sailor, police officer, or constable, or member of a defence force, or of any public officer, British or foreign, entitled to wear uniform.
- (2) Government securities.
- (3) Government securities.
- (4) Government stamps, collections of stamps, curios, and orders or other securities for payment of money.
- (5) Maps, plans, writings, and title-deeds.
- (6) Engravings, lithographs, photographs, films.
- (7) Shawls exceeding £5 in value.
- (8) Lace, furs including Karakul lamb skins), and feathers.
- (9) Ivory, ebony, and sandalwood.
- (10) Musk, sandalwood oil and other essential oils used in the preparation of perfumes.

(As amended: GN 2438; GG 3128, 27.11.42.)

Second Scale.

- (1) Watches, clocks, and timepieces of every description.
- (2) Paintings, carvings, and works of art.
- (3) Pearls, jewellery, and plated articles.
- (4) Musical instruments.

Third Scale.

- (1) Gold and silver, coined or uncoined, manufactured or unmanufactured, precious stones.
- (2) Art pottery and all articles made of glass, china, or marble.
- (3) Plate glass, stained glass and marble slabs or blocks.
- (4) Scientific instruments.
- (5) Platinum (manufactured or unmanufactured), radium and other precious metals.

(As amended: GN 2537; GG 477, 20.10.50.)

66. The following mode of procedure must be followed when articles are required to be insured:—

- (a) A package or parcel will not be received for insurance unless packed in such a manner that it is not likely to be damaged if handled fairly, valuables, such as jewellery, being packed and sealed in such a manner that any tampering can easily be detected. All such packages must be fully and legibly addressed.
- (b) The Administration may examine the contents of any package declared to contain valuable articles, with the object of being satisfied that they are properly packed and that the package actually contains the articles declared to be therein. For this purpose any package must be opened and refastened by the consignor at his own expense if so required by a servant.
- (c) Insured packages that are conveniently capable of being sealed must be carefully sealed by the consignors and afterwards sealed by the Administration, and if delivery is effected with those seals intact the Administration will not be liable for loss of contents.
- (d) An insurance will not be considered as complete until the premium prescribed in the Official Railway Tariff Book has been paid.
- (e) On delivery to the Administration of any consignment note in respect of insured packages the Administration will, on compliance by the consignor with the conditions of this regulation, cause a suitable endorsement to be made on the consignment note covering the consignor against the increased risk, as described in such endorsement.

67. (a) When packages arrive at their destination with seals broken the contents of such packages must be examined in the presence of the consignee or his representative, a responsible servant, and, if possible, the cartage contractor, where delivery has been effected by him.

(b) When receipts are being taken for insured packages, a note to the effect that seals are intact, where such is the case, must be inserted therein by the consignee or his representative.

68. (a) Tensy lewendige diere of voëls verseker is, is die verantwoordelikheid van die Administrasie kragtens artikel *neges-en-twintig* van die Wet beperk tot die volgende bedrae ten opsigte van

	Per kop.	
	£	s. d.
Perde, muile en beeste	40	0 0
Varke	20	0 0
Volstruise	12	0 0
Donkies	8	0 0
Skape en bokke	3	0 0
Honde en katte	2	0 0
Kalkoene en gansse	1	10 0
Hoenders en ander pluimvee	1	0 0
Voëls, nie anders vermeld nie	0	10 0

met dien verstande dat die afsenders, as hy tydens aflewering vir vervoer, die diere of voëls teen 'n hoër waarde aangee en teen betaling van 'n persentasie op die ekstra waarde (hier in die „premie” genoem), sulke diere of voëls vir sulke ekstra waarde kan laat verseker soos in Regulasie No. 65, (a) omskrywe.

(b) By aflewering van 'n vrugbrief aan die Administrasie, ten opsigte van lewendige diere, sal die Administrasie, as die afsender die voorwaardes van hierdie regulasie nakom, 'n endorsement dienoreenkomsig op die vrugbrief laat maak om die afsender teen die groter risiko te dek, soos in sulke endorsement omskryf.

(c) Geen versekering word as volledig geag voordat die in die Offisiële Spoorwetartiefboek bepaalde premie betaal is nie.

(Soos gewysig: Goewermentskennisgewing 831; *Staatskoerant* 4363; 31.4.50.)

69. Die betaling van die premie vir versekering dek die pakket, lewendige dier of voël op die Administrasie se spoorweë na die bestemmingsplek, mits sodanige bestemmingsplek in die Unie of aan die spoorweë wat deur die Administrasie geëksploteer word, of aan die lyne van 'n ander Administrasie geleë is waar wedersydse reëlings vir sulke versekering bestaan.

Die aanspreeklikheid van die Administrasie kragtens hierdie regulasie is onderworpe aan die bepaling van artikel *aghtien* van Wet No. 22 van 1916.

70. Die versekering van 'n artikel van besondere waarde, lewendige dier of voël van 'n aangegeve waarde van meer as vyfhonderd pond S.A. Unie-geld is onderworpe aan spesiale reëling, en in al sulke gevalle kan die Administrasie 'n hoër premie bereken as dié waarvoor in die Offisiële Spoorwetartiefboek voorsiening gemaak is.

71. Die premie betaalbaar kragtens hierdie regulasies ten opsigte van die versekering van artikels, lewendige diere of voëls, en die genoemde voorwaardes, is van toepassing hetsy die artikels, lewendige diere of voëls met goedere- of passasierstreine vervoer word; met dien verstande dat pakkette tot en insluitende 'n gewig van vyf-en-twintig pond slegs verseker word as dit met passasierstreine vervoer word.

72. In die geval van verlies, vernietiging of bederf van versekerde pakkette, is die vergoeding betaalbaar aan die eiser nie meer as die versekerde waarde nie, en die las van bewys dat die aangegeve waarde die werklike waarde is, ruop op die persoon wat die vergoeding eis. Betaling geskied by orlegging van 'n behoorlike kwitansie geteken deur die eiser en daarna het geen persoon aanspraak op die genoemde pakket as dit teruggekry word nie.

73. As 'n dier of voël wat verseker is, gedood of beseer word terwyl dit deur versekering gedek is, betaal die Administrasie aan die persoon wat geregtig is om 'n eis in te stel, die bedrag van die verlies as hy bewys lewer van die waarde van die dier of voëls toe dit gedood of beseer is of, indien slegs beseer, die aard van die beseering soos kragtens die Wet bepaal; met dien verstande dat die bedrag betaalbaar nie meer is as die bedrag waarvoor dit verseker was nie.

74. As 'n passasier se bagasie van die Regulasie No. 65 (b) genoemde artikels ter waarde van meer as £100 betaal, en hy verlang om dit op die hierin bepaalde manier vir 'n groter som as £100 te verseker, moet hy dit minstens ses uur voor die aangekondigde tyd van vertrek van die trein waarmee hy wil reis, doen, by gebreke waarvan sulke bagasie na versekering met 'n later trein na die bestemming afgestuur kan word.

75. Alle versekerde bagasie word as pakkette vervoer, meer wat pakkettetariewe betref, is die eienaar van die bagasie geregtig op die gewone vryc gewig volgens die klas van sy kaartjie.

76. Pakkette vir versekering moet minstens twee uur voor die aangekondigde tyd van vertrek van die trein waarmee hulle vervoer moet word, aangebied word.

68. (a) The liability of the Administration under section *twenty-nine* of the Act is, unless the live animals or birds are insured, limited to the following amounts in respect of—

	Per head.	
	£	s. d.
Horses, mules and cattle	40	0 0
Pigs	20	0 0
Ostriches	12	0 0
Donkeys	8	0 0
Sheep and goats	3	0 0
Dogs and cats	2	0 0
Turkeys and geese	1	10 0
Fowls and other poultry	1	0 0
Birds not otherwise specified	0	10 0

provided that the consignor may, by declaring the animals or birds of a higher value at the time of delivery for transport and upon payment of a percentage upon the excess value (hereinafter referred to as the „premium”), effect an insurance [as defined in Regulation No. 65 (a)] upon such animals or birds for such excess value.

(b) On delivery to the Administration of any consignment note in respect of insured animals the Administration will, on compliance by the consignor with the conditions of this regulation, cause a suitable endorsement to be made on the consignment note covering the consignor against the increased risk, as described in such endorsement.

(c) No insurance shall be considered as complete until the premium prescribed in the Official Railway Tariff Book has been paid.

(As amended: GN 831; GG 4363, 21.4.50.)

69. The payment of the premium for insurance shall cover the package, parcel, live animal or bird on the Administration's railways to place of destination provided such place of destination is within the Union or upon the railways worked by the Administration, or is upon the lines of another Administration whereon reciprocal arrangements for such insurance exist.

The liability of the Administration under this regulation is subject to the provisions of section *eighteen*, Act No. 22 of 1916.

70. The insurance of any article of special value, live animal, or bird of a declared value exceeding five hundred pounds Union of S.A. currency will be subject to special arrangement, and in any such case the Administration may charge a higher premium than that provided in the Official Railway Tariff Book.

71. The premium payable under these regulations in respect of the insurance of articles, live animals, or birds, and the conditions aforesaid, shall apply whether the articles, live animals, or birds be conveyed by goods or passenger trains, provided that parcels and packages up to and including twenty-five pounds in weight will be insured only when sent by passenger trains.

72. When loss, destruction, or deterioration has occurred in respect of any package or parcel which has been insured, the compensation payable to the person claiming shall not exceed the insured value, and the burden of proving the declared value to have been the true value shall lie on the person claiming the compensation. Payment shall be made against a proper receipt signed by the claimant, and thereafter no person shall have any claim to the said package or parcel should it be recovered.

73. Should any animal or bird insured as aforesaid be killed or injured whilst covered by insurance the Administration will pay to the person entitled to claim, the amount of the loss incurred upon proof by him of the value of the animal or bird at the time it was killed or injured, or, if injured only, to the extent of the injury as provided by the Act; provided that the amount payable shall not exceed the amount for which it was insured.

74. If a passenger's luggage contains any of the articles mentioned in Regulation No. 65 (b) of a value in excess of £100 and the passenger desires to insure them in the manner hereinbefore provided for a greater sum than £100, he must do so at least six hours before the advertised time of departure of the train by which he wishes to travel, failing which such luggage after insurance may be despatched to its destination by a later train.

75. All insured luggage will be transported as parcels, but so far as parcels rates are concerned the owner of the luggage will be entitled to the usual free allowance according to the class of his ticket.

76. Parcels for insurance must be tendered at the parcels office at least two hours before the advertised time of departure of the train by which it is intended that they should be transported.

Lewendende Have.

77. (a) Elke afsender moet minstens agt-en-veertig uur (vier dae as daar meer as tien trokke bestel word) van sy benodigde aan die stasiemeester of ander bevoegde amptenaar op die plek vanwaar die lewendende have afgestuur sal word kennis gee, en die Administrasie sal alles in sy vermoë doen om die benodigde trokke te verskaf, maar is nie verantwoordelik vir enige oopthoud of verlies wat mag ontstaan nie, en waarborg ook nie 'n besondere klas trok nie. Regulasie No. 107 is ook op lewendende have van toepassing.

(b) Trokke word vir twaalf werke tot beskikking van 'n afsender gestel om gelaai te word, en daarna moet die in die Offisiële Spoorwegtariefboek vasgestelde staangeld betaal word.

(c) Waar aanvraag om trokke gedoen word vir die laai van lewendende have van publieke veevundies, moet 'n deposito, soos bepaal in die Offisiële Spoorwegtariefboek, vir elke trok deur die applikant gedeponeer word, wat terugbetaal sal word nadat die lewendende have gelaai is, min alle staangeld wat opgeloop het, maar as 'n afsender in gebreke bly om die bestelde trokke te gebruik, word die deposito deur die Administrasie gehou.

78. (a) Die tariewe vasgestel in die Offisiële Spoorwegtariefboek word vir lewendende have bereken, en die Administrasie kan of vereis dat die vragprys vooruitbetaal word of na goedgevonden 'n skriftelike onderneming van die afsender aanvraag om sodanige vragprys te betaal as die gedresseerde weier of in gebreke bly om dit te doen.

(b) Lewendende have moet behoorlik voer en water kry onmiddellik voordat dit vir vervoer aan die Administrasie aangebied word, en 'n sertifikaat moet deur die afsender op die vragbrief getelken word dat dit gedoen is. Lewendende have word nie vir vervoer aangeneem as hierdie voorwaardes nie nagekom is nie.

(c) Die laai en aflaai van lewendende have moet deur en onder alle omstandighede uitsluitend op risiko, onderskeidelik van die afsender of gedresseerde, onderneem word. Die stasiendienare kan egter, as hulle beskikbaar is, en daarom versoek word, sodanige hulp verleen as billikerwyse in hul vermoë is.

(d) Die Administrasie kan—

- (1) weier om siek, wilde, onregeerbare of boosaardige diere te vervoer, maar kan egter sulke diere vir vervoer aanneem, op voorwaarde dat hulle uitsluitend op risiko van die eienaar en teen vooruitbetaling van die vragprys vervoer word;
- (2) weier om lewendende have te vervoer as die diere volgens die mening van 'n dienaar nie vir vervoer geskik is nie;
- (3) weier om lewendende have te vervoer wat onder gewone omstandighede met gewone deursoort tussen twaalfuur op Saterdag en sesuur in die namiddag van die volgende Sondag of op enige publieke vakansiedag by die bestemming sal aankom;
- (4) na gelang van omstandighede van 'n besondere geval omskrywe wat 'n groot of klein dier is, indien nodig, die aantal diere beperk wat in 'n trok of klas trok gelaai mag word;
- (5) vereis dat klein diere wat in hondebokke of op padmotorvoertuie vervoer moet word, stewig met 'n halsband en ketting vasgemaak moet wees;
- (6) ander diere van dieselfde of verskillende afsenders na dieselfde of verskillende gedresseerdes in dieselfde trok laai.

(e) Die Administrasie is nie verantwoordelik vir diere voordat hulle in die trokke gelaai is nie; vir die gevolge as trokke beseer word nie; vir diere wat deur ander diere in waarheen hulle vervoer word of vir diere na aankoms by die stasie dat diere onderweg uit trokke spring nie.

(f) Die Administrasie kan weier om pluimvee vir vervoer per spoor of met padmotorvoertuie aan te neem, tensy hagekom word—

- (1) Die grootte van die hok of krat moet 3 voet 6 duim by 2 voet 9 duim buitewoermetings wees; vir kalkoene en ganse moet die hoogte 30 duim wees en 20 duim vir hoenders, eende en pluimvee van dieselfde grootte. Vir besendings van hoogstens tien hoenders of eende, of vyf kalkoene of ganse, kan hokke of kranne met 'n vloerruimte gelyk aan 'n halve vierkantvoet per voël vir hoenders of eende en gelyk aan een vierkantvoet per voël vir kalkoene of ganse aangeneem word, mits sulke hokke of kranne van die hierin genoemde hoogte is. Die hokke of kranne moet met houtvloere gemaak word.
- (2) Elke hok of krat moet twee waterbakke met skoon water bevat, en sulke bakke moet minstens 5 duim diep wees, van 'n tipe wat nie kan stort nie, en in teenoorgestelde hoeke van die hok of krat vasgemaak word.

Livestock.

77. (a) Every consignor must give at least forty-eight hour's notice (four day's notice if the number of trucks ordered exceeds ten) of his requirements to the station master or other authorised servant at the point from which traffic will be despatched, and the Administration will do its utmost to provide the truckage required, but will not be liable for any detention or loss which may arise nor does it guarantee any particular class of truck. Regulation No. 107 shall also apply to livestock.

(b) Trucks are placed at the disposal of a consignor for the purpose of loading for twelve working hours, after which time the demurrage charges prescribed in the Official Railway Tariff Book must be paid.

(c) Where application for trucks is made for loading livestock from public stock sales or fairs, a deposit, as prescribed in the Official Railway Tariff Book, for each truck must be made by applicant, which will be refunded upon completion of the loading, less any demurrage incurred; but in the event of a consignor failing to utilise the trucks ordered, the deposit will be retained by the Administration.

78. (a) Livestock is charged for at the rates prescribed in the Official Railway Tariff Book and the Administration may either require the freight to be prepaid or at its discretion accept an undertaking in writing from the consignor to pay such freight in the event of the consignee refusing or neglecting to do so.

(b) Live stock must be adequately fed and watered immediately prior to being tendered to the Administration for transport, and a certificate must be signed by the consignor upon the consignment note that this has been done. Livestock will not be accepted for transport where these conditions have not been complied with.

(c) The loading and unloading of livestock must be performed by and under all circumstances entirely at the risk of the consignor or consignee respectively. The station servants, however, when called upon, may, if available therefor, render such assistance as may be reasonably within their power.

(d) The Administration may—

- (1) refuse the transport of sick, wild, unmanageable, or fierce animals; the Administration may, however, accept such animals for transport upon condition that they are carried entirely at owner's risk, on prepayment of freight;
- (2) refuse the transport of livestock when the animals, in the opinion of a servant, are not in a fit condition to travel;
- (3) refuse the transport of any livestock that would under ordinary circumstances with ordinary transit arrive at their destination between noon on Saturday and six o'clock in the afternoon of the following Sunday or upon any public holiday;
- (4) define, as the circumstances of any particular case may require, what is a large or small animal, and restrict, if necessary, the number of animals which may be loaded in any truck or any class of truck;
- (5) require that small animals to be conveyed in dog-boxes or road motor vehicles shall be properly secured by a suitable collar and chain;
- (6) load other animals from the same or different consignors to the same or different consignees in the same truck.

(e) The Administration shall not be liable in respect of animals before they are placed into the trucks; for the consequence resulting from animals falling in trucks; for animals injured by other animals in trucks; or for animals after arrival at the station to which they are transported or for loss caused by livestock jumping out of trucks while in transit.

(f) The Administration may refuse to accept poultry for transport by rail or road motor service unless they are placed in a coop or crate and the following conditions are complied with:—

- (1) The size of the coop or crate shall be 3 feet 6 inches by 2 feet 9 inches external floor dimensions; for turkeys and geese the height shall be 30 inches; and for fowls, ducks and poultry of a like size the height shall be 20 inches. For consignments not exceeding ten fowls or ducks, or five turkeys or geese, coops or crates may be accepted with a floor space equivalent to half a square foot per bird for fowls or ducks and to one square foot per bird for turkeys or geese, provided such coops or crates are of the height described herein. The coops or crates must be constructed with wooden floors.
- (2) Each coop or crate must contain two drinking vessels filled with pure water, such vessels to be not less than 5 inches in depth, of the unspillable type, and fixed at opposite corners of the coop or crate.

- (3) Elke hok of krat moet twee bakke van 'n geskikte grootte, gevul met kos behalwe heel nieles, bevat.
- (4) Daar moet nie te veel voëls in die hokke of kratte geplaan word nie, en in geen geval moet daar meer as twintig hoenders, eende of ander voëls van dieselfde grootte, of tien kalkoene of ganse in een hok of krat wees nie. Die aantal voëls in elke hok of krat moet op die vragbrief vermeld word.
- (5) Verskillende soorte voëls moet nie in dieselfde hok of krat geplaan word nie.
- (6) Tensy die hokke of kratte sterk genoeg is om gewone hantering onderweg te weerstaan, is die Administrasie nie aanspreeklik vir verlies nie.

79. Elke afsender moet 'n vragbrief, behoorlik ooreenkomstig Regulasie No. 102 invul en teken, alvorens lewende hawe vir vervoer aangeneem word, en moet veevervoerpermities en alle ander nodige dokumente in verband met die wette of regulasies (as daar is) in verband met brandsiekte, runderpes en ander dieriesiektes verskaf. Die Administrasie is hoegenaamd nie aanspreeklik vir die gevolge as hierdie regulasie nie nagekom word nie.

80. As die vervoer van lewende hawe voor, tydens of na deursoer, en terwyl dit nog in besit van die Administrasie is, op een of ander plek gestop word op las van 'n bevoegde hof, of 'n staatsampenaar of ander bevoegde gesag in die uitoefening van magte by wet verleen, is die bepaling van regulasie No. 125 (a) ten opsigte van sodanige lewende hawe en die spoorweg wat daarop betaal is of betaalbaar word, van toepassing.

(Soos gewysig: Goewermentskennisgewing 1160; *Staatskoerant* 4611; 18.5.51.)

81. Afsenders van lewende hawe moet sodanige kennis aangaande afsending aan geadresseerdes gee wat ophouding in aflewering by die ontvangstasies sal belet.

82. Onderworpe aan die bepaling van Regulasie No. 124, en alle ander regulasies wat van toepassing is, kan 'n afsender versoek dat sy lewende hawe teruggestuur of aan 'n ander behalwe die oorspronklike geadresseerde afgelewer word.

83. (a) Die afsender of geadresseerde na die geval mag wees, is verantwoordelik en moet betaal vir skade aangerig deur diere aan trokke, omheinings of ander spoorwege-eiendom tydens die laai en aflaai en gedurende die vervoer daarvan, tensy hy kan bewys dat die skade toe te skrywe is aan die slegte toestand of ontoereikendheid van die materiaal van sulke trok, omheining of spoorwege-eiendom.

(b) Die karkas van 'n dier wat tydens vervoer of voor aflewering gevrek het, moet deur die afsender of geadresseerde, na die geval mag wees, aangeneem word as dit deur die Administrasie aangebeid word, en sulke karkas moet onvervuld van spoorweggrond verwyder word, by gebreke waarvan die Administrasie stappe sal doen om dit op koste van die afsender of geadresseerde, na die geval mag wees, te laat verwyder. As 'n dier onderweg gevrek het en uit die trok verwyder is, moet die afsender of geadresseerde, na die geval mag wees, die koste van sulke verwydering en begraving ooreenkomstig Regulasie No. 84 betaal.

(c) Lewende hawe wat per spoor-ontvang word op stasies, behalwe Johannesburg, Pretoria-Wes, Maitland en enige ander stasie wat van tyd tot tyd in die Offisiële Spoorwegtariefboek bekendgemaak mag word, moet binne drie werke na hul aankoms verwyder word, en lewende hawe wat per spoor ontvang word op Johannesburg, Pretoria-Wes, Maitland of ander stasies spesiaal in die Offisiële Spoorwegtariefboek bekendgemaak moet binne een werke na hul aankoms verwyder word, anders word sulke lewende hawe afgelaai en uitsluitend op risiko en rekening van die eienaar in 'n kraal of ander beskikbare plek gehou.

Lewende hawe wat ontvang word op plekke aan die Administrasie se padmotorroetes moet onmiddellik na aankoms by die bestemming in ontvangs geneem word.

(d) Behoudens die bepaling van die volgende paragraaf hiervan, moet die afsender of geadresseerde koste ooreenkomstig die Offisiële Spoorwegtariefboek betaal vir elke twaalf werke of gedeelte daarvan wat beste, met inbegrip van perde, muile, donkies en kleinvee, insluitende skape, bokke en varke in bewaring van die Administrasie bly, bowe en behalwe enige koste wat vir voer, water, veeartsenykundige behandeling en dergelike gemaak is. As dit nodig beskou word, kan die lewende hawe, indien uitvoerbaar, na goeddunke van die Administrasie gestuur word om te wei uitsluitend op risiko en rekening van die afsender of geadresseerde, wat verplig is om oppas-, wei- en ander koste te betaal. Bowe en behalwe die voorafgaande moet die afsender of geadresseerde, na die geval mag wees, sulke verder koste, indien enige, as 'n munisipaliteit (op wie se grond die diere wei of gehou word) hef of eis, aan die Administrasie betaal.

(e) Waar spesiale voorsiening gemaak word vir die oppas van kosbare diere, kan die Administrasie sodanige bedrag bereken as hy onder die omstandighede billik beskou.

- (3) Each coop or crate shall contain two receptacles of a suitable size filled with food other than whole maize.
- (4) The birds must not be overcrowded in the coops or crates and in no case must there be more than twenty or fowls, ducks, or other birds of a like size, or ten turkeys or geese, in one coop or crate. The number of birds in each coop or crate must be specified on the consignment note.
- (5) Different species of birds must not be placed in the same coop or crate.
- (6) Unless the coops or crates are strong enough to bear ordinary transit handling, the Administration will not be liable for loss.

79. Every consignor must fill in and sign a consignment note duly completed in terms of Regulation No. 102 before livestock will be accepted for transport and must provide stock removal permits and all other necessary documents in connection with the statutes or regulations (if any) concerning scab, rinderpest, and other diseases of animals; the Administration will not in any way be liable for the consequences resulting from noncompliance with this regulation.

80. Should the transport of any livestock be stopped at any point either before, during or after transit, and while still in the possession of the Administration, by order of any competent court or of any Government official or other competent authority in the exercise of powers conferred by any law, the provisions of Regulation No. 125 (a) shall apply in respect of such stock and the freight paid or becoming due thereon.

(As amended: GN 1160; GG4611, 18.5.51.)

81. Consignors of livestock must give such notice to consignees regarding dispatch as will prevent delay in delivery at the receiving stations.

82. Subject to the provisions of Regulation No. 124 and any other regulations applicable, a consignor may ask for the return of his livestock or for its delivery to other than the original consignee.

83. (a) The consignor or consignee, as the case may be, shall be responsible and shall pay for damage done by animals to trucks, enclosures, or other railway property at the time of loading, unloading, and during their transport, unless he can prove that the damage is to be ascribed to the bad condition or insufficiency of the material of such truck, enclosure, or railway property.

(b) The carcass of an animal which has died during transport or before delivery must be accepted by the consignor, or consignee as the case may be, if tendered by the Administration, and such carcass must be removed forthwith from railway property, failing which the Administration will take steps to have it removed at the cost of the consignor or consignee, as the case may be. If any animal has died whilst in transit and has been removed from the truck the consignor or consignee, as the case may be, shall pay the cost of such removal and burial as provided in Regulation No. 84.

(c) Livestock received by rail at stations other than Johannesburg, Pretoria West, Maitland, and any other station which may from time to time be notified in the Official Railway Tariff Book must be removed within three working hours after their arrival, and livestock received by rail at Johannesburg, Pretoria West, Maitland, or other stations specially notified in the Official Railway Tariff Book as aforesaid must be removed within one working hour after their arrival, otherwise such livestock will be unloaded and warehoused in a kraal or other available place at the sole risk and expense of the owner. Livestock received at points on the Administration's road motor services must be taken delivery of immediately upon arrival at destination.

(d) Except as in the next paragraph hereof mentioned the consignor or consignee shall pay a charge as prescribed in the Official Railway Tariff Book for every twelve working hours or portion thereof that cattle, including horses, mules, donkeys and small stock, including sheep, goats and pigs, remain in the custody of the Administration, in addition to any charge which may have been incurred for food, water, veterinary surgeon's charges and the like. Should it be considered necessary the livestock may, if practicable, at the option of the Administration, be sent to graze at the sole risk and expense of the consignor or consignee, who will be required to pay the cost of herding, grazing and other expenses. In addition to the foregoing the consignor or consignee, as the case may be, shall pay to the Administration such further charge, if any, as any Municipality (within which the animals may be warehoused or grazed) may levy or claim.

(e) Where special provision is made for the care of valuable animals, the Administration may charge such amount as it may consider reasonable in the circumstances.

(f) Die vrugprys vir 'n dier wat weens siekte, te veel dier in een trok of besering deur ander diere in 'n trok of andersins uit 'n trok gehaal en daarna in 'n ander trok na die bestemming gestuur word, is nie minder as vir die minimum-aantal van dieselfde soort diere wat in 'n trok gelaai word op alle ander nodige onkoste wat in verband met sulke siekte of besering gemaak word nie.

84. Die koste van verwydering en begraving van diere wat tydens deur voer in trokke of krale vrek, waar dit onmoontlik of onuitvoerbaar is om die karkasse van sulke diere aan die afsetder of geadresseerde ooreenkomstig Regulasie no. 83 aan te bied, moet deur die afsetder of geadresseerde, na die geval mag wees, teen die in die Offisiële Spoorwegaartiefboek bepaalde koste betaal word.

Hierdie regulasies onthef geadresseerdes nie van die verantwoordelijkheid om dooie diere wat na aankoms by die bestemming in trokke gevind word ooreenkomstig die bepalinge van Regulasie no. 83 in ontvangs te neem nie.

85. Lewende hawe, uitgesonderd honde en klein diere, soos omskryf in Regulasie no. 88, word slegs met goedere of gemengde treine vervoer, tensy daar onder spesiale omstandighede ander reëlings met die Administrasie getref en koste betaal word teen die vrugprys wat vir die diens in die Offisiële Spoorwegaartiefboek vasgestel word.

86. (a) Waar die Administrasie dit nodig ag, en waar dit uitvoerbaar is, voorsien hy lewende hawe van voer en water terwyl dit onder sy toesig is, en vir rekening van die geadresseerdes of afsetders, na die geval mag wees. Vir hierdie doel kan lewende hawe afgelaai word. In geen geval word koste vir water vir sulke lewende hawe bereken nie.

(b) As lewende hawe, wat van water of voer voorsien word, langer as vier-en-twintig uur by die water- of voerplek opgehou word, as gevolg van 'n handeling of versuim van die afsetder, word die reis as 'n nuwe reis beskou van die plek af waar die lewende hawe opgehou is, en is die gewone koste daarvoor betaalbaar bowe en behalwe die koste waarvoor in die kontrak voorsiening gemaak is.

(c) In beide die in paragrawe (a) en (b) genoemde gevalle, kan die Administrasie addisionele koste ooreenkomstig die Offisiële Spoorwegaartiefboek vir die herlaai van trokke, afgesien van afstand, bereken.

(d) Die Administrasie kan 'n verder addisionele bedrag bereken waar ekstra vervoer van trokke nodig is omdat lewende hawe by tussenplekke tussen die oorspronklike afsendings- en bestemmingsstasies vir kwarantyn of om 'n ander rede afgelaai word. Daar moet spesiale reëlings met die Administrasie getref word wanneer besendings lewende hawe op hierdie manier behandel word.

87. Wilde, woeste of kwaadaardige diere word met goederetreine teen die spesiale tariewe, uiteengesit in die Offisiële Spoorwegaartiefboek, vir die werklike gewig, met inbegrip van hokke of kiste, vervoer. Hierdie diere word slegs op risiko van die eienaar vervoer, en in stewige en geskikte kiste of hokke wat deur die afsetder verskaf moet word, tensy anders onder spesiale kontrak ooreengekom. Die Administrasie is hoogenamend nie vir skade of onkoste, veroorsaak deur of as gevolg van die ontsnapping van wilde of kwaadaardige diere uit hul hokke verantwoordelik nie, maar sulke skade of onkoste moet deur die afsetder of geadresseerde betaal word.

88. (a) Klein diere behalwe honde, soos ape, katte, pluimvee, konyne, voëls en dergelike, sowel as kalwers onder drie maande oud, varke, skape en bokke, wanneer hulle nie los in trokwaagte vervoer word nie, word slegs in kiste, kratte, hokke of sluitmandjies wat geskik en groot genoeg is, vir vervoer aangeneem, of op sodanige ander manier as die Administrasie mag goedkeur, teen die tariewe en onder die voorwaardes bepaal in die Offisiële Spoorwegaartiefboek.

(b) Geen persoon mag 'n hond of enige ander soort dier in 'n spoorwegpassasierswa neem nie.

89. (a) Honde word nie vir vervoer aangeneem nie, tensy behoorlik vasgemaak met 'n geskikte halsband en ketting, of in geskikte kiste of sluitmandjies. 'n Kaartjie met die naam en adres van die geadresseerde in duidelike skrif of in drukletters moet ook aan hulle vasgemaak word. Sulke honde word slegs met passasierstreine vervoer as daar voldoende ruimte en geleentheid in die kondukteurswa vir hulle is.

(b) Passasiers moet onmiddellik na aankoms van die trein hante in ontvangs neem, by gebreke waarvan die hond of hante onverwyl ooreenkomstig subartikel vier-en-twintig van die Wet in bewaring gelaai sal word.

90. Die afsetder of geadresseerde, na die geval mag bepaal, moet die in die Offisiële Spoorwegaartiefboek bepaalde koste betaal vir die skoonmaak van trokke wat vir die vervoer van lewende hawe per spoor gebruik word.

(f) The freight for any animal that thought sickness, overcrowding or through injury received from other animals in a truck or otherwise is taken out of a truck and subsequently transported to destination in another truck will be not less than for the minimum number of the same species of animal loaded in a short truck and any other necessary expenses incurred in connection with such sickness or injury.

84. The cost of removing and burying animals dying in trucks or kraals during transit, where it is found impossible or impracticable to tender the carcasses of such dead animals to the consignor or consignee as provided in Regulation No. 83, must be paid by the consignor or the consignee as the case may be at the scales prescribed in the Official Railway Tariff Book.

This regulation does not relieve consignees of the responsibility for taking delivery of dead animals found in trucks on arrival at destinations as provided for in Regulation No. 83.

85. Livestock other than dogs and small animals described in Regulation No. 88 will only be transported by goods or mixed train, unless in special circumstances arrangements to the contrary are made with the Administration and charges paid at the rate prescribed for the service in the Official Railway Tariff Book.

86. (a) The Administration will, whenever it considers it necessary, provide livestock whilst in its charge with food or water, or both, when practicable, at the expense of consignees or consignors, as the case may be; for such purpose the livestock may be unloaded. In no case will any charge be made for the water supplied to such livestock.

(b) Should any livestock, whilst being watered or fed, be detained at the watering or feeding place for more than twenty-four hours in consequence of any action or default on the part of the consignor, the journey will be regarded as a new journey from the point where the livestock was so detained, and the usual charges will be payable thereon in addition to those provided for in the contract.

(c) In either of the cases referred to in paragraphs (a) and (b) the Administration may make an additional charge as prescribed in the Official Railway Tariff Book for reloading trucks irrespective of distance.

(d) The Administration may levy a further additional charge where extra haulage of trucks is incurred owing to livestock being unloaded at intermediate points between the original forwarding and destination stations for quarantine or any other reason. Special arrangements must be made with the Administration when consignments of livestock are to be so dealt with.

87. Wild, fierce, or vicious animals are transported by goods train at the special rates set out in the Official Railway Tariff Book on actual weight, including cages or cases. These are only conveyed at owner's risk, and in solid and suitable cases or cages to be furnished by consignor, unless otherwise agreed by special contract. The Administration will not in any way be liable for damage or expense caused by or arising from the escape of any wild or vicious animal from their cages, but such damage or expense shall be paid for by the consignor or consignee.

88. (a) Small animals other than dogs, such as monkeys, cats, poultry, rabbits, birds, and the like also calves under three months old pigs, sheep, and goats, when not transported loose in truck loads, will only be accepted for transport in cases, crates, cages, or hampers, which are considered suitable and of sufficient size, or in such other manner as may be approved by the Administration at the rates and under the conditions prescribed in the Official Railway Tariff Book.

(b) No person may take any dog or other animal of any kind into a railway carriage.

89. (a) Dogs shall not be accepted for transport unless properly secured by a suitable collar and chain, or in suitable cases or hampers. They must also bear a label giving consignee's name and address in legible writing or in print. Such dogs shall be transported by passenger train only when sufficient space and facilities are available in the guard's van for their accommodation.

(b) Passengers must take delivery of dogs immediately after the arrival of the train; failing which the dog or dogs will be forthwith warehoused in terms of sub-section (1) of section twenty-four of the Act.

90. The consignor or consignee, as the case may be, must pay the charge as prescribed in the Official Railway Tariff Book for the cleansing of trucks used to transport livestock by rail.

Padvoertuie.

91. Die uitdrukking „padvoertuig” beteken enige padvoertuig sonder eie bewegekrag, met of op sy eie wiele gelaai. „Toebehore” beteken die toebehore wat in die Offisiële Spoorwegtariefboek vasgestel word.

92. Vir die vervoer van padvoertuie moet die afsender 'n vragbrief, behoorlik ooreenkomstig Regulasie no. 102 invul, teken.

93. (a) Padvoertuie moet minstens twee uur voor die vertrek van die trein gelaai, en binne twaalf werke na aankoms van die trein afgelaai en verwyder wees.

(b) As die aflaai en verwydering nie binne die bepaalde tyd voltooi is nie, kan die Administrasie die padvoertuie en toebehore op rekening en risiko van die afsender of geadresseerde aflaai en in 'n pakhuis opslaan, en laasgenoemde sal vir sulke dienste teen die in die Offisiële Spoorwegtariefboek bepaalde tariewe moet betaal.

(c) Die dienste ten opsigte van laai en aflaai moet deur en op risiko van die afsender of geadresseerde, na die geval mag wees, onderneem word.

(d) As die hulp van die Administrasie se dienaar vir laai en aflaai nodig is, kan sulke hulp, indien beskikbaar, sonder koste op risiko van die afsender of geadresseerde, na die geval mag wees, verleen word.

(e) Die afsender moet sorg dat die padvoertuie stewig tot bevrediging van die Administrasie met toue of ander materiaal, wat deur die afsender verskaf moet word in die trokke vasgemaak word.

(f) As enige rollende materiaal of ander spoorwegeiendom van die Administrasie tydens die laai of aflaai van 'n padvoertuig beskadig word, moet die afsender of geadresseerde, na die geval mag wees, die herstellkoste betaal, en die bedrag aldus betaalbaar word deur die stasie-meester of ander bevoegde dienaar vasgestel.

94. Die bepaling van Regulasie no. 77 (a) en (b) is van toepassing op die vervoer van padvoertuie.

95. (a) Padvoertuie word met goederetreine vervoer, tensy daar onder spesiale omstandighede ander reëlings met die Administrasie getref word.

(b) Padvoertuie word teen spesiale tariewe oor die padmotorroetes vervoer, slegs nadat reëlings vooraf met die Administrasie getref is. Die vragpryse moet vooruitbetaal word.

96. Padvoertuie kan gebruik word vir die laai van goedere, maar die Administrasie is nie aanspreeklik vir verlies van of skade aan sulke goedere wat in padvoertuie gelaai word nie. Die totale gewig van die padvoertuie en goedere wat daarin geplaas word, mag nie meer as die draagvermoë van die trok wat gebruik word wees nie. Die vragprys ten opsigte van die padvoertuie word bereken teen die tarief wat bereken word vir padvoertuie, en ten opsigte van die goedere daarin verval, teen die gewone tarief vir sulke goedere wat vooruitbetaal moet word.

Ljke.

97. (a) Mits lyke in geskikte doodkiste geplaas en die vereiste formaliteite nagekom word, word hulle onder spesiale reëling met die Administrasie en teen vooruitbetaling van die vragprys teen die in die Offisiële Spoorwegtariefboek bepaalde tariewe vervoer.

(b) As sulke spesiale reëling getref is, moet die lyk minstens dertig minute voor die aangekondigde tyd van vertrek van die trein waarmee die vervoer moet word, na die stasie gebring word.

(c) Vir die vervoer van lyke moet afsenders 'n vragbrief behoorlik ooreenkomstig Regulasie no. 102 invul en teken.

(d) Afsenders moet sodanige kennis aan geadresseerdes aangaande afsending gee wat ooponthou in die verwydering van lyke by die ontvangstasie sal betel. Lyke moet na aankoms van die trein deur die geadresseerde verwyder word, anders word dit aan die polisie oorhandig, en die reg om dit op hierdie manier te oorhandig, is 'n spesiale voorwaarde van hul aanname deur die Administrasie vir vervoer.

Leë Houers.

98. (a) Die vragprys vir leë kiste, sakke, vate, sluitmandjies, mandjies, kratte, omhulsels en bottels, in hierdie regulasies „leë goedere” genoem, wat gebruik is vir die vervoer van goedere oor die spoorwêre, word teen die in die Offisiële Spoorwegtariefboek bepaalde tariewe bereken, as dit deur die geadresseerde op die oorspronklike ontvangstasie aan die afsender of die oorspronklike afsendingsstasie teruggevoer word.

(b) Die Administrasie kan vereis dat die vragprys vooruitbetaal word, of na goeddunke 'n skriftelike onderneming van die afsender aanvaar om sodanige vragprys te betaal as die geadresseerde weer of in gebreke bly om dit te doen.

Road Vehicles.

91. The term “road vehicle” shall mean any road vehicle, not self-propelled, loaded with or on its own wheels. “Accessories” are those prescribed in the Official Railway Tariff Book.

92. For the transport of road vehicles the consignor must fill in and sign a consignment note duly completed in terms of Regulation No. 102.

93. (a) The loading of road vehicles must be completed at least two hours before the departure of the train, and the unloading and removal of road vehicles within twelve working hours after arrival of the train.

(b) If unloading and removal have not been performed in the time specified, the Administration may unload and warehouse the road vehicles and accessories for account and at the risk and expense of the consignor or consignee, who will be charged for such services at the rates prescribed in the Official Railway Tariff Book.

(c) Loading and unloading services must be performed by and at the risk of the consignor or consignee, as the case may be.

(d) If in loading or unloading the assistance of the Administration's servants is required, such assistance may, if available, therefore, be rendered without charge at the risk of consignor or consignee, as the case may be.

(e) The consignor must see that the road vehicles are securely fastened upon the trucks by means of rope or otherwise, to be provided by the consignor, to the satisfaction of the Administration.

(f) Should any rolling stock or other railway property of the Administration be damaged during the loading or unloading of any road vehicle, the consignor or consignee, as the case may be, must pay the cost of repairs; the amount so payable shall be assessed by the station master or other authorised servant.

94. The provisions of Regulation No. 77 (a) and (b) shall apply to the transport of road vehicles.

95. (a) Road vehicles will be transported by goods train unless, under special circumstances, other arrangements are made with the Administration.

(b) Road vehicles will be conveyed on the road motor services only after prior arrangements have been made with the Administration at special rates. Freight must be prepaid.

96. Road vehicles may be utilised for the loading of goods, but the Administration will not be liable for the loss of or damage to any such goods loaded in road vehicles. The total weight of the road vehicle and goods placed upon it may not exceed the carrying capacity of the truck used. Freight will be calculated in respect of the road vehicle at the tariff chargeable for road vehicles and in respect of the goods contained therein at the ordinary tariff for such goods, which must be prepaid.

Corpses.

97. (a) Corpses, provided they are placed in suitable coffins, and provided the necessary formalities which may be required have been observed, will be transported by special arrangement with the Administration and on prepayment of freight at the rates specified in the Official Railway Tariff Book.

(b) If a special arrangement has been so made the corpse must be brought to the station at least thirty minutes before the advertised time of departure of the train by which it is intended it should be transported.

(c) For the transport of corpses, consignors must fill in and sign a consignment note duly completed in terms of Regulation No. 102.

(d) Consignors must give such notice to consignees regarding the dispatch as will prevent delay in removal of corpses at the receiving station. Corpses must be removed by the consignee on arrival of the train, otherwise they will be handed to the police authorities, and the right so to hand them over is a special condition of their acceptance by the Administration for transport.

Empties.

98. (a) Freight on empty cases, bags, barrels, hampers, baskets, crates, wrappers and bottles, in these regulations referred to as “empties”, which have been used for the transport of goods on the railways on the forward journey shall when returned empty by the consignee at the original receiving station to the consignor at the original forwarding station, be charged at the rates prescribed in the Official Railway Tariff Book.

(b) The Administration may either require the freight to be prepaid or at its discretion accept an undertaking in writing from the consignor to pay such freight in the event of the consignee refusing or neglecting to do so.

(c) Teruggestuurde leë houers word op risiko van die eienaar oor die Administrasie se padmotorroetes vervoer.

99. Leë goedere wat kosteloos of teen verminderde tariewe kragtens hierdie regulasie of die Offisiële Spoorweg-tariefboek per spoor vervoer word, word slegs kosteloos of teen sulke verminderde tariewe vervoer, op voorwaarde dat hulle uitsluitend op risiko van die eienaar vervoer word. As die afsender van die Administrasie verpak moet word, onder bevestiging van die Administrasie verpak moet word, onder bevestiging van die Administrasie van sulke verlanse in kennis vir vervoer, die Administrasie van sulke verlanse in kennis vir stel en die vragprys vir die terugreis teen die tarief vir alternatiewe risiko kragtens Regulasie no. 104 in die Offisiële Spoorwegtariefboek betaal.

100. (a) Leë houers wat kosteloos of teen verminderde tariewe op risiko van die eienaar vervoer word, moet binne die vry opslagtydperk, omskrywe in Regulasies nos. 60 en 135, van die Administrasie se grond verwyder word, by gebreke waarvan hulle of in 'n pakhuus opgeslaan en pakhuiskoste teen die in die Offisiële Spoorwegtariefboek vasgestelde tariewe bereken sal word, of na goëddunke van die Administrasie onderhands verkoop of vernietig mag word.

(b) As 'n afsender of eienaar van leë goedere gebruik maak van vrye vervoer of vervoer teen verminderde tariewe op eienaarisiko, stem hy daardeur in met die voorwaardes van paragraaf (a) hiervan.

Goedere.

101. Behalwe soos in Regulasie no. 108 bepaal, is die Administrasie nie aanspreeklik vir verlies van skade aan goedere, pakette of dinge wat oor sy spoorweë vervoer of op sy grond gelaat word nie, tensy dit behoorlik deur die Administrasie aangeneem is deur middel van 'n vragbrief, behoorlik ooreenkomstig Regulasie no. 102 by die afsendingstasie ingevul, 'n kwitansie vir ingeskrewe bagasie, bewaar-kamer-kaartjie of ander soortgelyke ingevulde kontrak waarin die ooreenkoms tussen die afsender, bewaargewer of eienaar en die Administrasie in verband met sulke goedere, pakette of dinge omskryf word, en dan alleen onderworpe aan die bepaling van die Wet en van hierdie regulasies.

102 (a) Alle goedere wat vir vervoer aangebied word, moet van 'n vragbrief in 'n deur die Administrasie goedgekeurde vorm versesel gaan. Sodanige vragbrief moet duidelik deur die afsender ingevul, en deur of ten behoewe van hom deur sy behoorlik gemagtigde verteenwoordiger geteken word.

(b) Die vragbrief moet duidelik die plek, die datum, 'n gespesifiseerde lys van die goedere, hul merke, nommers, manier van verpakking, inhoud, bruto-gewig van elke soort goedere, naam en adres van die afsender en gedreeseerde en bestemming per spoor of padmotor aantoon; en moet ook aantoon of die vragprys vooruitbetaal is of betaal moet word, met 'n verwysing na alle doean- of ander dokumente wat die besending moet versesel.

(c) Vragbriewe vir timmerhout, waarvoor die vragprys teen berekende gewigte gehel moet word, moet die beskrywing van die hout en sy afmetings sowel as die gewig daarvan, bereken ooreenkomstig die Offisiële Spoorwegtariefboek, aantoon.

(d) Goedere wat teen dieselfde tarief en gelyktydig aangebied word, moet sover moontlik op die vragbrief saam-gegroep word.

(e) Uitvegings en veranderings op 'n vragbrief moet deur die afsender of namens hom deur sy behoorlik gemagtigde verteenwoordiger geparafeer word.

(f) Elke vawrag goedere wat vir vervoer aangebied word, moet van 'n afsonderlike vragbrief versesel gaan. As 'n besending nie in een vrag of gelyktydig na 'n stasie gestel, gemerk word nie, moet die vragbrief wat elke vawrag vermeer, en hier moet die gedeelte van besending, daar volg nog met uitsondering van dié wat die laaste vrag versesel wat gemerk moet word "balans". Elke vragbrief moet afsonderlik alle nodige sertifikate, soos "Suid-Afrikaanse produkte" en dergelyke.

(g) Die gesamentlike afsending van goedere van verskeie persone wat deur bemiddeling van een afsender optree of aan een persoon deur middel van die agentskap van word nie toegelaat nie. 'n Persoon wat hierdie regulasie oortree, is by veroordeling strafbaar met 'n boete van hoogstens £10 of, by wanbetaling aan tronkstraf vir 'n tydperk van hoogstens een maand, of beide sodanige boete en tronkstraf.

103. (a) Vragpryse moet in alle gevalle vooruitbetaal word vir goedere wat deur die Administrasie van minder waarde as die bedrag van die vragprys geskat word.

(c) Returned empties will be conveyed on the Administration's road motor services at owner's risk.

99. Empties which are transported free or at reduced rates by rail under these regulations or the Official Railway Tariff Book are only transported free or at such reduced rates on condition that they are transported entirely at owner's risk. Should the consignor or owner desire the empties, which must be packed to the satisfaction of the Administration, to be conveyed under the conditions applicable to parcels or goods traffic, he must give notice of such desire to the Administration at the time of tendering the empties for conveyance, and must pay the return journey freight at the alternative risk rate in terms of Regulation No. 104 and the Official Railway Tariff Book.

100. (a) Empties transported free or at reduced rates at owner's risk must be removed from the Administration's premises within the free storage periods defined in Regulations Nos. 60 and 135, failing which the empties will be either warehoused, and warehouse charges levied at the rates prescribed in the Official Railway Tariff Book, or they may be sold privately or destroyed at the Administration's option.

(b) Should a consignor or owner of empties avail himself of free conveyance or conveyance at reduced rates at owner's risk, he thereby assents to the conditions of paragraph (a) hereof.

Goods.

101. The Administration will not, except under Regulation No. 108, be liable for loss of or injury to any goods, parcels, or things transported upon its railways or left upon its premises, unless the same shall have been duly accepted by the Administration by means of a consignment note duly completed in terms of Regulation No. 102 at the forwarding station, a receipt for registered luggage, cloakroom ticket, or other similar completed contract describing the agreement between the consignor, depositor, or owner and the Administration in connection with such goods, parcels, or things, and then only subject to the provisions of the Act and these regulations.

102 (a) All goods tendered for transport must be accompanied by a consignment note in a form approved of by the Administration. Such consignment note must be legibly filled in by the consignor and signed by him or on his behalf by his duly authorised representative.

(b) The consignment note must clearly show the place, the date, a specified list of the goods, their marks, numbers, manner of packing, contents, gross weight of each description of goods, name and address of consignor and consignee, and rail or road motor destination; it must also indicate whether freight is prepaid or to pay, and give reference to any customs or other documents which may be required to accompany the consignment.

(c) Consignment notes for timber chargeable at computed weights must specify the description of the timber and its dimensions, and show the weight thereof calculated as prescribed in the Official Railway Tariff Book.

(d) Goods tendered for transport at the same rate and at the same time must as far as possible be grouped together on the consignment note.

(e) Erasures and alterations in a consignment note must be initiated by the consignor or on his behalf by his duly authorised representative.

(f) Every wagon load of goods tendered for transport must be accompanied by a separate consignment note. When a consignment is not brought to a station in one load or at one time, the consignment note accompanying each wagon load must be marked "More to follow, and part lot of", here specifying the total consignment, with the exception of that accompanying the last load, which should be marked "Balance". Each consignment note must be complete in itself, and bear or be supported by all necessary certificates, such as "South African Produce" and the like.

(g) The combined consigning of goods from several persons acting through one consignor or to one or more persons through the agency of one consignee for the purpose of securing lower freight shall not be permitted; any person committing a breach of this regulation for the purpose of defrauding the Administration of any freight shall be liable on conviction to a fine not exceeding £10, or in default of payment to imprisonment for a period not exceeding one month, or to both such fine and imprisonment.

103 (a) Freight must in all cases be prepaid upon goods estimated by the Administration to be of less value than the amount of freight.

(b) Die Administrasie kan eis dat die vragprys vir bederfbare goedere vooruitbetaal word, of na goeddunke 'n onderneming in geskifte van die afsenders aanvaar om sodanige vragprys te betaal as die geadresseerde weier of in gebreke bly om dit te doen.

104. Goedere wat in die Offisiële Spoorwegtariefboek geklassifiseer word as „E.R.” of „eienaarsrisiko” word op eienaarsrisiko per spoor vervoer. As 'n afsender verlang dat sulke goedere op risiko van die Administrasie vervoer moet word, moet hy, tydens afsending van sulke goedere, skriftelike opdrag op die vragbrief gee dat hy verlang dat die goedere op risiko van die Administrasie vervoer moet word en die tariewe vir alternatiewe risiko bepaal in die Offisiële Spoorwegtariefboek betaal. Die bepaling van hierdie regulasie is onderworpe aan die voorwaardes van Regulasie no. 110.

105. (a) Waar dit redelikerwyse gerieflik is op stasies waar weegleenthede bestaan, weeg die Administrasie goedere op spesiale versoek van enige persoon wat daarvoor toetsing het teen die in die Offisiële Spoorwegtariefboek bepaalde tariewe.

(b) Die Administrasie aanvaar geen verantwoordelikhed tussen koper en verkoper of afsender en geadresseerde aangaande die juistheid van die gewigte wat sodanig vasgestel word nie.

(c) In gevalle waar die afsender of geadresseerde skriftelik versoek dat trokke geweeg moet word en daar geen weegbrug op die afsendings- of ontvangstasie of op die registreerbare roete tussen die afsendings- en ontvangsplekke is nie, word daar bove en behalwe die bogenoemde weegkoste vragprys vir die totale afstand oor die weegstasie van die afsendingsstasie na die bestemming gehef soos in die Offisiële Spoorwegtariefboek bepaal.

106. Die vragprys vir goedere word bereken volgens die werklike bruto-gewig van die goedere, tensy anders in die regulasies of in die Offisiële Spoorwegtariefboek bepaal.

107. Besendings wat vir afsending met 'n besondere goederetrein bestem is moet binne 'n redelike tyd voor die vasgestelde vertrektyd van daardie trein, of binne 'n redelike tyd voor die gewone sluitingsuur van die stasie vir die publiek, na die geval mag wees, vir aanname aangebied word, maar die Administrasie is nie gebonde om die hele of 'n deel van die besending met 'n besondere trein te vervoer nie, niesteunende enige endorsement wat op daardie vragbrief verskyn nie. Die Administrasie waarborg nie dat die hele of 'n deel van 'n besending afgestuur of met 'n besondere trein of op 'n bepaalde tyd by die bestemming sal aankom nie, en is ook nie aanspreeklik vir enige verlies wat daardeur veroorsaak word nie. Die Administrasie kan ander goedere van dieselfde of verskillende afsenders aan dieselfde of verskillende geadresseerde in dieselfde trokke laai. As 'n afsender spesiale trokke nodig het, moet hy minstens agt-en-veertig werke kennis van sy benodigdhede op die naaste stasie aan die Administrasie gee.

108. In die geval van goedere en pakkette wat aan bestelwagdrywers in diens van die Administrasie of sy bestel-dienstkontrakteur vir vervoer per spoor oorhandig word, kan die Administrasie—

(a) kwitanties vir die goedere en pakkette op die spoorwegstasie, slegs nadat die besending aan die Administrasie oorhandig is;

(b) weier om besendings wat in 'n gebrekkige toestand ontvang word te vervoer, tensy die afsenders 'n geleentheid gehad het om dit op die Administrasie se grond te ondersoek en opdrag vir die beskikking daarvoor gegee het.

Sulke goedere word nie vir vervoer aangeneem nie tensy dit vergesel gaan van 'n vragbrief, behoorlik ingevul ooreenkomstig Regulasie no. 102.

109. Die Administrasie kan weier om goedere, wat nie soos hieronder voorgeskryf gemerk of geadresseer is nie, vir vervoer aan te neem:—

(a) Op goedere wat nie na sylyne of stopplekke gestuur word nie, moet die volledige naam van die afsender, die naam van die afsendingsstasie volledig of in die voorgeskrewe kode, en die volledige naam en adres van die geadresseerde voorkom en die naam van die ontvangstasie moet volledig of deur middel van die voorgeskrewe kode aangedien word.

(b) Op goedere wat na sylyne of stopplekke gestuur word, moet die volledige naam van die afsender, die naam van die afsendingsstasie volledig of in die voorgeskrewe kode, en die volledige naam en adres van die geadresseerde en die volledige naam van bestemming voorkom.

(Sons gewysig; Goewermentskennisgewing 831; Staatskoerant 4363; 21.4.50.)

(b) The Administration may either require the freight upon perishable goods to be prepaid or at its discretion accept an undertaking in writing from the consignor to pay such freight in the event of the consignee refusing or neglecting to do so.

104. Goods classified in the Official Railway Tariff Book as „O.R.” or „owner's risk” will be transported by rail at owner's risk. Should a consignor desire that any such goods shall be transported at the risk of the Administration he must, at the time of consigning such traffic, give instructions in writing on the consignment note that he requires the goods transported at the Administration's risk and pay the alternative risk at rates specified in the Official Railway Tariff Book. The provisions of this regulation are subject to the terms of Regulation No. 110.

105. (a) The Administration will, when reasonably convenient at stations where weighing facilities exist, weigh goods at the special request of any person in charge thereof at rates set out in the Official Railway Tariff Book.

(b) The Administration does not accept any responsibility as between buyer and seller or consignor and consignee as to the accuracy of the weights so arrived at.

(c) In cases where consignor or consignee requests in writing that trucks be weighed and there is no weigh-bridge either at forwarding or receiving station, or on the direct route between forwarding and receiving points, in addition to the weighing charges specified above, freight will be levied on the total distance, via the weighing station, from the forwarding station to destination, as prescribed in the Official Railway Tariff Book.

106. Freight on goods shall be charged on the actual gross weight of the goods, unless otherwise prescribed in the regulations or the Official Railway Tariff Book.

107. Consignments intended for despatch by any particular goods train must be tendered for acceptance within a reasonable time before the time fixed for the departure of that train, or within a reasonable time before the usual hour of closing the station to the public, as the case may be, but the Administration will not be bound to transport the whole or any part of a consignment by any particular train, notwithstanding any endorsement which may appear on the consignment note. The Administration does not undertake that the whole or any portion of a consignment will be despatched or will arrive at its destination by any particular train or at any particular time, nor will it be liable for any loss occasioned thereby. The Administration may load other goods from the same or different consignors to the same or different consignees in the same trucks. When special trucks are required by a consignor he must give the Administration at the nearest station at least forty-eight working hours' notice of his requirements.

108. In the case of goods and parcels handed to wagon drivers in the employ of the Administration or its cartage contractors for transport by rail, the Administration may—

(a) grant receipts for the goods and parcels at the railway station only after the consignment has been handed to the Administration;

(b) decline to transport consignments received in a defective condition, unless the consignor have had an opportunity of inspecting them on the Administration's premises and have given instructions as to their disposal.

Such goods will not be accepted for transport unless accompanied by a consignment note duly completed in terms of Regulation No. 102.

109. The Administration may refuse to accept for transport any goods not marked or labelled as hereinafter prescribed:—

(a) Goods not consigned to sidings or stopping places must bear the name of the sender in full, the name of the forwarding station in full or in the prescribed code, and the name and address of the consignee in full, the name of the destination station being indicated in full or by means of the prescribed code.

(b) Goods consigned to sidings or stopping places must bear the name of the sender in full, the name of the forwarding station in full or in the prescribed code, and the name and address of the consignee and the destination in full.

(As amended: GN 831; GG 4363, 21.4.50.)

110. Behalwe vir soverre anders bepaal, word goedere wat nie verpak is nie, of wat volgens die mening van die Administrasie nie stewig verpak of voldoende beskerm is om veilige vervoer en aflewering te verseker nie, of wat blyk gebrekkig of gebrakig te wees, slegs na goeddunke van die Administrasie en op „eienaarsrisiko” aangeneem.

111. Die Administrasie kan na goeddunke weer om goedere vir vervoer aan te neem, of kan spesiale koste hef en voorwaardes opleë ten opsigte van goedere wat—

- (a) weens hul vorm, omvang, gewig of andersins ongeërflik is vir vervoer in verband met die eksploitasie van die spoorweg;
- (b) kan ontplof, behalwe sodanige ontplofbare stowwe wat vir vervoer toegelaat word ooreenkomstig die wet of die regulasie wat betrekking het op die vervoer van ontplofbare stowwe.

112. Die Administrasie ontvang nie vir vervoer 'n pakket wat meer as 20 ton weeg of van groter afmetings is as dié wat van tyd tot tyd in die Offisiële Spoorwetboek vasgestel word nie, en ook ontvang hy nie vir vervoer hout wat nie langer as vyf-en-veertig voet is nie, behalwe onder spesiale ooreenkoms.

113. Behoudens spesiaal andersluidende bepalings, word die laai en aflaai van goedere, met uitsondering van goedere van stasie tot stasie, sonder ekstrakoste deur die Administrasie by bestelstasies onderneem, en op ander stasies kan sodanige hulp, indien beskikbaar, deur die personeel verleen word.

114. (a) Die Administrasie onderneem nie die laai en aflaai van goedere van swaar gewig of buitengewone grootte of onverpakte (ruwe) goedere nie, behalwe onder spesiale reëling.

(b) 'n Adisionele koste word bereken vir die tyd wat deur die Administrasie se personeel in beslag geneem word vir die laai of aflaai van 'n pakket van meer as 3,000 pond in gewig, wat vir vervoer aangebied of deur die Administrasie vervoer word.

(c) Pakkette en artikels van buitengewone grootte, en wat vir die Administrasie moeilik is om te hanteer en te vervoer, word slegs vir vervoer aangeneem op voorwaarde dat dit vir die Administrasie geleë is om dit te vervoer.

115. (a) Tariewe van stasie tot stasie sluit nie dienste vir afhaal of aflewering, laai of aflaai in nie, en goedere teen hierdie tariewe word slegs op eienaarsrisiko vir vervoer aangeneem.

(b) Goedere van stasie tot stasie moet veilig deur afsenders gelaaai word, en hulle moet ook sodanige instruksies wat van tyd tot tyd neergelê word deur die Administrasie vir die laai van besondere soorte goedere nakom.

(c) Die Administrasie behou hom die reg voor om enige trok bevattende s. tot s.-verkeer op die bestemmingsplek af te laai en om die in die Offisiële Spoorwetboek voorgeskrewe hanteringskoste vir sulke diens te hef.

116. Die Administrasie onderneem nie om spoorwegtrokke langs 'n harde pad vir die laai of aflaai van goedere te plaas nie, maar slegs om die trokke in 'n posisie te plaas waar die goedere gelaaai of afgelaaai kan word.

117. Olie en vloeistof word nie, behalwe onder spesiale reëling met die Administrasie, vir vervoer aangeneem nie, tensy stewig verpak in houtkiste. Die Administrasie is nie verantwoordelik vir gewone lekkasie deur voë, gate van enige soort of ander openings of vir lekkasie as gevolg van gebrekkige vate, kanne of ander houers nie.

118. Goedere word nie aan 'n ander behalwe die werklike goedsreëder afgelewer nie, tensy die applikant die goedsreëder duplikaat van die frag- of adviesbrief, uitgereik deur die Administrasie, met die goedsreëder se endossement daarop oortoe om aflewering aan die applikant te magtig, of tensy skriftelike instruksies voor die uitreiking van 'n adviesbrief van die goedsreëder ontvang word om aflewering van die goedere te magtig, of tensy die applikant 'n derde party is deur middel van of aan wie se adres die goedere gestuur word. Elke sodanige volmag word deur die Administrasie gehou as 'n order deur die goedsreëder om aan die applikant af te lewer. Inste van 'n afleweringsorder vir elke besending kan 'n goedsreëder 'n algemene afleweringsorder in die voorgeskrewe vorm by die Administrasie laai.

119. (a) Adviesbriewe van die aankoms van goedere word deur die Administrasie, na goeddunke, per bode of deur aflewering deur die goedsreëder gestuur, behalwe wanneer aflewering deur die Administrasie of sy kontraktante onderpouhouwd wat plaasvind in die aflewering van adviesbriewe deur die pos gestuur word nie. Dit word nie gegang dat sodanige adviesbrief 'n ooreenkoms tussen die Administrasie en die goedsreëder uitmaak nie.

110. Except where otherwise provided, goods which are not packed or which, in the opinion of the Administration, are not securely packed or sufficiently protected to ensure safe transport and delivery, or which appear to be damaged or defective, will only be accepted at the discretion of the Administration and at "owner's risk."

111. The Administration may at its discretion decline to accept for transport or may impose special charges and conditions in respect of the transport of goods which—

- (a) owing to their shape, bulk, weight, or otherwise are inconvenient for transport in connection with the working of the railway;
- (b) are liable to explosion, excepting such explosives as are allowed to be transported in accordance with law or with the regulations relating to the transport of explosives.

112. The Administration will not accept for transport any package weighing more than 20 tons, or exceeding such dimensions as may from time to time be prescribed in the Official Railway Tariff Book, nor will it accept for transport timber exceeding forty-five feet in length, except under special contract.

113. Save where otherwise specifically provided, the loading and unloading of traffic, other than station to station traffic, will be undertaken by the Administration at cartage stations without extra charge, and at other stations such assistance may, if available therefor, be rendered by the resident staff.

114. (a) The Administration does not undertake the loading and unloading of goods of heavy weight or unusual size, or of unpacked (rough) goods, except by special arrangement.

(b) An additional charge will be made for the time occupied by the Administration's staff in loading or unloading any package exceeding 3,000 lb. in weight, which is either tendered for transport or is transported by the Administration.

(c) Packages or articles of unusual size, and which the Administration may have difficulty in handling and conveying, will only be accepted on the condition that they will be transported at the convenience of the Administration.

115. (a) Station to station rates do not include collection or delivery, loading or unloading services, and goods at these rates will only be accepted for transport at owner's risk.

(b) Station to station traffic must be safely loaded by consignors, who must also comply with such instructions as may be laid down by the Administration from time to time for the loading of any particular description of traffic.

(c) The Administration reserves to itself the right to offload at destination any truck containing S to S traffic and to levy handling charges as prescribed in the Official Railway Tariff Book in respect of such service.

116. The Administration does not undertake to place railway trucks alongside a hardened road for loading or unloading, but only to place the trucks in a position where the goods can be loaded or unloaded.

117. Oils and liquids in tins will not be accepted for transport unless securely packed in wooden cases, except by special arrangement with the Administration. The Administration will not be liable for ordinary leakage through joints, punctures of any description, or other openings, or for leakage resulting from defective casks, cans or other vessels.

118. Goods will not be delivered to other than the actual consignee, unless the applicant produces the receipted duplicate consignment note or advice note issued by the Administration with the consignee's endorsement thereon, authorising delivery to the applicant, or unless before the issue of an advice note written instructions are received from the consignee authorising delivery to the applicant or unless the applicant is a third party through or to the care of whom the goods are consigned. Any such authority will be retained by the Administration as an order by the consignee to deliver to the applicant. A consignee may, instead of a delivery order for each consignment, deposit with the Administration a general delivery order in the prescribed form.

119. (a) Advice notes of the arrival of goods will be sent by the Administration to consignees by hand or post at its option, except when delivery is performed by the Administration or its contractors. The Administration will not be responsible for delays which may occur in the delivery of the advice notes forwarded through the post. Any such advice note shall not be deemed to constitute a contract between the Administration and the consignee.

Hierdie regulasie is nie op die Administrasie se padmotordienste en ook nie op goedere vervoer na 'n ander bestemming as 'n stasie van toepassing nie.

(b) Op stasies waar aflewering deur die Administrasie of sy kontraktante onderneem word, rus daar geen verpligting op die Administrasie om 'n adviesbrief van die aankoms van die goedere (behalwe goedere van stasie tot stasie of nie-bestelgoedere, aan gedresseerde in die bestelkring te stuur nie, maar aflewering kan so spoedig moontlik na aankoms van die goedere geskied as dit gerieflik is.

Hierdie regulasie is nie van toepassing op graan wat kragtens 'n spoorweg-sekuriteitsbewys ooreenkomstig die Landboupkhuiswet, No. 42 van 1930, vir uitvoer na 'n hawe vervoer word nie.

120. (a) Goedere wat aangebied word vir vervoer van sylne of stopplekke (waaronder stasies nie inbegryp is nie) of plekke aan die padmotorreotes, word slegs op risiko van die eienaar aangeneem, en sulke goedere moet deur die afsender gelaat word. As die eienaar, in die geval van goedere wat per spoor vervoer word, verlang dat die goedere onder die voorwaardes van toepassing op goedere gestuur van en na stasies, vervoer moet word, moet hy die goedere vir aanname op 'n spoorwegstasie aanbid.

(b) Die vragprys vir goedere, vervoer na 'n sylyn of stopplek (waaronder stasies nie inbegryp is nie) of plekke aan die padmotorreotes, behalwe in sowerre anders in die Offisiële Spoorwegtariefboek bepaal, moet vooruitbetaal word, en sulke goedere word slegs op eienaarsrisiko aangeneem, en op eienaarsrisiko by die sylyn, stopplek of plek aan die padmotorreotes gelaat. As die eienaar, in die geval van goedere per spoor vervoer, verlang dat die goedere onder die voorwaardes van toepassing op goedere gestuur na en van stasies, vervoer moet word, moet hy dit na 'n spoorwegstasie adresseer.

(c) Waar dit weens die besondere aard van goedere wat van 'n sylyn of stopplek gestuur word, nie billikerwyse vir 'n dienaar moontlik is om die gewig daarvan te skat en daar geen beskikbare middels is om sulke goedere te weeg nie, kan die Administrasie die goedere na die gerieflikste stasie vervoer waar geleentehede bestaan en dit daar weeg, en kan van daardie stasie 'n kennisbrief aan die afsender of gedresseerde stuur met opgaaf van die koste, en teen betaling van daardie koste sal die goedere na die bestemming vervoer word.

(d) Gevaarlike goedere word nie op 'n sylyn of stopplek (waaronder stasies nie inbegryp is nie), aangeneem of afgelewer nie, behalwe kragtens spesiale reëling met die Administrasie.

(e) Besendings wat meer as 1,000 lb. weeg, of enkele pakkette bo 'n gewig van 250 lb. word nie vir aflewering by 'n stopplek (waaronder stasies nie inbegryp is nie) aangeneem nie, behalwe kragtens spesiale reëlings.

(f) Hierdie regulasie is nie op private sylne van toepassing nie.

121. Die Administrasie ontvang en lewer nie goedere op Sondae of op publieke of geproklameerde vakansiedae af nie.

122. Die Administrasie kan weier—

(a) om goedere vir vervoer aan te neem as daar nie voldoende rollende materiaal beskikbaar is om dit binne 'n redelike tyd te vervoer nie, of as die spoorweg geblok of beskadig is;

(b) om bedekte plekke, loodse, magasyns of pakhuise te verskaf vir die bewaring van goedere wat vervoer moet word;

(c) om goedere wat te laat vir vervoer aangebied op te slaan;

(d) om 'n besondere soort trok vir die vervoer van goedere of trokke op 'n bepaalde tyd of datum te verskaf.

123. (a) Onderworpe aan die bepaling van Regulasie No. 102, kan besendings vir die doel van aflewering in gedeeltes van minstens 2,000 lb. teen betaling van die in die Offisiële Spoorwegtariefboek vasgestelde koste verdeel word.

(b) Vir gedeeltes van besendings wat meer as twee ton weeg, en wat nie vir die Administrasie met ekstra arbeid gepaard gaan nie, word geen koste vir verdeling bereken nie.

(c) 'n Order vir die verdeling van 'n besending, of vir die aflewering daarvan aan 'n ander adres of adresse as dié wat op die oorspronklike vragbrief verskyn, moet skriftelik op die ontvangstasie aan die Administrasie oorhandig word voordat die goedere vir aflewering op die wa geplaan word anders word die goedere aan die oorspronklike adres afgelewer.

(d) Die Administrasie verdeel of lewer nie besendings ooreenkomstig besondere merke of groottes nie.

124. (a) 'n Afsender kan versoek dat sy goedere gestop of aan hom teruggestuur word, of dat dit na 'n ander plek of aan 'n ander gedresseerde gestuur word, mits 'n adviesbrief nie deur die Administrasie aan die gedresseerde gestuur

This regulation shall not be applicable to the Administration's road motor service nor to goods consigned to a destination other than a station.

(b) At stations where delivery is performed by the Administration or its contractors there will be no obligation on the part of the Administration to issue an advice of arrival of the goods (except station to station or noncarted traffic) to consignees within the cartage area, but delivery may be tendered as soon after arrival as convenient.

This regulation shall not be applicable to grain consigned to a harbour for export under a Rail Surety Note in terms of the Agricultural Warehouse Act, No. 42 of 1930.

120. (a) Goods tendered for transport from sidings or stopping places (which term does not include stations) or points on road motor services will be accepted for transport only at owner's risk and such goods must be loaded by the sender. Should the owner, in the case of goods conveyed by rail, desire the goods to be conveyed under the conditions applicable to goods consigned to and from stations, he must tender the goods for acceptance at a railway station.

(b) Freight on goods consigned to a siding or stopping place (which term does not include stations), or points on road motor services (except as otherwise provided for in the Official Railway Tariff Book) must be prepaid and such goods will only be accepted for transport at owner's risk, and will be left at the siding, stopping place or point on the road motor services at owner's risk. Should the owner, in the case of goods conveyed by rail, desire the goods to be conveyed under the conditions applicable to goods consigned to and from stations, he must consign the goods to a railway station.

(c) Where, from the peculiar nature of any goods sent from a siding or stopping place, it is not reasonably possible for a servant to estimate the weight thereof, and there are no available means of weighing such goods, the Administration may take the goods on to the most convenient station where facilities are available and there weigh them, and may send a notification therefrom to the consignor or consignee setting forth the charges, and on payment thereof the goods will be transported to destination.

(d) Dangerous goods will not be accepted at or delivered to a siding or stopping place (which terms does not include stations) unless by special arrangement with the Administration.

(e) Consignments weighing more than 1,000 lb. or single package exceeding 250 lb. weigh will not be accepted for delivery at a stopping place (which term does not include stations) except by special arrangement.

(f) This regulation does not apply to private sidings.

121. The Administration will not accept or deliver goods on Sundays or on public or proclaimed holidays.

122. The Administration may refuse to—

(a) accept goods for transport if sufficient rolling stock is not available to transport them within a reasonable time or if the railway is blocked or damaged;

(b) provide covered places, sheds, stores, or warehouses to warehouse goods pending transport;

(c) store goods offered too late for transport;

(d) provide any particular description to truck for the transport of goods or to provide trucks by any particular time or date.

123. (a) Subject to the provisions of Regulation No. 102, consignments may, for the purpose of delivery be divided into portions of not less than 2,000 lb. on payment of the charge prescribed in the Official Railway Tariff Book.

(b) For parts of consignments weighing more than two tons which do not involve the Administration in extra labour no charge will be made for division.

(c) An order for the division of a consignment, or for its delivery at an address or addresses other than that given in the original consignment note, must be handed to the Administration at the receiving station in writing before the goods are placed on the wagon for delivery, otherwise delivery will be made to the original address.

(d) The Administration will not divide or deliver consignments according to particular marks or sizes.

124. (a) A consignor may apply for the stoppage or return of his goods, or that they may be diverted to another place or to another consignee, provided an advice note has not been sent to the consignee by the Administration.

is nie, of, indien deur die pos gestuur, onafgelewer na die Administrasie teruggestuur is. Sulke aansoek deur die afsender moet deur hom of sy behoorlik gemagtigde agent in geskryfte vorm teen die verantwoordelike dienaar van die afsendingsstasie teen die Offisiële Spoorwegtariefboek bepaalde koste betaal, en die in paragraaf (b) hiervan genoemde vorm invul en teken. Daarna sal die Administrasie probeer om die goedere, soos versoek, te stop, terug te stuur of na 'n ander plek te stuur, op voorwaarde dat die afsender aanspreeklik is vir enige verlies wat ontstaan ingeval hy nie aanspreeklik is dit te doen nie.

Die afsending van die hierin genoemde adviesbrief belet die afsender om die goedere te stop, na 'n ander plek te stuur of die terugstuur daarvan te eis, selfs al is die goedere tydens afsending van die genoemde adviesbrief nog onderweg en op daardie tydstip nog nie by die bestemming op die spoorweë aangekom nie.

(b) As 'n afsender verlang dat sulke goedere onderweg gestop, teruggestuur of na 'n ander plek gestuur moet word, moet hy die voorgeskrewe vorm teken waardeur die Administrasie van verantwoordelike onthef en ooreengekom word om die kontrak te verander.

(c) As die goedere die bestemming op die spoorweë bereik het waarheen dit gestuur word, word die reis daarvan na die bestemming waarheen die heradresseeur word, as 'n verdere transaksie behandel. Afsonderlike koste is betaalbaar, maar geen heradresseeurkoste word gehef nie'.

(d) Hierdie regulasie is nie van toepassing op graan wat kragtens 'n spoorweg-sekureiteitsbewys ooreenkomstig die Landbouopkhuistwet, 1930 (no. 42 van 1930), vir uitvoer na 'n have vervoer word nie.

(Soos gewysig: Goewermentskennisgewing 2113; Staatskoerant 4678; 17.8.51.)

125. (a) As die vervoer van goedere voor, tydens of na deurvoer, en terwyl dit nog in besit van die Administrasie is, op een of ander plek gestop word op las van 'n bevoegde hof of 'n staatsmagtenaar of ander bevoegde gesag in die uitoefening van magte by wet verleen, word daar beskou dat die Administrasie by ontvangs van sodanige order om goedere nie verder te vervoer nie, sy verpligting ingevolge sy kontrak nagekom het, en kan hy met die goedere dinooreenkomstig handel. Wanneer goedere soos reeds gemeld op 'n plek dusdanig hul bestemming gestop is, moet die Administrasie, as die spoorvrag vooruitbetaal is, die verskil tussen die betaalde spoorvrag en spoorvrag tot by die plek waar die goedere gestop is, aan die afsender terugbetaal en as die spoorvrag nie vooruitbetaal is nie, is die geadresseerde aanspreeklik vir die spoorvrag tot by die plek waar dit gestop is; met dien verstande dat as 'n gemagtigde staatsmagtenaar of ander bevoegde gesag opdrag gee dat die genoemde goedere vir ondersoekdoeleindes of andersins vervoer word na 'n plek behalwe die waar dit gestop is, die Administrasie sodanige opdrag moet uitvoer, en in daardie geval is die afsender (of die geadresseerde as hy later kragtens die wet vir betaling van die spoorvrag aanspreeklik word) aanspreeklik vir die betaling aan die Administrasie van enige addisionele spoorvrag beloop as gevolg daarvan dat die Administrasie uitvoering aan sodanige opdrag gegee het.

(b) As bederfbare goedere om een of ander oorsaak waaroor die Administrasie geen beheer het nie, onderweg vertrap of gestop word, kan die Administrasie sodanige goedere verkoop en oor die oprings daarvan kragtens die wet beskik, en daarna hou die Administrasie se aanspreeklikheid ten opsigte van die genoemde goedere op.

(Soos gewysig: Goewermentskennisgewing 1160; Staatskoerant 4611; 15.6.51.)

126. (a) Op sekere stasies, wat in die Offisiële Spoorwegtariefboek as bestelstasies aangedui word, onder lewering van 'n bestelgoedere' binne die bestelkringe wat vir onderskeie bestelstasies in die Offisiële Spoorwegtariefboek bepaal is. Goedere kan deur spesiale reëling buite 'n bestelkring afgehaal of afgelewer word.

(b) Die koste wat vir die bestelstasies in die onderskeie bestelstasies gehef word, word in die Offisiële Spoorwegtariefboek gepubliseer, en word gehef ten opsigte van 'n bestelgoedere' wat oor die spoorweë vervoer word, afgesien daarvan dat die bestelstasie al dan nie, deur die Administrasie of sy kontraktante onderneem word.

(c) Die Administrasie en sy kontraktante onderneem nie om ontplofbare stowwe, los en onverpakte goedere, „s. pakkette wat volgens die mening van die Administrasie van 3000 pond grootte of vorm is en pakkette wat meer as 3000 pond weeg te karwei nie, behalwe kragtens spesiale reëling en teen betaling van sodanige spesiale koste as deur die Administrasie of sy kontraktante bepaal word.

or when sent through the post has been returned to the Administration undelivered. Such application by the consignor must be notified by him or his duly authorised agent in writing to the servant in charge of the forwarding station, and the consignor must pay the charges prescribed in the Official Railway Tariff Book, and must fill in and sign the form referred to in paragraph (b) hereof. The Administration will then endeavour to stop, return, or divert the goods as requested upon the condition that it will not be liable for any loss that may arise in case it should fail to do so.

The sending of the advice note mentioned herein shall preclude the consignor from stopping, diverting, or claiming a return of the goods even if at the time of despatch of the said note the goods are still in transit and have not at that time arrived at the destination on the railways.

(b) When a consignor desires to stop, return, or divert such goods in transit, he must sign the prescribed form relieving the Administration from responsibility and agreeing to variation of contract.

(c) If the goods have reached the destination on the railways to which they are consigned, the journey from such point to the destination to which they are re-consigned will be treated as a further transaction, and separate charges will be payable, but a re-consigning fee will not be levied'.

(d) This regulation shall not be applicable to grain consigned to a harbour for export under a Rail Surety Note in terms of the Agricultural Warehouse Act, 1930 (No. 42 of 1930).

(As amended: GN 2113; GG 4678, 17.8.51.)

125. (a) Should the transport of any goods be stopped at any point either before, during or after transit, and while still in the possession of the Administration, by order of any competent court or of any Government official or other competent authority in the exercise of powers conferred by any law, the Administration shall, on receiving such order to stop, be taken and considered to have fulfilled its obligations under its contract, and may deal with the goods accordingly. Whenever any goods have been stopped as aforesaid at any point short of their destination the Administration shall, in the freight has been prepaid, refund to the consignor the difference between the freight paid and the freight up to the point where the goods were stopped, and if the freight has not been prepaid, the consignor shall be liable for the freight up to that point; provided that if any authorised Government official or other competent authority should direct that the said goods be transported to some place other than that at which they were stopped for purposes of examination or otherwise, the Administration shall comply with such direction and in that case the consignor (or the consignee if he should subsequently become liable for payment of the freight in terms of the Act) shall be liable to pay to the Administration any additional freight that was incurred by reason of the Administration's compliance with such direction.

(b) If perishable goods are delayed or stopped en route from any cause over which the Administration has no control such goods may be sold by the Administration and the proceeds disposed of in terms of the Act whereupon the Administration's liability in respect of the said goods shall cease and determine.

(As amended: GN 1160; GG 4611, 18.5.51.)

126. (a) At certain stations, shown in the Official Railway Tariff Book as cartage stations, the Administration or its contractors undertake the collection and delivery of "carted" traffic within the cartage areas specified for the respective cartage stations in the Official Railway Tariff Book. Collection or delivery may be undertaken beyond a cartage radius by special arrangement.

(b) The charges levied for the service of cartage at the respective cartage stations are published in the Official Railway Tariff Book and are levied in respect of "carted" traffic transported on the railways, irrespective of whether or not cartage is performed by the Administration or its contractors.

(c) The Administration and its contractors do not undertake the cartage of explosives, loose and unpacked goods, "S to S" traffic, theatrical and circus companies' effects, packages which in the opinion of the Administration are of abnormal size or shape, and packages exceeding 3,000 lb. weight, except by special arrangement, and on payment of such special charges as may be fixed by the Administration or its contractors.

Uitsondering.—Op sekere in die Offisiële Spoorwegtariefboek genoemde stasies word pakkette van 'n gewig van meer as 3,000 lb., behalwe s. tot s.-verkeer, as „bestelgoedere” behandel, en spesiale koste wat in die Offisiële Spoorwegtariefboek vasgestel word, word vir die karwei van sulke pakkette bereken.

(d) Onder sekere omstandighede en voorwaardes word bestellon nie ten opsigte van sekere klasse goedere neef nie. Besonderhede van sulke klasse goedere en die voorwaardes wat nagekom moet word om te verseker dat geen bestellon daarvoor bereken word nie, word in die Offisiële Spoorwegtariefboek gepubliseer.

127. (a) 'n Kortling op bestellon vir pakkette van 'n gewig van meer as 3,000 lb. of van buitengewone grootte of vorm, word toegestaan as dit nie deur die Administrasie of sy kontraktante gekarwei word nie, met uitsondering van die in die Offisiële Spoorwegtariefboek genoemde stasies, waar hierdie verkeer as „bestelgoedere” beskou word.

(b) 'n Kortling op bestellon word toegestaan ten opsigte van goedere gestuur na 'n gedreeseerde wie se woon- of besighedsplek buite die bestelkring van die bestemmingstasie geleë is, mits die goedere deur of ten behoeve van die gedreeseerde regstreeks van die bestellingstasie na sy woon- of besighedsplek gekarwei word.

(c) Aansoek om 'n kortling, met opgaaf van die nodige besonderhede om dit moontlik te maak om die eise te staaf, moet deur die werklike gedreeseerde (agente word nie erken nie) aan die stasie-meester of ander bevoegde dienaar by die bestellingstasie waarheen die goedere vervoer word, voorgelê word.

128. Die drywers van bestelvoertuie van die Administrasie of van sy kontraktante, is nie verplig om sodanige voertuie op die grond van 'n afsender, gedreeseerde of ontvanger van goedere, na die geval mag wees, te bring nie, maar as hulle dit doen, is die Administrasie nie aanspreeklik ten opsigte van eise vir verlies of skade veroorsaak deurdat sulke voertuie op die genoemde grond gebroeg word nie.

129. (a) Die laai van goedere wat van die afsender se grond vir vervoer afgehaal word, op die Administrasie se wagens of trollies, moet deur die afsender op sy risiko en koste onderneem word.

(b) Die aflewering van goedere deur die Administrasie word as voltooi beskou en die Administrasie se verantwoordelikheid hou op wanneer sulke goedere op die kant van die wa, kar of ander padvoertuig voor die deur van die gedreeseerde se gebou geplaas word, op 'n manier wat billikerwyse gerieflik vir die gedreeseerde is om dit af te tel, op die naaste toeganklike plek aan die plek van aflewering, mits dit toeganklik is op 'n behoorlik gemacadamiseerde pad op 'n redelike helling, en die verwydering van die goedere van die kant van die padvoertuig en die bewaring daarvan in 'n kelder of pakhuis is vir risiko en rekening van die gedreeseerde.

130. (a) Die laai- en aflaaierk van die Administrasie se padvoertuie moet deur die afsender of gedreeseerde, na gelang van die geval, verrig word. Wanneer voertuie vir langer tydperke opegehou word as dié wat in die Offisiële Spoorwegtariefboek bepaal word, kan die Administrasie die bedrae daarin voorgeskryf vir die ophou van dié voertuie vorder.

(b) As iemand wat die Administrasie versoek het om 'n padvoertuig te verskaf met die doel om daarop goedere vir aflewering per spoor te laai, versum om dié goedere te laai of versum om die Administrasie voor die wegstuur van dié voertuig van die stasie na die plek waar die goedere ge-laai moes word, te verwittig dat die voertuig nie meer nodig is nie, is hy aanspreeklik vir die betaling aan die Administrasie van die vorderings wat in die Offisiële Spoorwegtariefboek voorgeskryf word.

(Soos gewysig: Goewermentskennisgewing 1572; *Staatskoerant* 3684; 26.7.46.)

131. Wanneer aflewering van goedere, weens onvol-doende adres afwesigheid van gedreeseerde, weiering deur gedreeseerde om goedere te ontvang, of 'n ander oorsaak buite die beheer van die Administrasie, nie kan plaasvind nie, sal die goedere na die stasie of 'n ander geskikte plek na goedgeundke van die Administrasie terugvervoer word vir risiko en op koste van die eienaar, en additionele koste sal vir die opebring, ekstra vervoer en ekstra hantering geneodsak deur die nie-uitvoering van aflewering in die eerste plek, ge-vorder word. Dié goedere sal deur die Administrasie ooreen-komstig artikels drie-en-twintig en vier-en-twintig van die Wet opgeberg en stegs wanneer dit die Administrasie pas, weer afgelewer word.

(Soos gewysig: Goewermentskennisgewing 1572; *Staatskoerant* 3684; 26.7.46.)

Exception.—At certain stations, specified in the Official Railway Tariff Book, packages exceeding 3,000 lb., weight, excepting S to S traffic, are treated as „carted”, weight, and special charges, which are specified in the Official Railway Tariff Book, are levied for the cartage of such packages.

(d) Under certain circumstances and conditions cartage charges are not levied in respect of certain classes of goods. Particulars of such classes of goods, and the conditions to be complied with to ensure the non-charging of cartage thereon, are published in the Official Railway Tariff Book.

127. (a) Cartage charges are rebated on packages exceeding 3,000 lb. in weight, or of abnormal size or shape, if not carted by the Administration or its contractors, except at those stations specified in the Official Railway Tariff Book, at which stations this traffic is regarded as „carted”.

(b) Cartage charges are rebated on goods consigned to a consignee whose place of residence or business is situated outside the cartage radius of the destination station or outside the cartage radius of any other cartage station, provided the goods are carted by or on behalf of the consignee direct from the destination station to his residence or place of business.

(c) Applications for rebate, giving such particulars as are necessary to enable the claims to be verified, must be submitted by the actual consignee (agents will not be recognised) to the station master or other authorised servant at the cartage station to which the traffic is consigned.

128. 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, but should they do so, the Administration will not be liable in respect of any claims for loss or damage caused by such vehicle so entering the said premises.

129. (a) The removal of goods collected for transport from consignor's premises on to the Administration's wagons or trollies shall be performed by the consignor at his risk and expense.

(b) The delivery of goods by the Administration shall be deemed to be completed, and the responsibility of the Administration shall cease when such goods are placed on the side of the wagon, van, cart, or other road vehicle, facing the door of the consignee's premises in a manner reasonably convenient for the consignee to lift them off, or at the nearest accessible point to the place of delivery, provided it is approachable on a properly macadamised road on a reasonable gradient, and the removal of the goods from the side of the road vehicle, and their cellaring or warehousing shall be at the consignee's risk and expense.

130. (a) The loading and unloading of the Administration's road vehicles shall be performed by the consignor or consignee, as the case may be. When vehicles are detained for periods in excess of those laid down in the Official Railway Tariff Book, the Administration may levy the charges prescribed therein for the detention of such vehicles.

(b) Should a person, who has requested the Administration to provide a road vehicle for the purpose of loading thereon goods for despatch by rail, fail to load such goods or fail to advise the Administration prior to the despatch of such vehicle from the station to the point where the goods were to be loaded, that the vehicle is no longer required, he shall be liable to pay to the Administration such charge or charges as are prescribed in the Official Railway Tariff Book.

(As amended: GN 1572; GG 3684, 26.7.46.)

131. When, owing to insufficient address, absence of consignee, refusal by consignee to accept goods, or any other cause beyond the control of the Administration, delivery of goods cannot be effected, the goods will be carted back to the station or some other convenient place at the Administration's discretion, at the risk and expense of the owner, and additional charges will be made for the warehousing, extra cartage and any extra handling necessitated by the non-completion of delivery in the first instance. Such goods will be warehoused by the Administration in terms of sections twenty-three and twenty-four of the Act and will only be re-delivered at the convenience of the Administration.

(As amended: GN 1572; GG 3684, 26.7.46.)

132. (a) Drywers van bestelvoertuie moet enige pakket waarvoor 'n geadresseerde 'n voorwaardelike kwitansie wil gee ten effekte dat sodanige pakket nie ondersoek is nie, na die stasie teruggeenem, en daarna word dit op die uitsluitende risiko en rekening van die geadresseerde af afsender, in 'n pakhuis opgeslaan.

(b) Die Administrasie is nie verplig om geadresseerders toe te laat om die inhoud van 'n pakket te ondersoek voordat dit afgelewer is nie.

133. Die Administrasie verskaf op sekere stasies laaiplanke vir die laai en aflaai van goedere op die afsender en/of geadresseerde se terrein, mits die afsender en/of geadresseerde om die gebruik van sulke laaiplanke aansoek te doen deur 'n endossement op die vrugbrief of goedereaflewende brief, en die in die Offisiële Spoorwagtariefboek vasgestelde koste vir die gebruik daarvan betaal. Die Administrasie is nie aanspreeklik vir skade aan of brekaside van 'n besending of vir persoonlike letsel aan die huurder of sy agente veroorsaak deur die gebruik van sulke laaiplanke nie.

134. As 'n geadresseerde weer om goedere aan te neem of die spoorwag, ekstra bestelloon of ander koste in verband daarmee te betaal, of as die geadresseerde se adres onbekend is, word die goedere opgeslaan en die in die Offisiële Spoorwagtariefboek vasgestelde koste gehef.

135. (a) Aan geadresseerdes, sovel as hul agente, word volgens die afstand van hul woonplek of besighidsplek van die naaste stasie, die ondergenoemde tydperke, bereken vanaf die aankomstyd by die bestemmingstasie, toegestaan om hul goedere te verwyder. Die bedoelde afstand is die afstand tussen die geadresseerde se woon- of besighidsplek en die naaste spoorwegstasie aan sodanige woon- of besighidsplek.

<i>Tydspekke toegestaan as goedere deur die Administrasie gehanteer en in pakhuis opgeslaan word.</i>	
<i>„Afstand van woon- of besighidsplek van naaste stasie (oor naaste beskikbare roete).“</i>	<i>as goedere deur die Administrasie gehanteer en in pakhuis opgeslaan word.</i>
Tot en met 2 myl	12 werkdere.
Oor 2 myl tot en met 6 myl	24 werkdere.
Oor 6 myl tot en met 10 myl	72 werkdere.
Oor 10 myl tot en met 30 myl	7 werkdere.
Oor 30 myl tot en met 50 myl	*14 werkdere.
Oor 50 myl	*21 werkdere.

* Saterdag word as 'n volle werkdag beskou."

(b) Die volgende is die grondslag vir berekening van tydperke waarin geadresseerdes toegelaat word om goedere na en van plekke, bedien deur die Administrasie se padmotordiens, te verwyder:—

- Die pakhuis-koste genoem in Regulasies Nos. 60 en 136 word nie gehief op goedere wat voorhande is op stopplekke of haltes waar niemand op diens is nie en wat deur padmotordiens-agente gekontroleer word nie.
- Goedere ontvang van die padmotordiens, en bestem vir die kontroleer-spoorwegstasie, d.i., wat nie per spoor vervoer word nie, word as „goedere-verkeer“ beskou vir die doel om opslagtydperke te bereken wat vasgestel word ooreenkomstig paragraaf (a) hiervan.
- By padmotorstasies, word aan geadresseerdes dieselfde tydperke, vasgestel in paragraaf (a) hiervan, toegestaan om hul goedere te verwyder.
- Bederfbare goedere, met inbegrip van suurdeeg, moet in alle gevalle binne ses uur na aankoms van die Administrasie se grond verwyder word, by gebreke waarvan dit ooreenkomstig die wet ten behoeve en op rekening van wie dit mag aangaan, verkoop kan word.
- Hierdie regulasie is nie op ontplgbare stowwe, lewendige hawe, padvoertuie, motorkarre of ander voertuie met elektriese beweging van toepassing nie.

1Soos gewysig: Goewermmentskenningsgewing 1171; Staatskoerant 4389; 26.5.50; Goewermmentskenningsgewing 2259; Staatskoerant 4460 15.9.50.)

136. (a) Die goedere van geadresseerde wat in gebreke bly om dit binne die Regulasie No. 135 bepaalde tydperke te verwyder of aan te neem, word ipso facto ooreenkomstig artikels drie-en-twintig en vier-en-twintig van die Wet as pakhuis-goedere beskou, en die afsender of geadresseerde, na die geval mag wees, moet pakhuis-koste teen die in die Offisiële Spoorwagtariefboek vasgestelde tariewe betaal. Die Administrasie onderneem nie om pakhuisruimte wat teen die weer beskikbaar is te verskaf nie. Wanneer goedere op hierdie manier vir rekening van die geadresseerde opgeslaan word, word behoortlike kennis daarvan ooreenkomstig die Wet aan hom gegee as sy adres bekend is, of as sy adres onbekend is, word kennis per brief deur die pos aan die geadresseerde gegee aan die adres wat op die goedere of dokumente in verband daarmee gegee word, maar versium om sulke kennis te gee, effekteer nie die opslag van die goedere nie.

132. (a) Drivers of cartage vehicles shall return to the station any package for which a consignee desires to give a receipt qualified to indicate that such package has not been examined and the goods shall thereafter be warehoused at the sole risk and expense of the consignee or consignor.

(b) The Administration shall not be obliged to permit consignees to examine the contents of any package before delivery is effected.

133. At certain stations the Administration provides skids for the loading and unloading of goods at consignor's and/or consignee's premises, provided consignor and/or consignee requests the use of such skids by endorsement on the consignment note or goods delivery advice and pays such charge for the use thereof as prescribed in the Official Railway Tariff Book. The Administration is not responsible for any damage or breakage to a consignment or personal injury to the hirer or his agents occasioned by the use of such skids.

134. If a consignee refuses to accept goods or to pay the freight, extra cartage, or other charges which may be imposed thereon, or if the consignee's address is unknown, the goods will be warehoused and the charges as prescribed in the Official Railway Tariff Book will be levied.

135. (a) Consignees, in which term their agents are included, are, according to the distance of their residence or place of business from the nearest station, allowed the under-mentioned periods calculated from the time of arrival at destination station in which to remove their goods. The distance referred to is the distance between consignee's residence or place of business and the nearest railway station to such residence or place of business.

<i>„Distance of residence or place of business from nearest station (by nearest available route).“</i>	<i>Period allowed when Goods are handled by the Administration and warehoused.</i>
Up to and including 2 miles	12 working hours.
Over 2 miles up to and including 6 miles	24 working hours.
Over 6 miles up to and including 10 miles	72 working hours.
Over 10 miles up to and including 30 miles * 7 working days.	
Over 30 miles up to and including 50 miles *14 working days.	
Over 50 miles	*21 working days.

* Saturday is regarded as a full working day."

(b) The following is the basis for calculating periods within which consignees are allowed to remove goods consigned to and from points served by the Administration's road motor services:—

- The warehouse charges referred to in Regulations Nos.60 and 136 are not raised on goods remaining on hand at unattended stopping places or at halts controlled by road motor service agents.
- Goods received from the road motor services destined for the controlling rail station, i.e. not conveyed by rail, are regarded as "goods traffic" for the purpose of calculating storage periods which are determined in terms of paragraph (a) hereof.
- At road motor stations, consignees are allowed the same periods to remove their goods as provided for in paragraph (a) hereof.

(c) Perishable goods, including yeast, must in all cases be removed from the Administration's premises within six hours after arrival, failing which the goods may be sold for and on account of whom it may concern, in terms of the Act.

(d) This regulation shall not be applicable to explosives, live stock, road vehicles, motor-cars or other self-propelled vehicles. (As amended: GN 1171; GG 4389, 26.5.50; GN 2259; GC 4460, 15.9.50.)

136. (a) The goods of consignees who failed to remove or accept them within the periods stipulated in Regulation No. 135 will, ipso facto, be considered as warehoused in terms of section twenty-three and twenty-four of the Act, and the consignor or consignee, as the case may be, will be charged warehouse charges at the rates prescribed in the Official Railway Tariff Book. The Administration does not undertake to provide warehouse accommodation protected from weather. Whenever goods are so warehoused on account of the consignee due notice thereof will be given to him, in terms of the Act, if his address is known; or if his address is unknown, notice will be given by posting a letter to the consignee to the address given on the goods or papers relating thereto; but the omission to give such notice will not affect the warehousing of the goods.

(b) As aflewering nie kan geskied nie of 'n versoek aangaande die beskikking oor die goedere nie binne drie maande vanaf die datum van afsending ontvang word nie, word dit ooreenkomstig die bepaling van die Wet verkoop.

(c) Pakhuiskoste teen dié in die Offisiële Spoorwegtariefboek voorgeskrywe tariewe word na twaalf werk ure vir goedere gehê wat na stasies vir opslag gebring word, hangende die opmaak van besendings waarvan hulle deel uitmaak, in gereedheid vir oorhandiging vir vervoer.

137. (a) Trokke, boksele en kettings word vir laai tot beskikking van afsenders gestel, onderworpe aan die koste en voorwaardes wat van tyd tot tyd in die Offisiële Spoorwegtariefboek bepaal word.

(b) Gedresseerdes, waaronder hul agente inbegryp is, wat versuim om trokke wat s. tot s.-verkeer bevat binne twaalf werke na aankoms op die bestemmingsplek af te laai, moet aan die Administrasie die staangeld betaal wat van tyd tot tyd in die Offisiële Spoorwegtariefboek vasgestel word.

(c) Trokke wat verkeer bevat vir die in Regulasies Nos. 151 tot 173 genoemde terreine, en vir die slyne van die opslagblokkeirreine by Newtown (Johannesburg) is onderworpe aan die in die Offisiële Spoorwegtariefboek bepaalde staangeld en ingeval daar meer trokke vor 'n terreinhoer aan hom as die aantal wat die slyne wat sy terrein bedien, gerieflikerwysê kan bevat, met die gevolg dat trokke op die kontrolestasie gehou moet word totdat die genoemde terreinhoer in staat is om die genoemde ekstra trokke in ontvangs te neem, behou die Administrasie hom die reg voor om na goeddunke, (a) die genoemde trokke af te laai en die inhoud op die grond te plaas, of dit na die terreinhoer se grond te vervoer uitsluitend op risiko en rekening van die terreinhoer, of (b) staangeld teen die tariewe soos bepaal in die Offisiële Spoorwegtariefboek te bereken na verstryking van twaalf werke van af die tyd wat die terreinhoer in gebreke gebly het om die ekstra trokke in ontvangs te neem en die koste waarvoor bereken moet word totdat die trokke afgelaai is.

(Soos gewysig: Goewermenskennisgewing 1994; Staatskoerant 4671; 3.8.51.)

138. Die Administrasie onderneem nie om krane vir verkeersdoeleindes te verskaf nie, maar as daar sulke krane beskikbaar is, is die gebruik daarvan onderworpe aan sodanige koste en voorwaardes wat van tyd tot tyd in die Offisiële Spoorwegtariefboek vasgestel word.

139. Die Administrasie is nie aanspreeklik vir die verlies van steenkool wat oor die spoorweg vervoer word nie, en die kontrak vir die vervoer ven steenkool word geg as 'n erkenning deur die afsender of gedresseerde, na die geval mag wees, dat die Administrasie nie vir sulke verlies aanspreeklik is nie. Afsenders wat verlang dat die steenkool op risiko van die Administrasie vervoer moet word, moet die alternatiewe tarief betaal, soos in die Offisiële Spoorwegtariefboek bepaal.

140. Die Administrasie is nie aanspreeklik vir skade aan timmerhout veroorsaak deur water, son of weer nie, of vir die brekasje van planke as gevolg van inherente gebreke of gewone hantering nie.

141. (a) Plantkundige, minerale en dierkundige monsters, stewig verpak en gedresseer aan die kurator vir tentoonstelling in 'n publieke museum of dierekundige inrigtings in die Unie van Suid-Afrika, kan kosteloos op risiko van die eienaar per spoor vervoer word. As die afsender verlang dat die monsters teen gewone goederetariewe vervoer moet word, moet hy die volle tariewe van toepassing op sodanige verkeer betaal.

(b) Hierdie regulasie is nie op die Administrasie se padmotordienste van toepassing nie.

142. (a) Konsessies op die vragprys vir insendings en hul toebehore word deur die Administrasie toegestaan in verband met landbou-, honde-, pluimvee- en ander dergelike tentoonstellings wat deur die Administrasie as van voldoende openbare belang beskou word, onder die terme en voorwaardes wat van tyd tot tyd in die Offisiële Spoorwegtariefboek vasgestel word.

(b) Die vervoer van insendings en hul toebehore teen vooruitbetaalde konsessietariewe kragtens hierdie regulasie, geskied op risiko van die eienaar in beide rigtings, en die Administrasie is nie aanspreeklik vir enige skade as gevolg van sy versuim om die artikels betyds vir 'n kermis, tentoonstelling of mark af te lewer of as gevolg van nie-aflewering binne 'n bepaalde tyd nie.

(c) As die afsender verlang dat die insendings onder die voorwaardes van toepassing op dieselfde klasse 'verkeer' onder gewone omstandighede vervoer moet word, moet hy dit teen volle tariewe onder gewone voorwaardes laat vervoer.

(b) If delivery cannot be effected, or a request for the disposal of the goods is not received within three months of the date of forwarding, they will be sold in terms of the Act.

(c) Warehouse charges at the rates prescribed in the Official Railway Tariff Book will be levied after twelve working hours on goods brought to stations to be warehoused pending consignments — of which they are to form a part — being completed ready to be tendered for transport.

137. (a) Trucks, sheets, and chains are placed at the disposal of consignors for loading, subject to such charges and conditions as may be from time to time prescribed in the Official Railway Tariff Book.

(b) Consignees (in which term their agents are included) who fail to unload trucks containing S to S traffic within twelve working hours after arrival at destination will be liable to the Administration for such demurrage charges as may be from time to time prescribed in the Official Railway Tariff Book.

(c) Trucks containing traffic for sites referred to in Regulations Nos. 151 to 173 and for the warehouse block site sidings at Newtown (Johannesburg) are subject to demurrage rates as prescribed in the Official Railway Tariff Book, and, in the event of loaded trucks arriving for a siteholder in excess of the number which the siding serving his site can conveniently hold, resulting in trucks having to be held at the controlling station until the said siteholder is in a position to take delivery of the said excess trucks, the Administration reserves the right, at its option, either (a) to unload the said trucks and stack the contents on the ground or cart them to the siteholder's premises, at the sole risk and expense of the siteholder, or (b) to charge demurrage at the rates provided for in the Official Railway Tariff Book after the expiry of twelve working hours from the time the siteholder has failed to take delivery of the excess trucks and to be charged for until the trucks have been unloaded.

(As amended: GN 1994; GG 4671. 3.8.51.)

138. The Administration does not undertake to provide cranes for traffic purposes, but where these are available the use of cranes will be subject to such charges and conditions as are from time to time prescribed in the Official Railway Tariff Book.

139. The Administration shall not be liable for the loss of coal transported on the railway, and the contract for transportation of coal shall be regarded as an admission by the consignor or consignee, as the case may be, that the Administration is not liable for such loss. Consignors desiring that the coal should be carried at the risk of the Administration must pay the alternative tariff prescribed in the Official Railway Tariff Book.

140. The Administration shall not be liable for damage to timber caused by water, sun, or weather, or for the breakage of boards resulting from inherent defects or ordinary handling.

141. (a) Botanical, mineral, and zoological specimens, securely packed and addressed to the Curator for exhibition at any public museum or zoological institution in the Union of South Africa may be transported by rail at owner's risk free of charge. If the consignor desires the specimens to be conveyed as ordinary goods traffic, he must pay full rates applicable to such traffic.

(b) This regulation will not apply to the Administration's road motor services.

142. (a) Concessions in freight on exhibits and their accessories are allowed by the Administration in connection with agricultural, dog, poultry, and other similar shows recognised by the Administration as being of sufficient public importance, upon the terms and subject to the conditions from time to time prescribed in the Official Railway Tariff Book.

(b) The transport of exhibits and their accessories at prepaid concessionary rates under this regulation is at owner's risk, in both directions, and the Administration will not be liable for any damage which may arise either in consequence of the failure of the Administration to deliver the articles in time for any fair, show, or market, or from non-delivery within any particular time.

(c) If the consignor desires the exhibits to be conveyed under the conditions which apply to the same classes of traffic in ordinary circumstances, he must consign under ordinary conditions at full rates.

(d) Hierdie regulasie is nie op die Administrasie se padmotordienste van toepassing nie.

143. Locomotiewe, krane en spoorwegtrokke op hul eie wiele, word slegs toegelaat om op die Administrasie se lyne te loop nadat 'n spesiale ooreenkoms tussen die Administrasie en die eienaar gesluit is.

144. (a) Enige eis vir terugbetaling van oorvorderings of korting in koste ten opsigte van goedere vervoer oor 'n spoorweg, of vir vergoeding vir die verlies, vernietiging of bederf van goedere vir vervoer afgelewer, moet ooreenkomsstig artikel twee-en-dertig van die Wet, so spoedig as wat redelikerwys verwag kan word en in elk geval binne vier maande na die datum van aflewering aan die Administrasie gestuur word. Sodanige eis moet skriftelik aan die Administrasie gerig, deur die eiser of 'n ander namens hom behoorlik gemagtigde persoon geteken word en volledige inligting aangaande die goedere en besonderhede van die eis bevat. Dit moet ook gestaaft word deur sulke dokumentêre bewys as die Administrasie billikerwys mag eis. As die eiser nie die voorwaardes van hierdie regulasie nakom nie, word sy eis nie in aanmerking geneem nie.

(Soos gewysig: Gowermentskennisgewing 2438; Staatskoerant 3120: 27.11.42.)

(b) Goedere en ander verkeer, na of van 'n stasie aan die spoorweë van 'n ander Administrasie gestuur, word slegs vir vervoer deur die Administrasie aangeneem, op voorwaarde dat eise vir terugbetaling van oorvorderings of vir vergoeding vir verlies, vernietiging of bederf van goedere en ander verkeer, binne die tydperke wat spesiaal in die regulasies of voorwaardes van vervoer van die ander betrokke Administrasie bepaal is, aan die Administrasie gestuur word.

145. Behoudens die bepaling van artikel ses en tien van die Wet, word verrekeningskoste, soos in die Offisiële Spoorwegtariefboek bepaal, afgetrek van alle bedrags wat terugbetaal word, tensy die oorvordering deur 'n fout van die Administrasie veroorsaak is. Hierdie verrekeningskoste word ook gehef in gevalle waar foute deur die afsenders ten opsigte van gewig, beskrywing of andersins begaan is, wat 'n verrekening van koste vereis alvorens dit deur Administrasie gein is.

146. (a) Afsenders wat verlang dat die aangegewe waarde van besendings deur die Administrasie van gedresseerde vir hulle gein moet word, moet aan die Administrasie 'n spesiale vorm van 'n vragbrief van toepassing op besendings afgestuur kragtens die k.b.a.-stelsel lewer.

(b) Die spesiale vorm van vragbrief moet, bowe en behalwe die gewone besonderhede soos bepaal in Regulasie no. 102, die bedrag aantoon wat van die gedresseerde gein moet word vir en ten opsigte van die besending wat vervoer moet word, afgesien van vragprys en moet vergesel gaan van 'n rekening, duidelik uitgemaak met volledige besonderhede en 'n beskrywing van sulke besending. Dit is 'n voorwaarde van die aanname van goedere vir vervoer kragtens die k.b.a.-stelsel dat die Administrasie vrygestel is van alle plig om 'n gedresseerde toe te laat om die inhoud van 'n pakket te ondersoek of om 'n gedeelte van 'n besending in sy besit te neem alvorens aflewering geskied en alle verskuldigde bedrags ten opsigte daarvan betaal is.

(c) Die kommissietariewe, soos bepaal in die Offisiële Spoorwegtariefboek, word deur die Administrasie op die aangegewe waarde van die besending bereken, en na inning van die aangegewe waarde van die besending van die gedresseerde, word sodanige kommissie afgetrek van die bedrag wat aan die afsender betaal moet word.

(d) Die bepaalde skaal van kommissie, soos vasgestel in die Offisiële Spoorwegtariefboek, is betaalbaar selfs al vind die inning van die waarde van die besending nie plaas nie.

(e) Die maksimumwaarde van 'n besending is beperk tot die som van £100 Suid-Afrikaanse Unie-geld as dit per spoor vervoer word, en tot die som van £25 as dit deur middel van die Administrasie se padmotordienste vervoer word, behalwe waar in besondere omstandighede bepaalde goedkeuring deur die Hoofbestuurder of Afdelingsbestuurder gegee word, of waar anders in die Offisiële Spoorwegtariefboek bepaal word. Behoudens die bepaling van die Offisiële Spoorwegtariefboek, word lewendige hawe, ontplofbare stowwe (behalwe veiligheidspatrone, loodsluiting, lontaanstekers, slaghoedjies en vuurwerk), of verkeer na sylne of stopplekke, genoem in Regulasie no. 120, onder geen omstandighede behalwe in die geval van verkeer vervoer na plekke aan die padmotorroetes, sien skloklousie (g) hiervan vir vervoer kragtens die k.b.a.-stelsel aangeneem nie. Die genoemde ontplofbare stowwe en alle ander gevaarlike goedere word slegs aangeneem as alle ander regulasies betreffende vervoer, verpakking en adressering van sulke artikels nagekom is.

(d) This regulation will not apply to the Administration's road motor services.

143. Locomotives, cranes, and railway wagons on their own wheels will only be allowed to run on the Administration's lines on completion of a special contact between the Administration and the owner.

144. (a) Any claim for refund of overcharges or rebate of charges in respect of goods transported on a railway or to compensation for the loss, destruction, or deterioration of goods delivered for transport, must, as provided in section thirty-two of the Act, be sent in to the Administration as soon as can reasonably be expected and in any event within four months after the date of the delivery. Such claim must be in writing and addressed to the Administration; it must be signed by the claimant or some person duly authorised on his behalf, and must contain full and detailed information as to the goods and particulars of the claim; it must also be supported by such documentary evidence as the Administration may reasonably require. If the claimant does not conform to the conditions of this regulation his claim will not be entertained.

(As amended: GN 2438; GG 3120, 27.11.42.)

(b) Goods and other traffic consigned to or from any station on the lines of another Administration will only be accepted by the Administration for transport on condition that claims for refund of overcharges or for compensation for the loss, destruction, or deterioration of goods and other traffic are sent in to the Administration within the periods specially provided in the regulations or conditions of transport of the other Administration concerned.

145. Save as is provided in section six and ten of the Act, an adjustment fee as prescribed in the Official Railway Tariff Book will be deducted from all amounts refunded, unless the overcharge has been caused through an error on the part of the Administration. This adjustment fee will also be levied in cases where errors are made by consignors in weight, description or otherwise, which necessitate an adjustment of charges before such have been collected by the Administration.

146. (a) Consignors desirous of having the declared value of consignments collected for them by the Administration from consignees must deliver to the Administration a special form of consignment note applicable to consignments forwarded under the C.O.D. system.

(b) The special form of consignment note must, in addition to containing the usual particulars as laid down in Regulation No. 102, show the amount to be collected from the consignee for and in respect of the consignment to be transported; irrespective of freight, and must be accompanied by an account legibly written describing and giving full particulars of such consignment. It shall be a condition of the acceptance of goods for transport under the C.O.D. system that the Administration is exempted from any duty of permitting a consignee to examine the contents of any package or take into his possession any portion of a consignment before delivery is effected and all amounts due in respect thereof have been paid.

(c) The rates of commission, as specified in the Official Railway Tariff Book, will be charged by the Administration on the declared value of the consignment, and after collection from the consignee of the declared value of the consignment, such commission will be deducted from the amount to be paid over to the consignee.

(d) The rates of commission, as specified in the Official Railway Tariff Book, shall be payable even though the collection of the value of the consignment may not be effected.

(e) The maximum value of any one consignment shall be limited to the sum of £100 Union of South Africa currency when conveyed by rail and to the sum of £25 when conveyed on the Administration's road motor services, except where in special circumstances specific approval is given by the General Manager or a System Manager, or where otherwise provided for in the Official Railway Tariff Book. Under no circumstances shall livestock, explosives (except safety cartridges, safety fuse, fuse lighters, percussion caps and fireworks), or traffic to sidings or stopping-places as mentioned in Regulation No. 120 (except in the case of traffic consigned to points on road motor services, vide sub-clause (g) hereof), be accepted for transport under the C.O.D. system. The explosives mentioned and all other dangerous goods will only be accepted subject to all other Regulations regarding transport, packing and consigning of such articles having been complied with.

(f) (1) In die geval van goedere van 'n stasie gestuur, as die aangegeve waarde van die besending wat van 'n geadresseerde inwonerder moet word en alle koste nie binne sewe dae na verstryking van die vry opslagtydperke wat vasgestel is in Regulasies nos. 60 (e) en 135 betaal word nie, of as die geadresseerde weier om die goedere aan te neem, word die besending, behalwe vir soverre hierin bepaal word, deur die Administrasie aan die afsender teruggestuur (die vervoer daarvan is onderworpe aan die voorwaardes van toepassing op die ooreenreise). Die afsender is verplig om die vragspreys (en versekering, as daar is) in beide rigtings te betaal, tesame met pakhuisk-, kommissie- en ander bykomende koste wat opgeloop het; met dien verstande dat die Administrasie bederfbare goedere, wat nie binne ses uur na aankoms by die bestemmingsstasie afgelewer word nie, ooreenkomstig artikel drie-en-twintig van Wet no. 22 van 1916 kan verkoop, en die afsender moet enige saldo betaal wat nog verskuldig is nadat rekening met die opbrings van verkoping gehou is.

(f) (2) (a) In die geval van nie-bederfbare goedere (uitgesonderd die in paragraaf (e) genoemde ontplofbare stowwe, en gevaarlike goedere) wat van 'n stasie afgestuur word, kan 'n afsender, as hy die versoek om die vorm van vragbrief en die spesiale k.b.a.-kontrak invul en teken, versoek dat ingeval sodanige besending deur die geadresseerde geweier word, of as dit nie deur die geadresseerde in ontvangs geneem en alle verskuldigde bedrae ten opsigte daarvan nie binne sewe dae na verstryking van die in Regulasies nos. 60 (e) en 135 vasgestelde vry opslagtydperke betaal is nie, hy deur die afsendingsstasie per telegram (vir sy rekening) of andersins van sodanige nieaflewering in kennis gestel word. Die afsender kan daarna opdrag gee aangaande die beskikking oor die goedere. Aflewering van die goedere, ter nakoming van sulke instruksies, geskied alleenlik teen betaling van alle ten opsigte daarvan verskuldigde bedrae met inbegrip van pakhuiskoste. Instruksies aangaande beskikking wat ooreenkomstig die voorwaardes hiervan gegee word, moet deur middel van die oorspronklike afsendingsstasie oorgestuur word, en die Administrasie kan weier om instruksies wat op 'n ander manier gegee word in aanmerking te neem.

(f) (2) (b) As die afsender se instruksies aangaande beskikking oor die besending, nie binne 'n verder tydperk van veertien dae na verstryking van die in paragraaf (a) hiervan genoemde tydperk van sewe dae by die bestemmingsstasie ontvang word nie, word die besending onverwylig deur die Administrasie na die oorspronklike afsendingsstasie vir aflewering aan die afsender teruggestuur, en laasgenoemde is verplig om, bove en behalwe die ander in paragraaf (f) (1) hiervan genoemde koste, pakhuiskoste vir die addisionele veertien dae te betaal.

(f) (3) In die onderneming om 'n afsender van die nie-aflewering van 'n besending vir k.b.a. te verwittig, soos bepaal in paragraaf (2) (a) hiervan, is dit 'n spesiale voorwaarde van die kontrak vir vervoer dat, na die verstryking van sewe dae, bove en behalwe die genoemde vry opslagtydperke, die oorspronklike geadresseerde nie die reg het of in staat is om aanspraak of die aflewering van die besending te maak voordat en tensy instruksies insake beskikking wat sodanige aflewering magtig deur die Administrasie van die afsender ontvang is nie.

(f) (4) Nieteenstaande die bepaling van hierdie regulasies sal die Administrasie, in die geval van goedere wat kragtens die k.b.a.-stelsel van 'n sylyn of stopplek (soos omskryf in Regulasie no. 120) oor die spoorwêre van die Administrasie gestuur word, as die aangegeve waarde van die goedere wat van die geadresseerde gein moet word en alle koste nie voor die in Regulasies nos. 60 (e) en 135 vasgestelde vry opslagtydperke betaal is nie, of as die geadresseerde weier om in die goedere aan te neem, sal die Administrasie die goedere by die bestemmingsstasie uitsluitend op risiko en koste van die afsender in 'n pakhuisk-, kommissie- en ander bykomende koste wat opgeloop het te betaal. Bovendien is dit 'n voorwaarde van die aanname van goedere wat van 'n sylyn of stopplek vir vervoer kragtens die k.b.a.-stelsel gestuur word, dat as die goedere nie in ontvangs geneem, of regsgeldige instruksies vir die beskikking daarop, nie binne drie maande na die datum waarop die goedere vir vervoer afgelewer is, of vroër, as daar tekens van bederf aan die goedere is, gegee word nie, die Administrasie na goedgeinde, en sonder kennisgewing aan die afsender of geadresseerde, die goedere op die voordeligste wyse, en soos hy goed mag vind, van die hand kan sit. In die geval moet die afsender sodanige balans van die koste betaal as verskuldig is nadat rekening gehou is met die opbrings van verkoping; met dien verstande altyd dat die Administrasie bederfbare goedere, wat nie binne ses uur na aankoms by die bestemmingsstasie afgelewer word nie, ooreenkomstig artikel drie-en-twintig van Wet no. 22 van 1916 van die hand kan sit, en die afsender moet enige balans wat nog verskuldig is aan die Administrasie betaal, nadat rekening met die opbrings van verkoping gehou is.

(f) (1) In the case of goods consigned from a station, if the declared value of the consignment which is to be collected from a consignee and all charges are not paid within seven days after the expiration of the free storage periods laid down in Regulations Nos. 60 (e) and 135, or otherwise if the consignee refuses to accept the goods, the consignee will, except as hereinafter provided for, be returned by the Administration to the consignor (the transport thereof being subject to the conditions applicable to the forward journey). The consignor will be required to pay the charges for freight (and insurance, if any) in both directions, together with warehouse, commission and other incidental charges which may have been incurred, provided that in the case of perishable goods undelivered within six hours after arrival at destination station the Administration may dispose of same in the manner described in section twenty-three of Act No. 22 of 1916, and the consignor shall pay any balance which may still be due to the Administration after the proceeds of sale have been taken into account.

(f) (2) (a) In the case of non-perishable goods [except the explosives mentioned in paragraph (e) and dangerous goods] consigned from a station, a consignor may elect, by completing and signing the request on the form of consignment note and special C.O.D. contact, that, in the event of such consignment being refused by the consignee, or not having been taken delivery of by the consignee and all amounts due in respect thereof not having been paid within seven days after the expiration of the free storage periods laid down in Regulations Nos. 60 (e) and 135, he be advised through the sending station, either by telegraph (at his expense) or otherwise, of such non-delivery. He (the consignor) may then give instructions as to the disposal of the goods. Delivery of the goods in compliance with such instructions will not be effected except against payment of all amounts due in respect thereof including warehouse charges. Instructions as to disposal given in terms hereof must be transmitted through the original forwarding station and any instructions given in any other manner may be ignored by the Administration.

(f) (2) (b) If within a further period of fourteen days after the expiration of the period of seven days mentioned in paragraph (a) hereof, consignor's instructions as to disposal of the consignment are not received at destination station, the consignment will forthwith be returned by the Administration to the original sending station for delivery to the consignor, who will be required to pay, in addition to the other charges specified in paragraph (f) (1) hereof, warehouse charges for the additional fourteen days.

(f) (3) In undertaking to advise a consignor of the non-delivery of a C.O.D. consignment as provided for in paragraph (2) (a) hereof, it is special condition of the contract for conveyance that, after the expiration of the seven days over and above the said free storage periods, the original consignee shall not have a right to or be able to claim delivery of the consignment until and unless disposal instructions authorising such delivery shall have been received by the Administration from the consignor.

(f) (4) Notwithstanding anything contained in these regulations, in the case of goods consigned under the C.O.D. system from a siding or stopping place (as referred to in Regulation No. 120) on the lines of the Administration, if the declared value of the goods which is to be collected from the consignee and all charges are not paid before the expiration of the free storage periods laid down in Regulations Nos. 60 (e) and 135, or otherwise if the consignee refuses to accept the goods the Administration will warehouse the goods at destination station at the sole risk and expense of the consignor. The consignor will in such case be required to pay all charges for freight (and insurance, if any) together with warehouse, commission and other incidental charges which may be incurred. It shall furthermore be a condition of the acceptance of goods consigned from a siding or stopping place for transport under the C.O.D. system that if delivery of the goods is not effected, or valid instructions for their disposal are not given within three months of the date on which the goods were delivered for transport, or earlier if the goods show signs of deterioration, the Administration may, at its discretion, without notice to either the consignor or the consignee, dispose of the goods to the best advantage and in such manner as it may think fit. In such case the consignor shall pay such balance of charges as may be due after proceeds of sale have been taken into account, provided always that in the case of perishable goods undelivered within six hours after arrival at destination station the Administration may dispose of same in the manner described in section twenty-three of Act No. 22 of 1916, and the consignor shall pay any balance which may still be due to the Administration after the proceeds of sale have been taken into account.

(f) (5) Nieteenstaande die bepalings van hierdie regulasies sal die Administrasie, in die geval van graan wat uit die graanruisers afgelewer en kragtens die k.b.a.-stelsel die graan vervoer word, as die aangegeve waarde van die graan vervoer wat die gedresseerde gein moet word en alle koste wat van die verstryking van die Regulasie no. 135 vasgestelde vry opslagtydperk betaal word nie, of as die gedresseerde weier om die graan aan te neem, die graan by die bestemmingstasie uitsluitend op risiko en koste van die af-sender in 'n pakhuissuilaan. Die af-sender is verplig om alle sender in, tesame met pakhuissuilaan en graanruiseryopslagkoste, spoorvrag, tesame met graanruisdiens, kommissie en ander koste ten opsigte van graanruisdiens, kommissie en ander bykomende koste wat opgeloo het te betaal. Dit is 'n voorwaarde van die aanname van sulke graan vir vervoer kragtens die k.b.a.-stelsel dat as die graan nie in ontvangs geneem word regsgeldige instruksies vir die beskikking daaroor nie binne drie maande na die datum waarop die graan uit die graanruisery afgelewer is, gegee word nie, of vroeër as daar tekens van bederf aan die graan is, die Administrasie na goed-dunke sonder kennisgewing aan die af-sender van gedresseerde graan op die voordeligste wyse, en soos hy goed mag vind, van die hand kan sit, in watter geval die af-sender sodanige balans van koste moet betaal as verskuldig is nadat rekening met die opbrings van verkoping gehou is.

(g) Besendings vir k.b.a., ter waarde van nie meer as die in paragraaf (e) hiervan genoemde bedrae nie, kan behoudens wat hierin bepaal is, van na enige plek aan die Administrasie se padmotorroetes onder die volgende voorwaardes vir vervoer aangeneem word:—

(1) Goedere van 'n sylyn of stopplek (soos omskryf in Regulasie no. 120) na 'n plek aan die Administrasie se padmotorroetes oor 'n kontrolestasie gestuur, word by die kontrolestasie uitsluitend op risiko en koste van die af-sender in 'n pakhuissuilaan wat verplig is om alle verskuldigde spoorvrag, tesame met pakhuiskoste, kommissie en ander bykomende koste, wat opgeloo het, te betaal, as die aangegeve waarde van die goedere wat van die gedresseerde gein moet word en alle koste nie voor die verstryking van die in Regulasie no. 135 (b) bepaalde vry opslagtydperk, bereken vanaf die tyd van aankoms by die kontrolestasie, betaal word nie, of as die gedresseerde weier om die goedere aan te neem. As die goedere nie in ontvangs geneem of regsgeldige instruksies vir beskikking daaroor nie binne drie maande na die datum waarop die goedere vir vervoer afgelewer is, of vroeër as daar tekens van bederf aan die goedere is, gegee word nie, kan die Administrasie, na goeddunke, sonder kennisgewing aan die af-sender van gedresseerde, die goedere ooreenkomstig paragraaf (f) (4) hiervan van die hand sit.

(2) Goedere vir vervoer onder die k.b.a.-voorwaardes van 'n tussenplek aan die padmotorroetes na 'n ander tussenplek aan die padmotorroetes, word slegs aangeneem as die goedere vervoer word oor 'n kontrolestasie waar dit gehou sal word, hangende betaling van verskuldigde koste. As die aangegeve waarde van die goedere wat van die gedresseerde gein moet word, en alle koste nie voor die verstryking van die in Regulasie no. 135 (b) bepaalde vry opslagtydperk, bereken vanaf die tyd van aankoms by die kontrolestasie, betaal word nie, of as die gedresseerde weier om die goedere te ontvang, word hulle ooreenkomstig paragraaf (g) (1) hiervan behandel.

(3) Goedere gestuur van 'n sylyn, stopplek (soos in Regulasie no. 120 omskrywe) of 'n plek aan die padmotorroetes na 'n spoorweg- of padmotorstasie, word by die bestemmingstasie uitsluitend op risiko en koste van die af-sender opgeslaan, wat verplig is om alle verskuldigde spoorvrag, tesame met pakhuiskoste, kommissie en ander bykomende koste wat opgeloo het, te betaal, as die aangegeve waarde van die goedere wat van die gedresseerde gein moet word, en alle koste nie voor die verstryking van die in Regulasie no. 135 (b) bepaalde vry opslagtydperk betaal word nie, of as die gedresseerde weier om die goedere aan te neem. As aflewering van die goedere nie plaasvind of regsgeldige instruksies vir beskikking daaroor nie binne drie maande na die datum waarop die goedere vir vervoer afgelewer is, of vroeër as daar tekens van bederf aan die goedere is, gegee word nie, kan die Administrasie na goeddunke, sonder kennisgewing aan die af-sender van gedresseerde, die goedere ooreenkomstig paragraaf (f) (4) hiervan van die hand sit.

(4) Goedere van 'n spoorweg- of padmotorstasie na 'n plek aan die padmotorroetes oor 'n kontrolestasie gestuur, word aan die af-sender teruggestuur, as die aangegeve waarde van die goedere wat van die gedresseerde gein moet word, en alle koste nie binne sewe dae na verstryking van die in Regulasie no. 135 (b) bepaalde vry opslagtydperk, bereken vanaf die tyd van aankoms by die kontrolestasie, betaal word nie, of as die gedresseerde weier om die goedere aan te neem. Die af-sender is verplig om die vragprys in beide rigtings,

(f) (5) Notwithstanding anything contained in these regulations, in the case of grain delivery ex the Elevator System being conveyed under the C.O.D. system, if the declared value of the grain which is to be collected from consignee and all charges are not paid before the expiration of the free storage periods laid down in Regulation No. 135, or otherwise if the consignee refuses to accept the grain, the Administration will warehouse the grain at destination station at the sole risk and expense of the consignor. The consignor will be required to pay all charges for freight, together with warehousing, elevator storage, elevator services, commission, and other incidental charges which may have accrued. It shall be a condition of the acceptance of such grain for transport under the C.O.D. system that if delivery of the grain is not effected, or valid instructions for its disposal are not given, within three months of the date on which the grain was delivered out of the elevator system, or earlier if the grain shows signs of deterioration, the Administration may, in its discretion without notice to either the consignor or consignee, dispose of same to the best advantage and in such a manner as it may think fit, in which case the consignor shall pay such balance of charges as may be due after proceeds of sales have been taken into account.

(g) C.O.D. consignments, not exceeding in value the amounts specified in paragraph (e) hereof may be accepted for conveyance, except as hereinafter provided, from or to any point on the Administration's road motorservices under the following conditions:—

(1) Goods consigned from a siding or stopping place (as referred to in Regulation No. 120) to a point on the road motor services via a controlling station will, if the declared value of the goods which is to be collected from the consignee and all charges are not paid before the expiration of the free storage periods laid down in Regulation No. 135 (b) calculated from the time of arrival at the controlling station or otherwise if the consignee refuses to accept the goods, be warehoused at the controlling station at the sole risk and expense of the consignor, who will be required to pay all charges due for freight, together with warehouse, commission and other incidental charges which may be incurred. If delivery of the goods is not effected, or valid instructions for their disposal are not given within three months of the date on which the goods were delivered for transport, or earlier if the goods show signs of deterioration, the Administration may, in its discretion, without notice to the consignor or consignee, dispose of the goods as provided in paragraph (f) (4) hereof.

(2) The acceptance of goods for conveyance under the C.O.D. conditions from an intermediate point on the road motor services to another intermediate point on the road motor services will only be undertaken if the goods are conveyed via a controlling station where they will be retained pending payment of charges due. If the declared value of the goods which is to be collected from the consignee and all charges are not paid before the expiration of the free storage periods laid down in Regulation No. 135 (b) calculated from the time of arrival at the controlling station or otherwise if the consignee refuses to accept the goods, they will thereafter be dealt with as provided in paragraph (g) (1) hereof.

(3) Goods consigned from a siding, stopping place as referred to in Regulation No. 120 or point on the road motorservices to a rail or road motor station will, if declared value of the goods which is to be collected from the consignee and all charges are not paid before the expiration of the free storage periods prescribed in Regulation No. 135 (b) or otherwise if the consignee refuses to accept the goods, be warehoused at destination station at the sole risk and expense of the consignor who will be required to pay all charges due for freight, together with warehouse, commission, and other incidental charges which may be incurred. If delivery of the goods is not effected or valid instructions for their disposal are not given within three months of the date on which the goods were delivered for transport or earlier if the goods show signs of deterioration, the Administration may, in its discretion, without notice to the consignor or consignee, dispose of the goods as provided in paragraph (f) (4) hereof.

(4) Goods consigned from a rail or road motor station to a point on the road motor services via a controlling station will, if the declared value of the goods which is to be collected from the consignee and all charges are not paid within seven days after the expiration of the free storage periods laid down in Regulation No. 135 (b) calculated from the time of arrival at the controlling station or otherwise if the consignee refuses to accept the goods, be returned to the consignor. The consignor will be required to pay the charges for

sowel as pakhuis-koste, kommissie en ander bykome-nde koste wat opgeloopt het te betaal; met dien ver-stande dat die Administrasie bederfbare goedere, wat nie binne ses uur na aankoms by die kontrolestasie afgelewer word nie, ooreenkomstig artikel drie-en-twintig van Wet No. 22 van 1916 van die hand kan sit, en die afsender moet enige balans wat nog aan die Administrasie verskuldig is aan die Administrasie be-taal, nadat rekening met die opbrings van verkoping gehou is.

Die bepaling van paragraaf (1) (2) hiervan kan toegepas word op goedere wat onder die k.b.a.-voor-waardes van 'n spoorweg- of padmotorstasie na 'n plek aan die spoorwê of padmotorroetes oor 'n kontrole- stasie gestuur word.

- (5) Goedere van 'n spoorweg- of padmotorstasie na 'n spoorweg- of padmotorstasie gestuur, word ooreen- komstig die voorwaardes van paragraaf (4) hiervan aan die afsender teruggestuur as die aangeweë waarde van die goedere wat van die geadresseerde geïn moet word en alle koste nie binne sewe dae na die verstryk- ting van die in Regulasie No. 135 (b) bepaalde vry opslagtydperk betaal word nie, of as die geadresseerde weer om die goedere aan te neem.

Die bepaling van paragraaf (1) (2) hiervan kan toegepas word op goedere wat onder die k.b.a.-voor- waardes van 'n spoorweg- of padmotorstasie na 'n spoorweg- of padmotorstasie vervoer word.

(h) Indien skriftelik deur afsenders verlang, sal die Ad- ministrasie enige aan hulle verskuldigde bedrag per poswis- sel of -order, min die koste van sulke orders en kommissie, remitteer; met dien verstande egter dat die Administrasie nie vir die verlies van remisie in die pos aanspreeklik is nie.

(i) As 'n afsender die spesiale voorwaardes betreffende goedere wat kragtens die k.b.a.-sielsel vervoer word, oortree, kan die Administrasie weier om verder besendings van die afsender onder hierdie voorwaardes te vervoer.

Verlore Goed.

147. (a) Goed wat op die spoorwê gevind word, word vir rekening van die eenaar, of ander persoon wat daarop geregtig is in 'n pakhuis opgeslaan. Sulke goed word slegs aan die eiser oorbhandig as hy tot bevrediging van die Admini- strasie bewys dat hy die eenaar of persoon is wat daarop geregtig is, en teen betaling van alle verskuldigde koste ten opsigte daarvan. As die goed nie binne ses maande (of drie maande, in die geval van goed wat aan skade deur motte of ongedierte blootgestel is) na die datum waarop dit gevind is, opgeëis en verwyder word nie, sal dit beskou word dat daarvan afstand gedoen is en sal die ooreenkomstig artikel drie-en-twintig deur die Administrasie verkoop word.

(b) As die goed van 'n bederfbare aard is, kan dit on- middellik verkoop word, of as dit waardeloos geword het, kan dit ooreenkomstig sub-artikel (3) van artikel drie-en- twintig van die Wet vernietig word.

(c) Goed wat kragtens hierdie regulasie uitsluitend vir gerief of voordeel van die eenaar daarvan of 'n ander persoon wat daarop geregtig is deur die Administrasie in 'n pakhuis opgeslaan.

Grootboekrekenings.

148. Onderworpe aan die volgende voorwaardes kan die Administrasie na goedgekeurde, as aansoek op die voorgeskre- we vorm gedoen word, 'n maandelikse kredietrekening (hierin „grootboekrekening” genoem) open vir die betaling van alle spoorweg of koste wat kragtens hierdie regulasies in die Offisiële Spoorwegtariefboek betaalbaar is:—

(a) Wanneer die applikant die bogenoemde aansoekvorm oornee, moet hy 'n bedrag, gelyk aan sy geraamde reke- ning vir ses weke by die Administrasie deponeer, of op die voorgeskrewe vorm die skriftelike waarborg gee van 'n goedgekeurde bank of versekerings- of trustmaat- skappy wat as medehoofskuldenaar aanspreeklik ooreen- komstig hierdie regulasie aanvaar tot 'n bedrag gelyk aan ses weke se skuld, soos deur die applikant bere- reken, en goedgekeur deur die Administrasie, en moet hy onderneem om die Administrasie een maand vooruit kennis te gee van die voorneme van die bank of die versekerings- of trust-maatskappy om die waarborg in te trek. Die genoemde waarborg moet ook bepaal dat geen eis vir verlies van of skade aan goedere, beweerde foute, oorvorderings of enige ander eis wat ingestel word deur 'n persoon wat 'n grootboekrekening het, die on- middellike betaling van 'n eis kragtens die waarborg deur die bank of versekerings- of trust-maatskappy aan die Administrasie sal verdraag of belemmer nie. Die Administrasie kan, vir sover dit op 'n deposito of seker- heid deur 'n applikant betrekking het, van die bepa- lings van hierdie paragraaf afsien, as die applikant 'n stadsraad, spoorwegmaatskappy of -administrasie of 'n goedgekeurde oerse firma of maatskappy is wat hom besig hou met of betrokke is by die toeristever- keer in Suid-Afrika.

freight in both directions, together with warehouse, commission and other incidental charges which may have been incurred provided that in the case of perishable goods undelivered within six hours after arrival at the controlling station the Administration may dispose of such goods in the manner described in section twenty-three of Act No. 22 of 1916 and the consignor shall pay any balance which may still be due to the Admini- stration after the proceeds of sale have been taken into account.

The provisions of paragraph (1) (2) hereof may be applied to goods consigned under the C.O.D. conditions from a rail or road motor station to a point on the road motor services via a controlling station.

- (5) Goods consigned from a rail or road motor station to a rail or road motor station will, if the declared value of the goods which is to be collected from the consignee and all charges are not paid within seven days after the expiration of the free storage periods prescribed in Regulation No. 135 (b) or otherwise if the consignee refuses to accept the goods, be returned to the consignor under the conditions set out in paragraph (4) hereof.

The provisions of paragraph (1) (2) hereof may be applied to goods consigned under the C.O.D. conditions from a rail or road motor station to a rail or road motor station.

(h) The Administration will, if desired by consignors in writing, remit any amount due to them by post office order or postal notes, less the cost of such orders and commission, provided, however that the Administration will not be liable for the loss of the remittance in the post.

(i) In the event of any breach on the part of a consignor of the special conditions governing traffic transported under the C.O.D. system, the Administration may refuse to transport any further consignments from that consignor under these conditions.

Lost Property.

147. (a) Property found on the railways will be ware- housed for account of the owner or other person entitled thereto. Such property will only be given up to the claimant on production of evidence to the satisfaction of the Admini- stration that he is the owner or person entitled to pos- session of such property, and on payment of all charges due in respect thereof. If not claimed and removed within six months (or in the case of property liable to injury from moths or vermin, within three months) from the date of finding, the property will be considered as abandoned, and will be sold by the Administration in terms of section twenty-three of the Act.

(b) If the property is of a perishable nature it may be sold at once, or if it has become worthless it may be de- stroyed, in terms of sub-section (3) of section twenty-three of the Act.

(c) Property warehoused by the Administration under this regulation is so warehoused for the sole convenience or benefit of the owner thereof or other person entitled thereto.

Ledger Accounts.

148. The Administration may in its discretion, upon ap- plication being made on the prescribed form, open a monthly credit account (hereinafter called "ledger account") for the payment of all freight or charges which may become payable under these regulations and the Official Railway Tariff Book, subject to the following conditions, viz:—

- (a) The applicant shall, when submitting the form of application referred to above, deposit with the Ad- ministration an amount equal to his estimated account for six weeks, or furnish on the prescribed form the written guarantee of an approved bank or insurance or trust company holding itself responsible as co-prin- cipal debtor in accordance with this regulation up to an amount equal to six week's indebtedness, as esti- mated by applicant, and approved by the Administra- tion, and undertaking to give the Administration one month's notice of the bank's or trust company's in- tention to cancel such guarantee. The said guarantee shall also provide that no claim for loss of or damage to goods, alleged errors, over-charges, or any other claim preferred by a person having a ledger account shall postpone or interfere with the prompt payment by the bank or insurance or trust company to the Ad- ministration of any claim under the guarantee. The provisions of this paragraph, in so far as they relate to a deposit or security by an applicant, may be waived by the Administration where the applicant is a Mun- icipal Council, a Railway Company or Administration on an approved overseas firm or company engaged in and concerned with tourist traffic in South Africa.

- (b) Alle onbetaalde koste in verband met goedere na of van 'n persoon gestuur aan wie 'n grootboekrekening toegestaan word, moet deur hom gedra en betaal word. Grootboekrekenings word mandeliks tot op die laaste dag van die maand opgemaak, of so na aan die laaste dag van die maand as gerieflikerwyse moontlik is, en reke-moet ten volle binne ses dae na lewering van die reke-nings aan die skade aan goedere, beweerde foute, oor-verlies van of skade ander eis wat ingestel word deur 'n persoon wat 'n grootboekrekening het, vertraag of be-lemmer die volle vereffening van die Administrasie so-rekenings binne die bogenoemde tyd nie. Die Admini-strasie het die reg om te eniger tyd 'n grootboekreke-ning te sluit, nadat hy 'n week vooruit kennis van sy voorneme gegee het om dit te doen, en daarna is die hele rekening onmiddellik betaalbaar. As die persoon op wie se naam die grootboekrekening geopen is, 'n daad van insolvensie pleeg, kan die rekening sonder sodanige kennisgewing gesluit word.
- (d) As die bedrag van 'n grootboekrekening, waarop krediet kragtens hierdie regulasies gegee word, meer as twee-derdes van die gewaarborgde som is, of as die bepaling van paragraaf (c) hiervan nie nagekom word nie, hetsy die genoemde bedrag, al dan nie, bereik is, kan die Administrasie na goeëdunke ophou om goedere af te lever, of hom tot die garant wend of van 'n ander waarborg in sy besit gebruik maak, of beide sodanige middels gebruik, en daar rus geen verantwoordelikeid op die Administrasie ten opsigte van sulke handeling nie.
- (e) Alle gelde wat die Administrasie aan ander karweiers of ander persone vir die vervoer van of ten opsigte van koste vir goedere ontvang deur die Administrasie vir die vervoer na of aan die order van die persone wat 'n grootboekrekening het, mag betaal of verskuldig is, word as 'n skuld van daardie persoon aan die Admini-strasie beskou en is dienooreenkomstig deur hom op daardie persoon verhaalbaar.
- (f) Die Administrasie kan, sonder om enige rede daar-voor te gee, weier om reisgeld in grootboekrekenings in te sluit.
- (g) 'n Grootboekrekening word nie vir 'n bedrag van minder as £10 geopen nie, en die Administrasie behou hom die reg voor om enige grootboekrekening te sluit wat vir drie agtereenvolgende maande gemiddeld minder as £10 per maand bedra.

149. Die Administrasie kan na goeëdunke te Kaapstad, Port Elizabeth, Oos-Londen, Durban, Johannesburg en Bloemfontein en sulke ander stasies as van tyd tot tyd bekend-gemaak word, daaglik kredietrekenings vir die betaling van alle spoorvrag of ander koste wat verskuldig is, open op aan-soek op die voorgeskrewe vorm en onderworpe aan die voor-waardes daarin vervat.

150. Persone wat nie grootboekrekenings wil open nie, kan by die Administrasie op enige stasie, behalwe dié waar daaglikse kredietrekenings bestaan, geld van so'n bedrag deponeer as van tyd tot tyd ooreengekom word, met 'n mini-mum van £2 ter vereffening van spoorvrag, reisgeld, huur van steenkool- en afsendingsterreine, soos bepaal in Regula-sie no. 156, en ander koste. Die geld wat op hierdie manier ontvang word, word op krediet van die storter geplaas op die stasies waar dit gedeponeer word, en die bogenoemde spoor-vrag en ander koste wat deur sulke storter betaalbaar is, word op debet van die rekening geplaas totdat die gedeponeerde bedrag uitgeput is, wanneer 'n rekeningstoot deur die Admini-strasie aan die storter gestuur word.

Die Administrasie kan te eniger tyd sulke rekening sonder voorafgaande kennisgewing sluit.

Steenkool- en Afsendingsterreine.

151. Die stasie-meester of ander verantwoordelike dienaar van 'n stasie word gemagtig om terrein op alle spoorweë te verhuur vir die ontvangs van goedere wat vir vervoer per spoor aankom of vir afsending per spoor of vir 'n ander doel deur die Administrasie gemagtig, en sulke dienaar moet alle koste inverband wat ten opsigte van die gebruik van die ge-noemde terreine gehef word.

152. Die huurgeld betaalbaar ten opsigte van steenkool- en afsendingsterreine en ander soortgelyke terreine, word vasgestel wanneer die gebruik van die terrein gemagtig word, maar kan na goeëdunke van die Administrasie van tyd tot tyd verander word; met dien verstande dat minstens een maand vooruit kennis van sodanige verandering aan die li-senshouer gegee word.

153. 'n Steenkool- en afsendingsterrein of ander soort-gelyke terrein word nie vir 'n langer tydperk as een maand verhuur nie, en die huur word verteenwoordig deur 'n lisensie in die voorgeskrewe vorm, in hierdie regulasie die „lisensie” genoem, geteken deur die stasie-meester of ander verant-woordelike dienaar van 'n stasie, na ontvangs van die huur wat kragtens daardie lisensie betaalbaar is.

(b) All unpaid charges in relation to goods consigned to or from a person to whom a ledger account is granted shall be borne and discharged by him.

(c) Ledger accounts will be made up monthly to the last day of each month, or as near thereto as conveniently may be, and they must be paid in full to the Admini-stration within six days after the rendering of the accounts. No claims for loss of or damage to goods, alleged errors, over-charges, or any other claim pre-ferred by a person having a ledger account shall post-poned or interfere with the settlement of the Admini-stration's accounts in full as rendered within the time stipulated above. The Administration shall have the right to close a ledger account at any time upon giving one week's notice in writing of its intention so to do, whereupon the whole of the accounts shall become immediately payable. Should the person in whose name a ledger account has been opened commit an act of bankruptcy, the account may be closed without any such notice.

(d) Should the amount of any ledger account upon which credit is given under this regulation exceed two-thirds of the sum guaranteed, or should the provisions of paragraph (c) hereof not be complied with, whether the said proportion has been reached or not, the Admini-stration may at its discretion either stop delivering traffic, or have recourse to the guarantor or any other security in its possession, or exercise both of such re-medies, and no liability shall attach to the Admini-stration in respect of such action.

(e) All moneys which the Administration may pay or be-come liable to pay to other carriers or other persons for the conveyance of, or for charges upon, goods re-ceived by the Administration for the transport to, or to the order of, the person having a ledger account, shall be considered as a debt due from that person to the Administration, and shall be recoverable by it from that person accordingly.

(f) The Administration may refuse to include passenger fares in ledger accounts without assigning any reason.

(g) A ledger account will not be opened for an amount under £10, and the Administration reserves the right to close any ledger account which averages less than £10 per month for three consecutive months.

149. The Administration may in its discretion, at Cape Town, Port Elizabeth, East London, Durban, Johannesburg, and Bloemfontein, and such other stations as may be notified from time to time, open daily credit accounts for the payment of all freight or other charges which may become payable, upon application being made upon the prescribed form and subject to the conditions therein contained.

150. Persons who do not wish to open ledger accounts may deposit with the Administration at any station, other than those at which daily credit accounts are in operation, moneys of such amount as may from time to time be agreed upon, with a minimum of £2, to meet payment of freight, pas-senger fares, rents of coal stands and forwarding sites, as provided in Regulation No. 156, and other charges. The money so received will be placed to the credit of the deposi-tor at the station where it is deposited, and freight and other charges as aforesaid payable by such depositor will be debited against the account until the amount deposited is exhausted, when a statement of account will be sent by the Administration to the depositor.

The Administration may close such account at any time without previous notice.

Coal Stands and Forwarding Sites.

151. The station master or other servant in charge of a station will be authorised to let premises on the railways for the reception of goods arriving by rail or for despatch by rail or for any other purpose authorised by the Admini-stration, and such servant shall collect all charges levied in respect of the occupation of the said premises.

152. The rents payable in respect of coal stands, for-warding sites, and other similar premises shall be fixed when the occupation of the premises is authorised, but may be altered from time to time as the Administration may think fit; provided that at least one month's notice of any such alteration is given to the licensee.

153. A coal stand, forwarding site, or other similar premises shall not be let for a longer period than one month, and the lease shall be represented by a licence in the prescribed form, in these regulations referred to as the "licence" signed by the station master or other servant in charge of a station after receipt of the rent payable there-under.

154. Elke applikant vir 'n lisensie moet, voor betaling en uitgifte van die lisensie, hom op hoogte stel van die oppervlakte en grense van die terrein wat hy van plan is om te gebruik en die Administrasie is nie aanspreeklik vir enige tekort in die grootte of vir foute wat die applikant met betrekking tot ligging of grootte begaan nie.

155. (a) As 'n lisensie toegestaan word, word die lisensiehouer versoek om 'n som gelyk aan een maand se vasgestelde huur, bloot as 'n deposito te deponeer, bowe en behalwe die vooruitbetaling van die gewone vasgestelde koste.

(b) As 'n lisensiehouer te eniger tyd, terwyl hy die terrein gebruik (dit beteken ook goedere wat op die terrein gelaat word) nie die huur binne sewe dae nadat dit verskuldig is, betaal nie, word die deposito as huurgeld vir daardie maand aangewend, en word dit geag dat die lisensie aan die einde van daardie maand vervel, en die lisensiehouer per brief aan sy laasbekende adres verwittig dat tensy hy sy lisensie aan die einde van daardie maand hernu teen betaling van 'n verder deposito, plus huurgeld vir die volgende maand, die goedere na goeddunke van die Administrasie op die terrein kan bly of opgeslaan kan word. In elk geval word die goedere uitsluitend op risiko van die eienaar gehou en opslagkoste teen die gewone tariewe daarvoor bereken. As die goedere nie opgeëis en/of die verskuldigde koste nie binne een maand nadat die lisensie as vervel beskou word, soos hierin bepaal, betaal word nie, word die goedere as onopgeëiste goedere beskou en kan dit deur die Administrasie ooreenkomstig artikel *drie-en-twintig* (2) van Wet no. 22 van 1916 verkoop word. Buitendien verbeur die lisensiehouer alle reg op geboue of oprigtings wat hy op die terrein geplaas het.

(c) As 'n lisensiehouer dit verlang, kan hy magtiging verleen dat die lisensiehuur in rekening gebring word teen 'n grootboek- of depositerekening wat hy geopen het, maar daar moet duidelik verstaan word dat 'n spesiale voorwaarde met die lisensiehouer gemaak moet word dat sodanige grootboek- of depositerekening belas word met 'n bedrag wat spesiaal aangewys is vir die doel om hierdie huurgeld te dek.

(d) Ingeval die lisensiehouer nie verlang om die terrein vir die volgende maand te gebruik nie, en al sy goedere voor die eerste dag van die maand verwyder, betaal die Administrasie die bedrag van die deposito aan hom terug.

156. Stasiemeester en ander dienare word nie gemagtig om 'n lisensie uit te reik of te hernu nie, behalwe teen betaling van die lisensiegeld in kontant, of volgens behoorlike magtiging om 'n grootboek- of depositerekening met huurgeld te belas, in ruil waarvoor 'n nuwe lisensie aan die lisensiehouer uitgereik sal word, en sulke lisensie is die enigste bewys van hernuwing wat deur die Administrasie erken sal word.

157. Die lisensiehouer het die reg om op die genoemde terrein geboue en bouwerke op te rig wat in geskripte deur die Administrasie goedgekeur is en waarvan planne en spesifikasies voorgelê is aan en in geskripte goedgekeur is deur die Administrasie. Al sulke geboue en bouwerke moet onder toezigt en ter bevrediging van die Administrasie opgeëis en ratteerproef gemaak word, en die lisensiehouer moet aan die Administrasie die redelike onkoste ten opsigte van sulke toezigt binne veertien dae nadat die rekening daarvoor ingestuur is, betaal. Die geboue en bouwerke aldus opgerig, moet deur die lisensiehouer voor die beëindiging van die lisensie verwyder word, by gebreke waarvan dit sonder vergoeding die eiendom van die Administrasie word; met dien verstande egter dat waar sulke geboue en bouwerke in 'n stewige aard is, en as sodanige deur die stasiemeester op die agterkant van die lisensie gesertifiseer word wanneer die lisensie uitgeneem word, die lisensiehouer 'n tydperk van een kalendermaand het, na verstryking van die lisensie, waarin hy die genoemde geboue en bouwerke kan verwyder, teen vooruitbetaling van 'n som gelyk aan die gewone maandelike huurgeld, en by gebreke van sodanige verwydering word die genoemde geboue en bouwerke sonder vergoeding die eiendom van die Administrasie.

158. Ontploffbare of hoogsontvlambare goedere of materiaal moet nie op die terrein gebêre of geplaas word nie, en ook moet geen deel van die terrein as 'n woonhuis, slaapkamer of vir 'n dergelike doel deur die lisensiehouer, sy dienare of 'n ander persoon, sonder skriftelike toestemming van die Administrasie gebruik word nie.

159. Die terrein moet altyd deur die lisensiehouer in 'n skoon, ordelike en gesonde toestand gehou word tot bevrediging van die Administrasie.

160. Die Administrasie of sy behoorlik gemagtigde verteenwoordiger het op alle redelike tye vrye toegang tot die genoemde terrein vir die doel van inspeksie.

161. Alvorens goedere na of van die genoemde terrein vervoer word, moet die nodige formaliteite (spoorweg, doeanse of ander) nagekom word.

154. Each applicant for a licence shall, prior to payment and issue of the licence, acquaint himself with the area and boundaries of the premises he proposes to occupy, and the Administration will not be liable for any deficiency in extent or for any errors the applicant may make in regard to situation or extent.

155. (a) On a licence being granted the licensee shall be called upon to deposit a sum equal to one month's scheduled rental purely as a deposit, in addition to the payment in advance of the usual scheduled charge.

(b) Should a licensee at any time while in occupation (which term shall include the leaving of goods on the site) not effect payment of rental within 7 days after same is due the deposit shall be applied as rent for that month and the licence shall be regarded as lapsing at the end of such month, and the licensee advised by letter to his last known address that unless he renews his licence by the end of such month by payment of a further deposit plus rental for the next ensuing month the goods on the site may at the Administration's discretion be allowed to remain on the site or may be taken into storage. In either event the goods shall be held entirely at owner's risk and storage charges at the usual rates shall be raised thereon. Should the goods not be claimed and/or the charges due not be paid within one month after the licence is regarded as lapsed, as provided herein, the goods shall be considered as unclaimed goods and may be sold by the Administration in terms of section *twenty-three* (2) of Act No. 22 of 1916. In addition to this the licensee shall forfeit all right to any buildings or erections he may have placed upon the premises.

(c) Should a licensee so desire he may authorise that the licence rent shall be charged to a ledger or deposit account which he may have taken out, but it should be clearly understood that special provision is to be made with the licensee that such ledger or deposit account shall have an amount earmarked against it specially to meet these rentals.

(d) In the event of the licensee not desiring to remain in occupation for the succeeding month and removing all his goods before the first day of such month the Administration shall refund to him the amount of the deposit.

156. Station masters and other servants are not authorised to issue or renew a licence except on payment of the licence money in cash or against due authority to charge rents to a ledger or deposit account in exchange for which a new licence will be issued to the licensee, and such licence will be the only evidence of renewal that will be recognised or acknowledged by the Administration.

157. The licensee shall have the right to erect on the said premises such buildings and structures as have been approved of in writing by the Administration, and of which plans and specifications have been submitted to and approved of in writing by the Administration. All such buildings and structures shall be erected and rat-proofed under the supervision and to the satisfaction of the Administration; and the licensee shall pay to the Administration the reasonable expenses in respect of such supervision within fourteen days of the rendering of the account therefor. The building and structures so erected as aforesaid shall be removed by the licensee before the termination of the licence and failing such removal will become the property of the Administration without compensation, provided, however, that where such buildings and structures are of a substantial nature, and are so certified by the station master on the back of the licence at the time it is taken out, the licensee shall have a period of one calendar month after the expiration of the licence, upon payment in advance of a sum equal to the ordinary monthly rate within which to remove the said buildings and structures, and failing such removal the said buildings and structures will become the property of the Administration without compensation.

158. Explosives or highly inflammable goods or material shall not be stored or placed upon the premises, nor shall any portion of the premises be used for a dwelling-house, sleeping-room, or like by the licensee or his servants or any other person, without the previous consent in writing of the Administration.

159. The premises shall at all times be kept in a clean, orderly and sanitary condition by the licensee to the satisfaction of the Administration.

160. The Administration, or its duly authorised representative, shall at all reasonable times have free access to the said premises for the purpose of inspection.

161. Before conveying to or from the said premises any goods, the necessary formalities (railway, customs, or other) must be complied with.

162. Die lisensiehouer het geen reg om sy belange in die genoemde terrein of 'n deel daarvan sonder voorafgaande skriftelike toestemming van die Administrasie af te staan, verhipotikeer, onder te verhuur of andersins van die hand te sit nie.

163. Ondanks enige daarmee strydige bepaling van hierdie regulasies, het en behou die Administrasie uitdruklik die reg voor om die lisensie sonder kennisgewing aan die lisensiehouer te beëindig, en daarna die terreine en alle geboue en bouwerke daarop sonder vergoeding te betree en besit te neem, as die lisensie regulasies na te kom, of deur die voorwaardes van hierdie regulasies te oortreding van 'n bevoegde hof skuldig bevind word aan 'n oortreding van die wet, waar die daad van sodanige oortreding op die genoemde terrein gepleeg is.

164. Die lisensiehouer moet niks doen wat volgens die mening van die Administrasie die spoorwegdiens van die Administrasie in gevaar stel, belemmer of benadeel nie, of die versekering van die genoemde terrein in gevaar stel of 'n hinder vir aangrensende eiendom veroorsaak.

165. Die lisensiehouer waarborg die Administrasie teen alle handelinge, eise, letsel, verlies of skade waarin die Administrasie of 'n derde regstreeks of onregstreeks uit hoofde van die besit en okkupasie van die terrein deur die lisensiehouer betrokke mag wees of ly, en teen alle eise en handelinge deur 'n derde of derdes gemaak of ingestel vir verlies, letsel of skade gely of beweër gely te wees deur sulke derde of derdes, regstreeks of onregstreeks, uit hoofde van die besit en okkupasie van die genoemde terrein deur die lisensiehouer.

166. Alle goedere wat van die terrein afgestuur word, word uitsluitend op risiko van die lisensiehouer vir vervoer deur die Administrasie aangeneem en insgelyks word geen verantwoordelikeit deur die Administrasie aanvaar vir goedere wat aan die lisensiehouer op die terrein gestuur word nie.

167. Indien en wanneer versoek om sulks te doen, moet die lisensiehouer alle munisipale of ander belastinge wat op die terrein gehef mag word, betaal, of die Administrasie kas as deel van of byvoeging tot die vasgestelde huur sulke belastinge verhaal asof die lisensiehouer die eienaar sowel as die okkupant is.

168. Die lisensiehouer moet op eie koste alle soorte goedere wat per spoor vervoer moet word van of per spoor by die terrein afgelever word, in of uit spoorvegoertuie laai.

169. Die Administrasie is nie verantwoordelik vir die toestand of vir hoeveelhede of gewigte van goedere na of van die terrein vervoer soos deur die lisensiehouer of afsender aangegee nie.

170. Die lisensiehouer moet alle behoorlike tariewe, spoorvrug, stangeld en ander koste wat van tyd tot tyd ten opsigte van goedere na of van die terrein van toepassing is, betaal.

171. Nóg die lisensiehouer nóg 'n ander persoon wat ten behoeve van hom 'n eis instel, is geregtig op enige vergoeding of betaling van die Administrasie vir skade veroorsaak deur brand as gevolg van vonke, sintels of as wat in geboue, bouwerke, masjienerie, gesaaides, gras of bome ontstaan.

172. Geen bepalings van hierdie regulasies word geag aan die lisensiehouer enige reg of voorreg te verleen om sonder voorafgaande skriftelike goedkeuring van die Administrasie op spoorweggrond uitgrawings te maak of geboue, bouwerke, masjienerie of materiaal van enige soort op te rig of te plaas nie.

173. By die beëindiging van die lisensie, hetsy deur verloop van tyd of andersins, moet die lisensiehouer onmiddellik die genoemde terrein verlaat en dit in dieselfde goeie orde en toestand as wat die ontvang is aan die Administrasie teruggee en oorhandig, en die aanname van die lisensie deur die lisensiehouer word geag as 'n erkenning van die ontvangs van die genoemde terrein in sulke goeie orde en toestand.

Private Sylyne

174. Vir die doel van hierdie regulasies (nos. 175 tot 214) wat betrekking het op private sylyne, is die volgende woordbepalings van toepassing, tensy uit die samehang anders blyk:—

“Applikant” beteken die maatskappy, persoon of persone wat aansoek doen, en sy of hul opvolgers en, as sodanige aansoek toegestaan word, die eienaar.

“Sylyn” beteken daardie gedeelte van die spoorweg-sylyn en alle ander werke in verband waarmee aansoek gedoen word, of alle byvoegings daartoe vir sover dit binne die grense van die Administrasie se grond geleë is.

“Sylynverlenging” beteken die gedeelte van die spoorweg-sylyn en ander werke in verband met die sylyn wat buite die grense van die Administrasie se grond geleë is.

162. The licensee shall not have any right to assign, mortgage, sublet, or otherwise dispose of his interests in the said premises or any part thereof without the previous consent in writing of the Administration.

163. Notwithstanding anything to the contrary in these regulations, the Administration shall have and expressly reserves the right to terminate the licence without notice to the licensee, and thereupon to enter upon and take possession of the premises and all buildings and structures thereon without compensation in the event of the licensee failing to observe the terms of these regulations or being found guilty by any competent court of any contravention of the law, the act constituting such contravention having been committed upon the said premises.

164. The licensee shall not do anything which may in the opinion of the Administration endanger, interfere with, or embarrass the railway service of the Administration or jeopardise the insurance of the said premises or cause a nuisance to neighbouring property.

165. The licensee shall and does guarantee and indemnify the Administration against all actions, claims, injury, loss or damage which the Administration or any third party may sustain or may be involved in either directly or indirectly by reason of the possession and occupation by the licensee of the premises, and against all claims and actions made or instituted by any third party or parties for any loss, injury, or damage sustained or alleged to have been sustained by such third party or parties, directly or indirectly by reason of the possession and occupation by the licensee of the said premises.

166. All goods forwarded from the premises will be accepted by the Administration for conveyance at the sole risk of the licensee, and in like manner no liability will be accepted by the Administration for any goods consigned to the licensee at the premises.

167. The licensee shall if and when called upon so to do pay all Municipal or other rates and taxes levied upon the premises or the Administration may recover as part of or as an addition to the rent fixed all such rates and taxes as if the licensee were the owner as well as the occupier.

168. The licensee shall, at his own cost, load into and unload from railway vehicles all and every description of goods which may be required to be conveyed from, or which may be delivered by railway at the premises.

169. The Administration will not be liable for the condition of or the quantities or weights as declared by the licensee or consignor of goods conveyed to or from the premises.

170. The licensee shall pay all proper rates, freight, demurrage, and other charges which may be in force from time to time in respect of goods to or from the premises.

171. Neither the licensee nor any one claiming under him shall be entitled to any compensation or payment whatsoever from the Administration for any damage caused by fire through sparks, cinders or ashes, occurring in any buildings, structures, machinery, materials, crops, grass or trees.

172. Nothing in these regulations shall be held to confer on the licensee any right or privilege to make excavations or construct or place on railway land any buildings, structures, machinery, or materials of any kind whatsoever without the previous consent in writing of the Administration.

173. Upon termination of the licence, whether by effluxion of time or otherwise, the licensee shall immediately vacate the said premises and return and hand the same over to the Administration in the same good order and condition as that in which they were received, and the acceptance of the licence by the licensee shall be deemed an acknowledgement of having received the said premises in such good order and condition.

Private Sidings.

174. For the purpose of these regulations (Nos. 175 to 214) relating to private sidings, the following definitions shall apply unless inconsistent with the context:—

“Applicant” shall mean the company, person, or persons making the application, and its, his, or their successors, and, if such application is granted, the owner.

“Siding” shall mean that portion of the railway siding and all other works in connection with which an application is made, or any additions thereto so far as same lie within the boundaries of the Administration's land.

“Siding extension” shall mean such portion of the railway siding and other works connected with the siding as lie outside the boundaries of the Administration's land.

„Wissel terrein” beteken sodanige gedeelte of gedeeltes van spoorwegwerke, hetsy geleë op die eendoms van die Administrasie of nie, en hetsy dit, al dan nie, op aansoek aangelê is, waarvoor van tyd tot tyd tussen die Administrasie en die applikant ooreengeword word om spesiaal vir wisseling van voertuie tussen die Administrasie en die applikant gebruik te word.

„Deposit” beteken die som wat by die Administrasie gedeponeer word op rekening van die aanleg van die werke binne die grense van die Administrasie en wat noodsaaklik is as gevolg van die sylyn.

„Regulasies insake private sylyne” beteken die Administrasie se regulasies betreffende die aanleg, onderhoud en eksploitasie van private sylyne, en alle wysigings daarvan.

175. 'n Private sylyn wat toegang verleen tot spoorweë wat die eendoms is van of bestuur word deur die Administrasie, word nie toegestaan nie, tensy aansoek op die voorgeskrewe vorm gedoen word, versagel van 'n plan van die voorgestelde sylyn, en tensy die skriftelike toestemming van die Administrasie formeel daarvoor verkry is; en geen vergoeding word aan applikante toegestaan onder voorwendsel dat hulle onkoste opgeloop het in afwagting van die verkryging van sodanige toestemming nie.

176. (a) As die aansoek om die sylyn en/of silynverlenging toegestaan word, is die ooreenkoms in verband daarmee vir 'n tydperk van hoogstens tien jaar, en na verloop van daardie tydperk hou alle kragtens die genoemde ooreenkoms verkreë regte en voorregte op om te bestaan; met dien verstande egter dat die applikant minstens een maand voor die verstrikking van die genoemde tydperk na goeddunke die aansoek of ooreenkoms vir die gebruik van die sylyn van tyd tot tyd vir verder tydperke kan hernu, maar vir hoogstens vyf jaar in enige tydperk.

(b) Alvorens die Administrasie 'n hernuwing van die ooreenkoms toestaan, het hy die reg om te vereis dat die sylyn en/of silynverlenging deeglik herstel word en in dié geval word die koste van die werk as volg gedra:—

- (i) As die sylyn en silynverlenging deur die Administrasie onderhou word, betaal die applikant die koste van materiaal, en die Administrasie is aanspreeklik vir die koste van arbeid; met dien verstande dat die applikant tydens die onderhoud van die sylyn en silynverlenging, indien daarom versoek, die koste van alle materiaal benodig in verband met sodanige onderhoud betaal het. As die applikant nie die koste van sulke materiaal betaal het nie, is hy aanspreeklik vir al die koste van arbeid en materiaal om die sylyn en silynverlenging behoorlik te herstel.
- (ii) As die silynverlenging deur die applikant onderhou word, dra hy al die koste van arbeid en materiaal.

(c) As die Administrasie dit nodig of raadsaam ag om die sylyn of silynverlenging met swaarder materiaal te herleë of andersins te versterk vir die doel om dit te eksploiteer, word die werk wat deur die Administrasie as nodig geag word vir rekening van die applikant uitgevoer alvorens 'n hernuwing van die ooreenkoms toegestaan word.

(Soos gewysig: Goewermentskennisgewing 1969; *Staatskoerant* 2833; 6.12.40.)

177. Alle grond en alle regte en servitute wat nodig is of mag wees om te verkry ten einde die voorwaardes van die aansoek na te kom, word deur en op koste van die applikant verkry en deur die applikant vir die doel daarvan kosteloos tot beskikking van die Administrasie gestel; met dien verstande dat geen bepaling in die kaart en transport daarvan die reg van die applikant of derdes om minerale onder sulke grond te grawe of te delwe, belemmer nie, solank die wet en enige regulasie betreffende mynwerk onder of in die nabyheid van spoorweë nie daardeur oortree, en die spoorweg op die private sylyn nie daardeur in gevaar gestel word nie.

178. Wanneer die sylyn gemagtig word, word dit vir rekening van die applikant deur die Administrasie aangelê, en die applikant betaal 'n jaarlikse som vir die reg van toegang tot die lyn van die Administrasie.

179. (a) Die silynverlenging kan deur die applikant aangelê word onderworpe aan die goedkeuring van die Administrasie wat betref ontwerp, hellings, draaie, duikers, riele, materiaal en afwerking van sulke silynverlenging, en op sodanige wyse dat daar standaardruimtes vir alle bestaande bouwerke, bome en ander dinge lansaam vir rolende materiaal is wat op die silynverlenging beweeg, en om dit te versker, moet besonderhede van al sulke bouwerke, bome en ander dinge aan die Administrasie voorgelê word, en daarna word geen bouwerke of ander dinge sonder toestemming van die Administrasie opperig nie; of anders kan die Administrasie na goeddunke op versoek van die applikant die werk onderneem; met dien verstande dat die applikant instem om alle koste vir die werk wat die Administrasie onder-

„Exchange site” shall mean such portion or portions of railway works, whether situated on the property of Administration or not, and whether constructed under application or not, which shall be agreed upon from time to time between the Administration and the applicant to be used specially for the interchange of vehicles between the Administration and the applicant.

„Deposit” shall mean the sum deposited with the Administration on account of the construction of the works within the boundaries of the Administration rendered necessary by the siding.

„Private Siding Regulations” shall mean the Administration's regulations governing the construction, maintenance, and working of private sidings or any amendments thereof.

175. A private siding giving access to any railways owned or administered by the Administration will not be permitted unless application is made on the prescribed form accompanied by a plan of the proposed siding, and the consent of the Administration in writing has been formally obtained thereto; and no consideration will be accorded to applicants upon the plea that they have incurred expenses in anticipation of obtaining such consent.

176. (a) If the application for the siding and/or siding extension is granted the agreement in connection therewith shall be for a period not exceeding ten years, and on expiry of such period all rights and privileges derived thereunder shall cease; provided, however, that prior to one month before the expiration of the said period the applicant may at his option renew the application or agreement for the use of the siding for further periods from time to time, but not exceeding five years in any one period.

(b) Before granting a renewal of the agreement it shall be competent for the Administration to require that the siding and/or siding extension be placed in a thorough state of repair and the cost of the work in such event shall be borne as follows:—

- (i) Where the siding and siding extension are maintained by the Administration, the applicant shall pay the cost of material; the Administration being responsible for the cost of labour, provided that during the course of maintaining the siding and siding extension the applicant shall have paid when called upon, the cost of any material required in connection with such maintenance. Should the applicant not have paid the cost of such material he shall be liable to pay the full cost of labour and material in order to place the siding and siding extension in a thorough state of repair.
- (ii) Where the siding extension is maintained by the applicant the applicant shall bear the total cost of labour and material.

(c) Should it seem to the Administration necessary or advisable for the purpose of working the siding and/or siding extension for such to be relaid with heavier material or otherwise strengthened, such work as the Administration may deem necessary shall be carried out at the cost of the applicant before a renewal of the agreement is granted.

(As amended: GN 1969; GG 2833, 6.12.40.)

177. All lands and all rights and servitudes which it is or may be necessary to acquire in order to carry out any of the provisions of the application shall be acquired by and at the expense of the applicant, and shall be placed at the disposal of the Administration by the applicant for the purpose thereof free of cost, provided that nothing in the title thereof contained shall affect the right of the applicant or third parties to dig or mine for minerals under such land so long as the law and any regulation relating to mining under or near to railways are not thereby contravened, and so long as the railway or the private siding is not thereby endangered.

178. The siding when authorised, will be constructed by the Administration at the cost of the applicant and the applicant shall pay an annual sum for the right of access to the lines of the Administration.

179. (a) The siding extension may be constructed by applicant subject to the approval of the Administration as to design, grades, curves, culverts, drains, material, and workmanship of such siding extension, and so as to give standard clearances to all existing structures, trees and other things adjacent for rolling stock moving in the siding extension; to ensure which, particulars of all such structures, trees and other things must be submitted to the Administration and no structures or other things shall thereafter be erected without permission of the Administration; or otherwise, on request of the applicant, the Administration may, if it thinks fit, undertake the work provided that the applicant shall agree to pay all charges for the work which the

neem, te betaal, en die geraamde bedrag van sulke koste voor die aanvang van die werk deponeer, en onder sodanige ander terme en voorwaardes as die Administrasie nodig ag om op te lê.

(b) Die slylverlenging moet lank genoeg wees vir 'n hele goederreën soos gewoonlik geëksploteer word op die Administrasie se lyn waar die aansluitingstasie geleë is, indien vereis deur die Administrasie.

180. As dit te eniger tyd volgens die mening van die Administrasie wenslik is dat sinjaal- of soortgelyke toestelle vir die veilige en behoorlike eksploteisie van die slylyn, vir die veilige en behoorlike geïnstalleer moet word, word slylverlenging of wisselstelsel van die applikant uitgevoer nadie genoemde werk op koste van die applikant van die vereistes dat behoorlike kennis aan die applikant van die vereistes van die Administrasie gegee is, en die applikant betaal alle van die Administrasie onderneem, en dekoste vir die werk wat die Administrasie onderneem, en deponeer die geraamde bedrag van sulke koste voordat die werk aan 'n aanvang neem. Die applikant moet verskaf te word vir die persoonel wat nodig is om die genoemde sinjaal- of soortgelyke toestelle te bedien, en die applikant betaal verder aan die Administrasie die loon en koste van die personeel wat vir hierdie werk gebruik word.

181. (a) As die slylyn en slylverlenging aangeleë is, word geen boukundige veranderings daarin of verlengings daarvan sonder skriftelike toestemming van die Administrasie deur die applikant aangebring nie.

(b) Wanneer dit vir die Administrasie blyk dat dit vir die veilige en gerieflike hantering van die applikant se verkeer nodig is om veranderings op of byvoegings tot gedeeltes van die slylyn of slylverlenging te maak, of om 'n wisselstelsel te verskaf, waar die applikant nie alreeds daarom aansoek gedoen het nie, moet dit op dieselfde wyse en onderworpe aan dieselfde terme en voorwaardes as die oorspronklike werk uitgevoer word, tensy die Administrasie en die applikant ooreenkom om ander terme en voorwaardes te aanvaar.

(Soos gewysig: Goewermentskenningsgewing 1779; Staatskoerant 2478; 19.11.37.)

182. (a) As die slylyn en/of slylverlenging deur die Administrasie onderhou word, dek sodanige onderhoud die koste van arbeid in verband met—

- (i) behoorlike onderhoud van die spoorlyn, met inbegrip van die skoonmaak van die spoorbaan;
- (ii) Toetsing en herstelling van spoorwydte;
- (iii) vervanging van materiaal as gevolg van gewone slytasie;
- (iv) algemene onderhoud van die spoorlyne in 'n bedryfswaardige toestand;
- (v) verandering aan of vervanging van wisselstelsel en skewe kruisings van die applikant as gevolg van die hertegging van die Administrasie se spoorlyn met swaarder materiaal; en
- (vi) verandering aan of vervanging van wisselstelsel van die Administrasie wat aansluiting met die Administrasie se spoorlyne het, wanneer sulke verandering of vervanging noodsaaklik is uit hoofde van die herlegging van die Administrasie se spoorlyne met swaarder materiaal.

Onderhoud kragtens hierdie regulasies sluit nie die volgende in nie:—

- (vii) die onderhoud van brue en duikers, sinjale, veekeeders, weegbrue, stelliasies of soortgelyke bouwerke wat die eëndom van die applikant is;
- (viii) die koste in verband met die aanleg van 'n swaarder spoorlyn vir die slylyn en slylverlenging, insluitende alle wisselstelsel behalwe die wisselstelsel wat die slylyn met die Administrasie se spoorlyne verbind, as die noodsaaklikheid te eniger tyd daarvoor ontstaan;
- (ix) bogronde elektriese uitrusting en bouwerke in verband met die elektrifisering van die slylyn en/of slylverlenging, en alle baanverbinding;
- (x) wisselstelsel van die Administrasie wat die slylyn met die Administrasie se lyne verbind, wat deur die Administrasie onderhou en gedek word deur 'n uur van £1 per maand vir rekening van die applikant; en
- (xi) die koste van alle materiaal.

Indien versoek, moet die applikant onmiddellik die koste van alle materiaal benodig om een of ander deel van die slylyn en/of slylverlenging in 'n goeie bytoestand te plaas, betaal.

(Soos gewysig: Goewermentskenningsgewing 1969; Staatskoerant 2833; 6.12.40.)

(b) Die slylyn word deur die Administrasie onderhou en die applikant betaal aan die Administrasie 'n som waarvoor ooreengekom moet word.

Sulke betalings geskied halfjaarlik vooruit op 1 Januarie en 1 Julie elke jaar. Die eerste betaling vir die gedeelte van die halfjaar vooruitbetaalbaar, is betaalbaar op en vanaf die datum waarop die slylyn vir verkeer beskikbaar is. Die Administrasie het die reg om van tyd tot tyd die genoemde som te vermeerder of te verminder.

Administration may make, and shall deposit the estimated amount of such charges before the work is commenced, and upon such other terms and conditions as the Administration may deem it necessary to impose.

(b) The siding extension shall be sufficient for the reception of an entire goods train such as is generally worked on the section of the Administration's line where the junction is situated, when so required by the Administration.

180. Should it, at any time, in the opinion of the Administration, be desirable that signalling or like appliances be installed for the safe and proper working of a siding or siding extension or exchange site, the said work shall be carried out at the cost of the applicant after due notice has been given to the applicant of the requirements of the Administration and the applicant shall pay all charges for the work which the Administration may make, and the applicant shall deposit the estimated amount of such charges before the work is commenced. The applicant shall also pay the cost of any accommodation which it will be necessary to provide for any staff which may be required to work the said signalling or like appliances, and the applicant shall further pay the Administration the wages and cost of the staff so employed.

181. (a) When once the siding and siding extension have been laid, no structural alterations therein or extensions thereto, shall be made by the applicant without the previous consent in writing of the Administration.

(b) Whenever it appears to the Administration that for the safe and convenient working of the applicant's traffic it is necessary to make alterations on, or additions to, any portions of the siding or siding extension, or to provide an exchange site where such has not already been applied for by the applicant, the same shall be carried out in the same manner, and be subject to the same terms and conditions as the original work, unless other terms and conditions are agreed upon between the Administration and the applicant.

(As amended: GN 1779; GG2478, 19.11.37.)

182. (a) Maintenance of the siding and/or siding extension, when maintained by the Administration, shall cover the cost of labour involved in—

- (i) keeping the track in an efficient state of repair, including weeding the track formation;
- (ii) checking and rectifying gauge of track;
- (iii) replacing materials due to ordinary wear and tear;
- (iv) generally to keep the tracks in good working order;
- (v) alteration to or replacement of points and crossings and diamond crossings, the property of the applicant, necessitated by the relaying of the Administration's track with heavier material; and
- (vi) alteration to or replacement of points and crossings connecting the siding to the Administration's tracks, where such are the property of the Administration, necessitated by the relaying of the Administration's tracks with heavier material.

Maintenance under these regulations shall not include—

- (vii) the maintenance of bridges and culverts; signals, cattle guards, weighbridges, trestles or like structures, the property of the applicant;
- (viii) the cost incurred in the laying of a heavier track for the siding and siding extension, including all sets of points and crossings other than the set or sets of points and crossings connecting the siding to the Administration's tracks, should the necessity at any time arise;
- (ix) overhead electrical equipment and structures in connection with electrifying the siding and/or siding extension, and any track bonding;
- (x) sets of points and crossings, the property of the Administration, connecting the siding with the Administration's lines, which shall be maintained by the Administration and covered by the rental of £1 per month raised against the applicant;
- (xi) the cost of any material whatsoever.

The applicant shall pay immediately upon being requested to do so the cost of any materials necessary to place any part of the siding and/or siding extension in good working order.

(As amended: GN 1969; GG 2833, 6.12.40.)

(b) The siding shall be maintained by the Administration, and the applicant shall pay to the Administration a sum to be agreed upon.

Such payments shall be made half-yearly in advance on the 1st day of January and the 1st day of July in each year. The first payment for the proportion of the half-year due in advance shall be payable upon and from the date on which the siding is available for traffic. The Administration shall have the right from time to time to increase the said sum.

(c) Die applikant moet die silynverlenging goed en tot volke bevrediging van die Administrasie onderhou, maar die goedkeuring daarvan benadeel hoegenaamd nie die Administrasie in verband met 'n eis vir skade wat deur die Administrasie of derdes as gevolg van 'n ongeluk of letsel weens gebreke in die lyn teen die applikant ingestel word nie.

Die Administrasie kan op versoek van die applikant die onderhoud van die silyn onderneem, onderworpe aan sulke terme en teen sulke betalings as tussen die applikant en die Administrasie ooreengekom word.

(d) Die applikant word aanspreeklik gehou vir alle skade, verlies of letsel wat die Administrasie of derdes as gevolg van 'n gebrek in onderbou van bunkers of soortgelyke bouwerke mag ly.

183. Die werk van die elektriese en onderhoud van elektriese uitrusting, as daar is, op die silyn en/of silynverlenging wat uit die geëlektrifiseerde gedeelte van die Administrasie se spoorwegnet uitdraai, word in alle gevalle deur die Administrasie op koste van die applikant uitgevoer.

184. Die Administrasie se dienare kan te alle tye die silyn en silynverlenging inspekteer, en alle herstellings, veranderinge en byvoegings gespesifiseer in 'n skriftelike kennisgewing behoort deur die Administrasie op die applikant gediend, word deur die applikant of deur die Administrasie op koste van die applikant onderneem, soos die Administrasie mag besluit, en die Administrasie kan alle verkeer na of oor die silyn en silynverlenging staak of gedeeltelik staak, vir sodanige tydperk as by goed mag vind, as sodanige staking na die oordeel van die Administrasie nodig is omdat die Administrasie se lyne of die applikant se silyn of silynverlenging nie in 'n veilige of doeltreffende toestand is nie, as gevolg van ongelukke of op skade aan die lyn of silyn of silynverlenging, of omdat veranderinge of nodige herstellings daaraan aangebring moet word, en die applikant het hoegenaamd geen eis teen die Administrasie vir skade, verlies of ongerief wat deur sodanige staking vir die applikant veroorsaak word nie. Die applikant moet die koste van enige inspeksie of toetsing wat deur die dienare van die Administrasie gedoen of gebou word, betaal.

185. Wanneer 'n ongeluk op die silyn of silynverlenging plaasvind, moet die applikant kosteloos looprekte vir hulp-treine verskaf wat nodig is om die lyn te herstel en beskadigde lokomotiewe of rollende materiaal te verwyder, en as die applikant verantwoordelik is vir die ongeluk, moet die onkoste om die hulp-treine te laat loop, bereken vanaf die tyd wat die hulp-treine die depôt verlaat tot die tyd van sy terugkeer, arbeid wat daarmee geaard gaan en die materiaal wat gebruik word deur die applikant gedra word.

186. Op skriftelike versoek van die applikant, kan die Administrasie, na goeddunke, die silyn en silynverlenging deur middel van sy eie personeel, lokomotiewe, rollende materiaal en uitrusting eksploiteer, ooreenkomsig die terme en voorwaardes van die regulasies, of enige wysiging daarvan wat later gepubliseer word, maar die Administrasie het onder besondere omstandighede die keuse om daarop aan te dring dat ander terme en voorwaardes, wat onderling bevredigend vir die applikant en die Administrasie is, eers vasgestel moet word voordat die Administrasie die eksploitasie van die silyn en silynverlenging onderneem, soos hierbo vermeld.

187. Die applikant betaal alle behoorlike tariewe, spoorvrug, staande en ander koste wat van tyd tot tyd in 'n werking is, en ten opsigte van verkeer na en van die silyn en silynverlenging, word onder ander, die volgende koste bereken:—

- (a) Versporingskoste soos bepaal in die Offisiële Spoorweg-tarifboek.
- (b) Vervoerkoste waar die silyn of silynverlenging deur die Administrasie geëksploiteer word, soos uiteengesit in die Offisiële Spoorwegtariefboek.
- (c) Sodanige addisionele vervoerkoste as tussen die applikant en die Administrasie ooreengekom word, waar die silyn of silynverlenging deur die Administrasie geëksploiteer word en die lengte daarvan meer as vyf myl is.
- (d) 'n Jaarlikse bedrag waarvoor ooreengekom moet word in alle gevalle waar die eksploitasie van die silyn weens buitengewone oorsake, soos in die geval van 'n aansluiting tussen twee stasies, die gebruik van personeel by die aansluitingsplek noodsaaklik maak.

188. Die Administrasie onderneem slegs om trokke ge-laai tot minstens 50 persent van hul aangegeve draagvermoë, te lewer by of te ontvang van private silyne en silynverlengings, tans "versporings"- en "vervoerkoste", waar dit hefbaar is, vir 'n halwe trokvrug, betaal word.

189. (a) Waar die laai of aflaai van goedere deur eie-nars by private silyne onderneem word, is die Administrasie nie verantwoordelik vir die toestand van die goedere of vir aflewering van hoeveelhede of gewigte soos deur die afsender of geadresseerde aangegee nie.

(c) The applicant must maintain the siding extension in good order and condition, and to the entire satisfaction of the Administration, but its approval shall not in any way prejudice the Administration in connection with any claim for damage against the applicant preferred by the Administration or third parties in consequence of accident or injury due to defects in the line.

At the request of the applicant, the Administration may undertake the maintenance of the siding extension, subject to such terms and to such payments as may be agreed upon between the applicant and the Administration.

(d) The applicant shall be held responsible for any damage, loss, or injury which the Administration or third parties may sustain in consequence of any failure in the sub-structure of bunkers or like structures.

183. The work of electrification and maintenance of electrical equipment (if any) on the siding and/or siding extension taking off the electrified portion of the Administration's system shall in all cases be carried out by the Administration at the cost of the applicant.

184. The Administration's servants may at all times inspect the siding and siding extension, and any repairs, alterations, and additions specified in any written notice duly served upon the applicant by the Administration shall be carried out by the applicant or by the Administration at the cost of the applicant as the Administration may decide, and the Administration may suspend or partially suspend for such period as it thinks proper, all traffic to or along the siding and siding extension when such suspension is, in the opinion of the Administration, necessary, owing to the Administration's lines or applicant's siding or siding extension not being in a safe or efficient state of repair in consequence of accidents on or damage to the line or siding or siding extension, or alterations, or necessary repairs being required thereto, and the applicant shall have no claim whatever against the Administration for any damage, loss, or inconvenience caused to the applicant by such suspensions. The applicant shall pay the cost of any inspection or supervision that may be made by the servants of the Administration.

185. When an accident has occurred on the siding or siding extension the applicant shall provide, free of charge, running rights for breakdown trains necessary to restore the line to working order and remove damaged locomotives or rolling stock, and where responsibility for the accident rests with the applicant, the expense of running the breakdown train, calculated from the time the breakdown train leaves the depot to the time of its return, labour involved, and material used, shall be borne by the applicant.

186. At the request of the applicant by letter the Administration may at its option work the siding and siding extension with its own staff, locomotives, rolling stock, and equipment upon the terms and conditions of the regulations or any amendment thereof subsequently published, but it shall be at the option of the Administration under special circumstances to insist before it undertakes the working of the siding and siding extension as above that other terms and conditions mutually satisfactory to the applicant and the Administration shall first be agreed upon.

187. The applicant shall pay all proper rates, freight, demurrage, and other charges which may from time to time be in force, and in respect of traffic to and from the siding and siding extension the following charges, *inter alia*, will be made:—

- (a) A cross-over charge as set out in Official Railway Tariff Book.
- (b) Haulage charges where the siding or siding extension is worked by the Administration as set out in the Official Railway Tariff Book.
- (c) Such additional haulage charges as may be agreed upon between the applicant and the Administration where the siding or siding extension is worked by the Administration and the length thereof exceeds five miles.
- (d) An annual sum to be agreed upon in all cases where the working of the siding through extraordinary causes, such as in the case of a junction between two stations, necessitates the employment of staff at the point of junction.

188. The Administration only undertakes to deliver to or receive from private sidings and siding extensions trucks loaded to at least 50 per cent. of their registered carrying capacity, unless "crossing-over" and "haulage" charges where leviable for half a truck load are paid.

189. (a) Where the loading or unloading of goods is done by owners at private sidings the Administration will not be responsible for the condition of the goods or for delivery of quantities or weights as declared by the consignor or consignee.

(b) Die applicant moet op eie koste alle soorte goedere, minerale of materiaal wat per spoor vervoer moet word van of afgelewer word by die sylyn in en uit spoorwegvoertuie laai.

(c) Verkeer na of van private sylyne word op risiko van die eienaar vervoer.

190. Ten einde 'n veilige deurgang vir lokomotiewe en voertuie en persone wat op of naby die sylyn of sylynverlenging werk te verseker, moet goedere of materiaal van enige soort nie op die grond binne 'n afstand van 9 voet van die middel van die spoorlyyn gelaat word nie.

191. In gevalle waar voertuie op stasies vertraag word voordat hulle op die wisselsterrein geplaas word weens versuim van die gedresseerde om verskuldigde spoorvrug of ander koste te betaal, of die goedere deur die doeanekantoor in te klaar, word staangeld ooreenkomstig die volgende regulasie bereken vanaf die tyd van aankoms van die voertuig by daardie stasie tot tyd en wyl die spoorvrug betaal of die goedere deur die doeanekantoor ingeklaar is.

192. (a) Nadat voertuie in die wisselsterrein geplaas is, of as daar geen wisselsterrein is nie, of as die sylyn deur die Administrasie se lokomotief bedien word nadat dit in die sylyn geplaas is, word elke voertuig (uitgesonderd onderlossertrokke) toegelaat om kosteloos vir twaalf werkerure te beskikking van die applicant te bly. Daarna word staangeld ooreenkomstig die Offisiële Spoorwagtariefboek bereken.

(b) Ondanks enige daarmee strydige bepaling van hierdie regulasie, moet onderlossertrokke deur die applicant afgelaai word, as die applicant 'n gedresseerde is, terwyl die trein op die sylynverlenging is in gevalle waar die sylynverlenging deur die Administrasie geëksploiteer word, en in gevalle waar die sylynverlenging deur die applicant geëksploiteer word, moet onderlossertrokke binne twee werkerure nadat dit in sulke wisselsterrein geplaas is, teruggestuur word, en daarna is staangeld in beide gevalle ooreenkomstig die Offisiële Spoorwagtariefboek van toepassing.

(c) Ingeval daar meer gelaaide voertuie aankom as die aantal wat getreflikerwyse op die sylyn kan staan, wat tot gevolg het dat voertuie by die kontrolestasie gehou moet word tot tyd en wyl die applicant in staat is om die ekstra voertuie in ontvangs te neem, behou die Administrasie hom, na goeddunke, die reg voor om—

- (i) die genoemde voertuie af te laai en die inhoud op die grond te pak of dit uitsluitend op risiko en rekening van die applicant na laasgenoemde se terrein te vervoer; of
- (ii) staangeld te bereken na verstryking van die vrye tydperk teen die in die Offisiële Spoorwagtariefboek bepaalde tariewe, vanaf die tyd wat die applicant nie in staat was om die ekstra voertuie in ontvangs te neem nie.

193. By die berekening van die vrye tydperk onder die voorafgaande regulasie, word nie-werkerure (Sondae en publieke vakansiedae) nie getel nie, maar wanneer die (ydspalping vir trokke verstryk het, word al sulke ure en dae inbegryp. Werkerure word bereken vanaf 6 v.m., tot 6 n.m., behoudens en behalwe op Saterdag, op water dag die werkerure vanaf 6 v.m. tot 1 n.m. bereken word.

194. As die Administrasie onderneem om die sylyn en sylynverlenging ten behoeve van die applicant te eksploiteer, word bepaalde tye vir aflewering van gelaaide voertuie en die gruwing van leë voertuie tussen die Administrasie en die applicant gereël, en as die voertuie langer as die in hierdie regulasies bepaalde vrye tydperk opgehou word, as gevolg van die versuim van die Administrasie om voertuie te verwyder wat vir verwydering beskikbaar is, word geen staangeld ten opsigte van enige tydperk van vertraging weens die genoemde versuim van die Administrasie bereken nie.

195. Die applicant betaal aan die Administrasie die in die Offisiële Spoorwagtariefboek bepaalde koste vir die tyd wat 'n lokomotief van die Administrasie deur geen skuld van die Administrasie of sy dienaar langer op die sylyn of sylynverlenging opgehou word as die tyd wat nodig is vir regstreekse aflewering of afhaal van goedere.

196. Wanneer applicante verlang dat sylyne of sylynverlengings, wat gewoonlik deur applicante geëksploiteer word, tydelik deur die Administrasie geëksploiteer moet word weens mislukking van lokomotiewe of om 'n ander oorsaak, kan die Administrasie, na goeddunke, sulke sylyne of sylynverlengings tydelik eksploiteer, en in daardie geval word koste vir elke lokomotief, sy personeel en voorraad bereken vanaf die tyd wat die lokomotief die lokomotiefloods verlaat totdat dit daarheen terugkeer.

197. (a) Hetsy 'n sylyn of sylynverlenging deur die applicant of deur die Administrasie ten behoeve van die applicant geëksploiteer word, word alle rollende materiaal, boksele, spoorwagtrusting, met inbegrip van krane, hetsy bedien deur die Administrasie, se dienaar of deur die applicant of sy

(b) The applicant shall at his own cost load and unload into and from railway vehicles all and every description of goods, minerals, or materials which may be required to be conveyed by rail from, or which may be delivered by rail at the siding.

(c) Traffic to or from private sidings is conveyed at owner's risk.

190. In order to ensure a safe passage for engines and vehicles and persons working on or near the siding or siding extension, goods or material of any kind shall not be left lying on the ground within a distance of 9 feet measured from the centre of the track.

191. In cases where vehicles are delayed at stations before being put into the exchange site owing to failure on the part of the consignee to pay any freight or other charges due or clear the goods through the Customs, demurrage, as provided in the following regulation, will be charged from the time of arrival of the vehicle at such station until such time as the freight shall have been paid or Customs clearances passed.

192. (a) After vehicles are placed in the exchange site, or if there is no exchange site, or if the siding is worked by the Administration's engine after being placed in the siding, every vehicle (excluding hopper trucks) is allowed to remain at the disposal of the applicant for twelve working hours free of charge. Thereafter demurrage charges shall be applicable as provided for in the Official Railway Tariff Book.

(b) Notwithstanding anything to the contrary in this regulation contained, hopper trucks must be discharged by the applicant, where the applicant is a consignee, whilst the train is on the siding extension in such cases as the siding extension is worked by the Administration, and in such cases as the siding extension is worked by the applicant, hopper trucks must be returned to the exchange site within two working hours after being placed in such exchange site and thereafter in either case demurrage charges shall be applicable as provided for in the Official Railway Tariff Book.

(c) In the event of loaded vehicles arriving in excess of the number which the siding can conveniently hold, resulting in vehicles having to be held at controlling station until applicant is in a position to take delivery of the said excess vehicles, the Administration reserves the right at its option either to—

- (i) unload the said vehicles and stack the contents on the ground or cart same to the applicant's premises at the sole risk and expense of the applicant; or
- (ii) to charge demurrage after the expiration of the free period at the rates provided for in the Official Railway Tariff Book, from the time applicant was unable to take delivery of the excess vehicles.

193. In reckoning the free period under the preceding regulation, non-working hours (Sundays and public holidays) will not be counted, but when the time limit for any trucks has lapsed all such hours and days will be included. Working hours will be reckoned as from 6 a.m. to 6 p.m., save and except on Saturday, on which day the working hours will be reckoned as from 6 a.m. to 1 p.m.

194. In the event of the Administration undertaking to work the siding extension on behalf of the applicant, stated times for delivering full vehicles and taking away empty vehicles shall be arranged between the Administration and the applicant, and should the vehicles be detained beyond the free period defined in these regulations in consequence of the failure of the Administration to remove vehicles which are available for removal, no demurrage shall be chargeable in respect of any period of detention due to the failure of the Administration as aforesaid.

195. The applicant shall pay to the Administration the charge laid down in the Official Railway Tariff Book for the time a locomotive belonging to the Administration is detained, through no fault of the Administration or its servants, on the siding or siding extension beyond the time necessary for direct delivery or collection of traffic.

196. Where applicants desire that sidings or sidings extensions which are usually worked by applicants should, owing to failure of engine-power or any other cause, be worked temporarily by the Administration, the Administration may, at its discretion, work such sidings or sidings extensions temporarily, and in that case, a charge will be made for each engine, its crew, and stores, calculated from the time the engine leaves the engine-shed until its return thereto.

197. (a) Whether a siding or siding extension is worked by the applicant or by the Administration for the applicant, all rolling stock, tarpaulins, railway plant, including cranes whether worked by the Administration's employees or by the applicant or his employees, and equipment when

dienre, en uitruising, wanneer dit deur die Administrasie oordragend word, beskou as in goeie orde en toestand, tensy daar gewys word op gebreke daaraan wanneer dit op die wisselsterrein geplaan en alvorens dit deur die applikant gehanteer word, en die koste van herstel van skade of vergoeding van verlies wat deur die Administrasie ontdek word na aankoms van die rollende materiaal of ander hierin genoemde artikels by die ondersoekstasie nadat dit die wisselsterrein verlaat het, word op aanvraag deur die applikant betaal.

(b) Vir die doel van hierdie regulasie word sulke ondersoekstasies geag die eerste plek te wees waar ondersoekers in diens van die Administrasie gestasioneer is, tensy die applikant inwillig om die loon van 'n ondersoeker, wat deur die Administrasie by die wisselsterrein gebruik word, te betaal.

(c) Die applikant bring geen herstellings aan enige onderdele van die Administrasie se rollende materiaal aan wat beskadig word terwyl dit op die private sylyn of sylynverlenging is of op enige ander tyd nie.

198. Die applikant moet geen lokomotiefdrywer of stoker in sy diens toelaat om ranger- of dryfwerk binne die grense van die Administrasie te doen nie, tensy die applikant skriftelike verlof van die Administrasie het om 'n drywer of stoker op hierdie manier te gebruik.

199. Nóg die applikant nóg enige persoon wat ten behoeve van hom 'n eis instel, is op enige vergoeding of betaling van die Administrasie geregtig vir skade veroorsaak deur brand as gevolg van vonke, sintels of as in geboue, bouwerke, masjinerie, materiaal, gesaaides, gras of bome nie.

200. Die applikant moet ingevolge Regulasie no. 148 'n grootboekrekening, of ooreenkomstig Regulasie no. 150 'n depositeerekening by die Administrasie open, ten opsigte van die koste wat betaalbaar is op alle besendings afgestuur van of geadresseer na die sylyn en sylynverlenging.

201. (a) Op versoek van die Administrasie moet die applikant, of met verlof van die Administrasie kan die applikant die sylyn, sylynverlenging en alle werke in verband daarmee in geheel of gedeeltelik ter beskikking van derdes stel, vir die vervoer, laai of afhaal van voertuie, en vir die aanleg van nuwe aansluitingsstasies en sylyne vir sulke derdes. Die terme en voorwaardes waaronder derdes die sylyn en sylynverlenging mag gebruik, moet eensins in stryd wees met die bepaling van die regulasies nie, en word onderling tussen sulke derdes en die applikant gereël en vastgestel, en onderwerp daaraan dat sulke derde billike sekerheid aan die applikant stel vir die nakoming van sy verpligtings en vir enige skade wat in verband met die gebruik van die sylyn of sylynverlenging deur sulke derde voortspruit of veroorsaak word. Sulke ooreenkomste onthef geensins die applikant van aanspreeklikheid vir enige skending of versum, om enige voorwaarde hiervan na te kom nie, tensy sulke skending of versum deur die applikant of deur 'n derde wat die sylyn of sylynverlenging, of 'n deel daarvan gebruik, gepleeg of toegelaat word, of van aanspreeklikheid vir alle bedrae betaalbaar aan die Administrasie kragtens hierdie regulasies, behoudens en behalwe die bedrae verskuldig ten opsigte van goedere vervoer na of van die sylyn of sylynverlenging deur en vir rekening van sulke derdes wat toegelaat word om kragtens die bepaling van hierdie regulasies die sylyn of sylynverlenging te gebruik, sowel as die bedrag van enige staangeld of enige verlies of skade vir die Administrasie veroorsaak, wat aan die Administrasie verskuldig mag wees deur elk sodanige derde, wat kragtens die voorwaardes van hierdie regulasie, of kragtens 'n ooreenkoms tussen die Administrasie en sulke derde van die sylyn of sylynverlenging gebruik maak.

(b) As daar geen ooreenkomste getref word nie, kan die Administrasie die terme en voorwaardes beslis waaronder die derde of derdes toegelaat word om die sylyn en sylynverlenging te gebruik, waarvoor hierin voorsiening gemaak word, of 'n deel daarvan of enige werke wat beoog word ooreenkomstig subklousule (c) van hierdie regulasie, en die beslissing van die Administrasie is final en bindend vir alle partye.

(c) Elke persoon wat om 'n private sylyn aansoek doen, moet die Administrasie se dienare toelaat om sy grond te betree vir die doel om nuwe aansluitings na of verlengings oor sy eiendom van die sylyn aan te lê, vir die doel om derdes te bedien, as die Administrasie hom versoek om dit te doen.

202 (a) Die Administrasie kan die genoemde sylyn en sylynverlenging gebruik vir die uitvoering van sy besigheid as 'n gewone karweiër en karweiër van passasiers, en vir rangering en opstelling van treine, en hiervoor word geen koste deur die applikant bereken nie.

(b) Wanneer die sylyn en sylynverlenging deur die Administrasie vir inkomstedoeleindes vir die voordeel van 'n ander as die applikant gebruik word, het die Administrasie die reg om goedere op sulke sylyn of sylynverlenging aan ander partye en persone as die applikant te ontvang en

handeerd onder by die Administrasie shall be considered as being in good order and condition unless defects therein are pointed out when they are put into the exchange site and before being handled by the applicant, and the cost of repairing any damage or making good any loss detected by the Administration upon the arrival of the rolling stock or other articles mentioned herein at the examining station after leaving exchange site shall be paid by the applicant on demand.

(b) For the purpose of this regulation such examining stations shall be held to be the first point at which examiners in the employment of the Administration are stationed, unless applicant agrees to pay the wages of an examiner to be employed by the Administration at the exchange site.

(c) The applicant shall not effect any repairs to any parts of the Administration's rolling stock which may be damaged while on the private siding or siding extension or at any other time.

198. The applicant shall not permit any engine-driver or fireman in his employ to engage in any shunting or driving operations within the boundaries of the Administration unless the applicant holds a written permission from the Administration to so employ such driver or fireman.

199. Neither the applicant nor any one claiming under him shall be entitled to any compensation of payment whatsoever from the Administration for any damage caused by fire through sparks, einders, or ashes occurring in any buildings, structures, machinery, materials, crops, grass or trees.

200. The applicant shall enter into a ledger agreement *vide* Regulation No. 148 or open a deposit account *vide* Regulation No. 150 with the Administration in respect to the charges which may become payable on all consignments forwarded from or consigned to the siding and siding extension.

201. (a) At the request of the Administration the applicant shall, or on permission being given by the Administration, the applicant may, place the siding, siding extension, and all works connected therewith, either wholly or in part, at the disposal of third parties, for the conveyance, loading, or unloading of vehicles, and for the construction of new junctions and sidings for such third parties. The terms and conditions upon which third parties may use and enjoy the siding and siding extension shall not conflict in any respect with the provisions of the regulations, and shall be mutually arranged and agreed between such third parties and the applicant, and subject to such third party providing reasonable security to the applicant for the fulfilment of his obligations and for any damage that may arise or be caused in connection with the use of the siding or siding extension by such third party. Such agreement shall in no wise relieve the applicant from liability for any breach or omission to perform any condition hereof, whether such breach or omission is committed or allowed by the applicant or by any third party using the siding or siding extension, or any part thereof, or from liability for all sums payable to the Administration under the regulations, save and except amounts due in respect of traffic consigned to or from the siding or siding extension by or on account of such third parties as are permitted to use the siding or siding extension under the provisions of this regulation, and also the amount of any demurrage or any loss or damage caused to the Administration which may become due to the Administration by any such third party using the siding or siding extension under the terms of this regulation, or under any agreement between the Administration and such third party.

(b) If no agreement be arrived at then the Administration may decide the terms and conditions subject to which the third party or parties shall be permitted to use and enjoy the siding and siding extension provided for herein, or any part of it or any works contemplated *vide* subclause (c) of this regulation, and the decision of the Administration shall be final and binding upon all parties.

(c) Any person making application for private siding facilities shall when called upon to do so by the Administration permit the Administration's servants to enter upon his land for the purpose of constructing new junctions or extensions over his property from the siding for the purpose of serving third parties.

202 (a) The Administration may use the said siding and siding extension in the conduct of its business as a common carrier and carrier of passengers, and for the shunting and marshalling of trains and for this no charge shall be made by applicant.

(b) The Administration shall, when the siding and siding extension are used by the Administration for revenue purposes for the benefit of other than the applicant, have the right to receive and deliver goods upon such siding or siding

af te lewer, maar sulke ander partye en persone is verplig om aan die Administrasie, ten behoeve en vir rekening van die applikant, vir sulke voorreg 'n bedrag te betaal van die applikant, vir die applikant en, die Administrasie ooreengekom moet word.

(c) Die regte van die Administrasie, soos bepaal in die twee voorafgaande paragrawe, word slegs uitgeoefen mits dit sonder belemmering van die behoorlike behartiging van die besigheid van die applikant kan geskied.

(d) Onderworpe aan die voorafgaande, moet alle goedere na die sylyn en sylynverlenging aan of vir rekening van die applikant vervoer word, behoudens en behalwe die partye van wie die reg van gebruik ooreenkomstig die regulasies aan wie in, in watter geval die metode van afsending getoestaan is, in watter geval die metode van afsending getoestaan is, moet word met en goedgekeur deur die Administrasie.

203. Nieteenstaande die bepaling van die twee voorafgaande Regulasies Nos. 201 en 202, kan die Administrasie met toestemming van die applikant, as dit raadsaam geag word, motor- of passasierstreine oor die sylyn of sylynverlenging laat loop vir die vervoer van die werksmanne van die applikant, of persone wat woonagtig is in of 'n besoek aflê in die buurt van die sylyn, en kan sulke reisgeld bereken as die Administrasie goed mag vind, met die duidelike verstandhouding dat die Administrasie daardeur nie aanspreeklik is om enige bedrag by wyse van vergoeding of andersins ten opsigte van sulke motor- of passasierstreine te betaal nie, en dat sodanige handelinge nie geag word dat dit die sylyn of sylynverlenging ter beskikking van derdes stel of dat die sylyn ooreenkomstig hierdie regulasies oorgeneem word nie.

204. Die applikant waarborg en stel die Administrasie skadeloos teen alle handelinge, eise, letsel, verlies of skade wat die Administrasie of 'n derde mag ly van waarby hulle reestreks of onreestreks betrokke is, en wat voortspruit uit die bestaan of gebruik van die sylyn of sylynverlenging, heitsy die sylyn of sylynverlenging deur die applikant of deur die Administrasie geëksploiteer word, waar sulke skade nie te wyte is aan die nalatigheid of versuim van die Administrasie of sy dienare nie.

205. As die Administrasie, in belang van die publiek of weens noodsaaklikheid of vir die veilige en gerieflike eksplorasie van verkeer besluit om veranderings aan of verlengings van die spoorweg te maak wat die verwydering van die sylyn en werke in verband daarmee of 'n gedeelte daarvan noodsaaklik maak, kan die Administrasie na verloop van ses maande kennis aan die applikant te dien effekte die nodige werk uitvoer, maar die Administrasie moet alle pogings aanwend om op 'n ander plek vir die applikant dieselfde geleentheid te verskaf as dié wat hom op voornoemde wyse ontnem is, met die doel om die applikant so min moontlik ongerief te berokken. Die applikant het geen aanspraak op vergoeding uit hoofde van sodanige veranderings, sluiting of verwydering nie, maar die Administrasie kan na goeddunke aan 'n applikant wat as gevolg van sulke veranderings, sluiting of verwydering benadeel word 'n bedrag aan vergoeding betaal wat hy as billik ag. Die applikant is verplig om aan die Administrasie alle gelde wat die Administrasie spaander of uitgee vir die verkryging van grond of enige belang in of oor enige grond wat vir die doel nodig is, en die koste van alle materiaal wat nodig is in verband met of as gevolg van sulke verwydering aan die Administrasie terug te betaal.

(Soos gewysig: Goewermentskennisgewing 1969; Staatskoerant 2833; 6.12.40.)

206. As die Administrasie verlang, kan hy te eniger tyd na skriftelike kennisgewing ses maande vooraf, die ooreenkoms by betaling van sodanige vergoeding waartoe onderling ooreenkomstig mag word beëindig. Die Administrasie kan na verstryking van die genoemde kennisgewing die sylyn en/of sylynverlenging of enige gedeelte daarvan verwyder of oorneem en eksploteer, en die kwessie van vergoeding, as geen ooreenkoms in verband daarmee getref is nie, agterwê laat om deur aksie in 'n bevoegde hof beslis te word, maar in geen geval egter moet die vergoeding wat ten opsigte van die beëindiging van die ooreenkoms aan die applikant betaal moet word meer as die oorspronklike koste van die werke wees nie, min 'n bedrag vir billike slystersie.

207. (a) Die Administrasie kan die sylyn sluit en sonder verder proses verwyder, as die applikant weler of in gebreke bly om die regulasies nat te kom, wat van tyd tot tyd weler of versuim om die voorwaardes van krag is, of die voorwaardes skend, of regulasies na te kom, en daarna hou alle regte van toegang tot die spoorweg en gebruik van die sylyn op, en die applikant het geen eis vir vergoeding vir skade hoegenaamd nie, uit hoofde van sodanige sluiting of verwydering.

extension to parties and persons other than the applicant, but such outside parties or persons shall be required to pay to the Administration for and on account of applicant for such privilege a sum to be agreed upon between the applicant and the Administration.

(c) The rights of the Administration, as defined in the two preceding paragraphs, shall only be exercised provided such can be done without interfering with the proper handling of the business of the applicant.

(d) Subject to the foregoing all traffic to the siding and siding extension must be consigned to or on account of applicant, save and except the parties to whom the right of use has been granted in terms of the regulations, in which case the method of consignment must be arranged with and agreed to by the Administration.

203. Notwithstanding the provisions of the two preceding Regulations Nos. 201 and 202, the Administration may, with the consent of the applicant, should it be deemed expedient, run motor or passenger trains over the siding or siding extension for the conveyance of the employees of the applicant or persons residing in or visiting the neighbourhood of the siding, and may charge such fares as the Administration may deem fit, upon the distinct understanding that the Administration will not thereby be liable to pay any sum by way of compensation or otherwise in respect of such motor or passenger trains, and that such action shall not be deemed as placing the siding or siding extension at the disposal of third parties, or taking over the siding in terms of these regulations.

204. The applicant shall and does guarantee and indemnify the Administration against all actions, claims, injury, loss or damage which the Administration or any third party may sustain or be involved in either directly or indirectly, arising out of the existence or use of the siding or siding extension, whether the siding or siding extension is worked by the applicant or by the Administration, where such damage is not due to the negligence or default of the Administration or its servants.

205. If the Administration should in the public interest or necessity or for safe and convenient traffic working, decide to make any alterations or extensions to the railway which necessitate the removal of the siding and works connected therewith or any part thereof, the Administration may, after the expiry of six months' notice to the applicant to that effect, carry out the necessary work, but every endeavour shall be made by the Administration to afford the applicant elsewhere facilities similar to those of which he has been so deprived as aforesaid, the intention being that the minimum amount of inconvenience shall thereby be imposed upon the applicant. The applicant shall not be entitled to compensation on account of such alterations, closing or removal, but the Administration may in its absolute discretion pay any applicant injuriously affected by such alterations, closing or removal such amount of compensation as it may deem to be reasonable. The applicant shall be liable to repay to the Administration any moneys it may lay out or expend in obtaining any land or any interest in or over any land that may be required for the purpose and the cost of any material of any nature required in connection with or consequent on such removal.

(As amended: GN 1969; GG 2833, 6.12.40.)

206. The Administration may at any time if it so desires on giving six months' previous notice in writing, terminate the agreement on payment of such compensation as may be mutually agreed. On the expiration of the said notice, the Administration may remove or take over and work the siding and/or siding extension or any part thereof leaving the question of compensation, if such has not been agreed upon, to be settled by action in a competent court; in no case however shall the compensation to be paid to the applicant in respect of the termination of the agreement exceed the original cost of the works, less an allowance for reasonable wear and tear.

207. (a) The Administration may close the siding and remove the same without further process should the applicant refuse or neglect to observe the regulations which may from time to time be in force on the railway, or commit any breach of the conditions, or refuse or neglect to fulfil any of the terms of the application or the regulations, and thereupon all rights of access to the railway and use of the sidings shall cease and the applicant shall have no claim for compensation for damages of any nature whatsoever on account of such closing or removal.

(b) As die applikant vir 'n langer tydperk as ses kalendermaande ophou om die sylyn of sylynverlenging, of 'n deel daarvan, te gebruik, kan die Administrasie, as hy sulks verlang, die ooreenkoms ontbind vir sover dit betrekking het op sulke ongebruikte deel van die sylyn of sylynverlenging, en vanaf die datum van sulke ontbinding word die gedeelte wat daardeur getref word deur die Administrasie vir rekening van die applikant van die Administrasie se lyne of van die gebruikte gedeelte van die sylyn of sylynverlenging, na die gewone mag wies, ontkeel. Die Administrasie gee drie maande vooraf skriftelik kennis van ontbinding aan die applikant, en daar is hoegenaamd geen vergoeding deur die Administrasie aan die applikant vir of ten opsigte van sodanige ontbinding betaalbaar nie.

208. By die sluiting van die sylyn, na beëindiging van die aansoek of ooreenkoms, en ingeval dit nie ooreenkomstig die bepaling van hierdie regulasies hernu word nie, moet die materiaal wat op die sylyn gelê is deur die applikant teen betaling van alle huurgeld en koste verwyder word nadat dit deur die Administrasie opgebreek en langs die spoorweggrens op 'n gerieflike plek geplaas is, vir verwydering deur die applikant vir sy rekening, en sodanige verwydering geskied binne een maand na verstryking van die tydperk van die aansoek of ooreenkoms, en ingeval die applikant in gebreke bly om die genoemde materiaal binne een innaand, soos hierbo vermeld, te verwyder, of om die koste van die opbrekking van die sylyn en die plasing van die materiaal langs die genoemde spoorweg te betaal, word sulke materiaal sonder betaling van vergoeding die eiendom van die Administrasie. Die applikant het nie die reg om met die genoemde materiaal te handel of hom op enige manier daarmee te bemoei nie, behalwe soos in hierdie regulasie bepaal. Die applikant moet ook die koste vir herstelling van die spoorweglyn na verwydering van die sylyn, soos vermeld, betaal, en sulke koste word beskou as deel van die koste van opbrekking van die sylyn.

209. Geen bepaling van die regulasies word geag aan die applikant enige reg of voorreg te verleen om uitgrawings of spoorweggrond te maak en/of op spoorweggrond enige geboue, bouwerke, masjinerie of materiaal sonder skriftelike goedkeuring vooraf van die Administrasie te bou of te plaas nie, nóg verleen die gebruik van die genoemde sylyn deur die applikant 'n gevestigde reg aan die applikant om die sylyn in verband met die Administrasie se spoorweg te hê of te gebruik nie.

210. Enige reg op die sylyn of sylynverlenging toegestaan ooreenkomstig die aansoek is nie oordraagbaar nie, behalwe met die skriftelike toestemming van die Administrasie.

211. Alle belastinge, koste of belastingaanslag wat te enige tyd deur 'n bevoegde korporasie of openbare bestuur op of in verband met die sylyn en sylynverlenging bereken, vasgestel of gehêf word, moet gedurende die voortdoring van die aansoek of ooreenkoms regstreeks deur die applikant betaal word, en as die Administrasie te enige tyd gevra word om sulke belastinge, koste of belastingaanslag te betaal, moet die applikant onmiddellik al sulke betalings wat die Administrasie ten opsigte daarvan maak aan die Administrasie terugbetaal.

212. (a) As die applikant nie langer die sylyn of sylynverlenging wil gebruik nie, en verlang dat die aansoek om en bestaan daarvan voor die verstryking van die tydperk waarvoor dit toegestaan is, ingetrek moet word, moet hy drie maande vooraf skriftelike kennis aan die Administrasie gee, en na verstryking van daardie tydperk hou al die verpligtinge van die applikant ten opsigte van huurgeld, onderhoud en ander sake op, en word die aansoek op dieselfde manier behandel asof die toekening met verloop van tyd verstryk het.

(b) Met dien verstande egter dat die applikant nie toegelaat word om sodanige kennis te gee nie, tensy hy by die Administrasie 'n skriftelike toestemming daartoe indien van al die partye aan wie die reg toegestaan is om die sylyn of sylynverlenging te gebruik.

213. As daar enige geskil ontstaan aangaande die terme en betekenis van die regulasies of van die aansoek, word die saak na die Minister verwys, en sy beslissing is bindend vir alle partye.

214. Na verstryking van die tydperk van 'n bestaande ooreenkoms, ten opsigte van private sylyne, moet die eienaar of huurder 'n ooreenkoms op grondslag van die regulasies aangaan, as dit die eienaar of huurder se verlanse is om die gebruik van sy private sylyn met die Administrasie te laat voortduur.

(b) Should the applicant cease for any period in excess of six calendar months to use the siding, siding extension or any portion thereof the Administration may, if it so desires, cancel the agreement in so far as it refers to such unused portion of the siding or siding extension and as from the date of such cancellation the portion affected thereby shall be disconnected by the Administration at applicant's expense from the Administration's lines or from the used portion of the siding or siding extension as the case may be. Three months' written notice of cancellation shall be given by the Administration to the applicant and no compensation whatsoever shall be payable by the Administration to the applicant for or in respect of such cancellation.

208. Upon the closing of the siding upon the termination of the application or agreement, and in case it should not be renewed in terms of these regulations, the material laid in the siding shall, upon payment of all rent and charges, be removed by the applicant after having been taken up and placed alongside the railway boundary by the Administration in a convenient position for removal by the applicant at his cost, and such removal shall take place within one month after the expiration of the period of the application or agreement, and in case the applicant should fail to remove the said material within one month as aforesaid, or to pay the costs of taking up the siding and placing it alongside the railway as aforesaid, such material shall become the property of the Administration without payment of compensation. The applicant shall not have the right to deal with or in any way interfere with the said material except as in the regulation provided. The applicant shall also pay the cost of reinstating the railway line after removal of the siding as aforesaid, and such cost shall be considered as part of the cost of taking up the siding.

209. Nothing in these regulations shall be held to confer on the applicant any right or privilege to make excavations on railway land and/or construct or place on railway land any buildings structures, machinery or materials of any kind whatsoever without the previous consent in writing of the Administration, nor shall the use of the said siding by the applicant confer upon the applicant a vested right to have or use the siding in conjunction with the Administration's railway.

210. Any right to the siding or siding extension granted in accordance with the application shall not be transferable except with the written consent of the Administration.

211. Any rates and taxes, charges or assessments, which may at any time be charged, assessed, or levied by any competent corporation or public authority, upon or in connection with the siding and siding extension shall during the continuance of the application or agreement be paid and discharged direct by the applicant and should the Administration at any time be called upon to pay any such rates, taxes, charges or assessments the applicant shall promptly refund to the Administration all such payments as the Administration may make in respect thereof.

212. (a) Should the applicant no longer require the use of the siding or siding extension, and desire that the application for and grant thereof be cancelled prior to the termination of the period for which it has been granted he shall serve on the Administration a three month's notice in writing; and at the expiration thereof all the liabilities of the applicant in respect to rental, maintenance, and other matters shall cease, and the application shall be dealt with in the same manner as if the grant had expired by the effluxion of time.

(b) Provided, however, that it shall not be permissible for the applicant to give such notice unless he files with the Administration a written consent thereto from all the parties to whom the right to use the siding or siding extensions has been granted.

213. Should any dispute arise as to the terms and meaning of the regulations or the application, the matter shall be referred to the Minister, and his decision shall be binding upon all parties.

214. Upon the expiry of the term of any existing agreement for private sidings the owner or lessee shall enter into a contract based upon the regulations if it is such owner's or lessee's wish to continue the use of his private siding with the Administration.

Verversingsdiens.

215. Onderworpe aan die bepalings van artikel *agl-estylfif* van die Wet is departementele verversingskamers oop vir die verkoop van sterk drank gedurende die ure wat van tyd tot tyd vir die afsonderlike verversingskamers deur die hoofbestuurder bepaal word.

(Soos gewysig: Goewermentskennisgewing 1267; *Staatskoerant* 4396; 9.6.50.)

216. Behalwe in die geval van *bona fide siekte*, word sterke drank nie tussen die ure 11 n.m. en 8 v.m. op 'n eetsalon bedien nie.

217. Sterk drank word in 'n verversingskamer op 'n spoorwegstasie per bottel, glas of maat, verkoop en aan 'n passasier vir verbruik weg van die persele (behalwe in 'n eetsalon) slegs op vertoon deur hom van 'n spoorwegkaartjie aantoonende dat hy op die punt staan om 'n reis van minstens 20 myl te aanvaar. Sterk drank word in verversingskamers by 'n lughawe verkoop slegs vir verbruik op die persele.

(Soos gewysig: Goewermentskennisgewing 1267; *Staatskoerant* 4396; 9.6.50.)

218. Sterk drank word in eetsalons of vliegtuie per bottel, glas of maat verkoop vir verbruik slegs op die trein of vliegtuig en word, in die geval van 'n trein, slegs by tafels in die eetsalon of in kompartemente op die trein bedien terwyl die trein loop of wanneer dit by tussenstasies stilhou. Geen sterk drank word voor die vertrek van 'n trein of vliegtuig van 'n einstasie of -lughawe bedien nie.

(Soos gewysig: Goewermentskennisgewing 1267; *Staatskoerant* 4396; 9.6.50.)

219. Geen beskonke, geweldadige of twissieke persoon word met sterk drank bedien nie, en hy kan uit 'n verversingskamer of eetsalon uitgesit word.

220. Eetsalons is slegs bestem vir die gerief van passasiers wat verlang om daarin verversings te geniet, en mag nie vir gewone reisdoeleindes gebruik word nie. Die hoofafbediende of ander dienaar wat toesig het oor 'n eetsalon, kan enige passasier of ander persoon versoek om sodanige salon te verlaat as hy oortuig is dat sulke passasier of persoon die eetsalon vir gewone reisdoeleindes gebruik, of vir 'n onbehoorlike tydperk daarin bly, of die hoofafbediende of ander verantwoordelike dienaar in die uitvoering van sy pligte, of die reëlings wat hy vir die bediening van maaltye en verversings aan passasiers tref, hinder of belemmer, en as sodanige passasier of persoon welter om die eetsalon te verlaat, word dit gegag dat hy hierdie regulasies oortree het.

221. Onderworpe aan die bepalings van enige wet, kan verversingskamers en -stalletjies enige tyd gedurende die dag of nag, na gelang van vereistes, opeghou word vir die verkoop van ligte verversings, nie-sterke drank, rookgoed en ander artikels wat as wenslik beskou word.

222. Wat betref persone en klasse van persone aan wie sterke drank verkoop mag word, moet die personeel van eetsalons en verversingskamers die bepalings van Wet no. 30 van 1928 wat daarop betrekking het, nakom.

Graansuiers.

223. Graan wat vir storting in 'n graansuier aangebied word, moet eers deur die graansuieropsigter geïnspekteer word, en tensy dit afgekeur word, word dit, onderworpe aan hierdie regulasies, deur die eenaar of in die geval van graan per spoor na die graansuier vervoer, ten behoewe van hom ooreenkomstig Regulasie no. 235 in die stortbak van die graansuier gestort.

224. Onderworpe aan enige herreëling wat die graansuieropsigter na goeiedunke nodig ag om die doeltreffende en ekonomiese uitvoering van die werk te verseker, word wagtige graan deur die graansuieropsigter in die orde van hul aankoms by die graansuier behandel, maar as twee of meer wagtige gelyktydig aangebied word, berus dit uitsluitend by hom om vas te stel in watter orde sulke wagtige behandel moet word.

225. Waens waaruit graan in 'n graansuier afgelewer word, moet nie na die stortbak gebring word voordat sulke graan deur die graansuieropsigter ondersoek is nie. Nadat die graan ondersoek is, moet dit nie na die stortbak sonder die uitdruklike magtiging van die graansuieropsigter gebring of daarin gestort word nie. Alle graan wat sonder goedkeuring in die stortbak gestort word, kan deur die graansuier gaan, in sakke gegooi en buitekant sulke graansuier op risiko en koste van die graancienaar of storter opgeslaan word, maar sonder benadeling van die Administrasie se retensiereg daarop vir enige verskuldigde koste.

Refreshment Catering.

215. Subject to the provisions of section *fifty-eight* of the Act, departmental refreshment rooms shall be open for the sale of intoxicating liquor during such hours as may be laid down for the individual refreshment rooms from time to time by the General Manager.

(As amended: GN 1267; GG 4396, 9.6.50.)

216. Intoxicating liquors shall not be served in a refreshment car between the hours of 11 p.m. and 8 a.m. except in the case of bona fide sickness.

217. The sale of intoxicating liquor in a refreshment room at a railway station shall be by the bottle, glass or measure, and for consumption off the premises (otherwise than in a refreshment car) to a passenger only on production by him of a railway ticket showing that he is about to travel on a journey of not less than 20 miles. The sale of liquor in refreshment rooms at an airport shall be for consumption on the premises only.

(As amended: GN. 1267; GG. 4396, 9.6.50.)

218. The sale of intoxicating liquor in refreshment cars or aircraft shall be by the bottle, glass or measure for consumption on the train or aircraft only and shall, in the case of a train, only be served at tables in the dining saloon, or in compartments on the train whilst it is travelling or during stoppages at intermediate stations. No liquor shall be served prior to the departure of any train or aircraft from a terminal station or airport.

(As amended: GN 1267; GG 4396, 9.6.50.)

219. Persons who are intoxicated, violent, or quarrelsome shall not be served with intoxicating liquor, and may be ejected from a refreshment room or car.

220. Refreshment cars are intended only for the convenience of those passengers who desire to partake of refreshment therein, and they may not be used for ordinary travelling purposes. The chief steward or other servant in charge of a refreshment car may request any passenger or other person to leave such car if he is satisfied that such passenger or person is using the car for ordinary travelling purposes or is remaining therein for an undue period, or is obstructing or impeding the chief steward or other servant in charge in the performance of his duties or the arrangements he may have made for the service to passengers of meals and refreshments, and should such passengers or person refuse to leave he shall be deemed to have committed a breach of these regulations.

221. Subject to the provision of any law, refreshment rooms and stalls may be kept open any time during the day or night as may be required for the sale of light refreshments, non-intoxicating liquors, smokers' requisites and other articles deemed desirable.

222. With regard to persons and classes of persons to whom intoxicating liquor may be sold, refreshment cars and refreshment rooms shall conform to the relative provisions of Act No. 30 of 1928.

Grain Elevators.

223. Grain tendered for deposit in a grain elevator shall first be inspected by the elevator operator, and, unless rejected, shall, subject to these regulations, be deposited by the owner or, in the case of grain consigned to the elevator by rail, on his behalf in terms of Regulation No. 235 into the receiving hopper of the grain elevator.

224. Subject to any rearrangement which the elevator operator in his discretion may deem necessary for securing the efficient and economical despatch of the work, wagon loads of grain shall be dealt with the elevator operator in the order of their arrival at the grain elevator; but, if two or more wagon loads are tendered at the same time, it shall be in his sole discretion to determine in what order such loads shall be dealt with.

225. Wagons delivering grain into a grain elevator shall not be moved to the receiving hopper until such grain has been inspected by an elevator operator. After being inspected the grain shall not be moved to, or deposited into, the receiving hopper without the express authority of the elevator operator. Any grain deposited in the receiving hopper without such authority may be passed through the grain elevator and bagged and stacked by the Administration outside such elevator at the risk and expense of the grain owner or depositor, but without prejudice to the Administration's lien thereon for any charges due.

226. Die graansuieropsigter moet nie graan in salke ondersoek voordat sulke sakke tot sy bevrediging in posisie geplaas en voldoende geopen is om inspeksie en aflewering in die stortbak moontlik te maak nie.

227. 'n Graansuieropsigter kan weier om graan na sonder en voor sonop of deur middel van kunsmatige lig of na werke te inspekteer.

228. Die Administrasie kan weier om 'n hoeveelheid graan van dieselfde graad wat minder as 3,000 lb. weeg vir storting in die stortbak van 'n graansuier aan te neem.

229. Die Administrasie kan weier om enige graan, wat na die oordeel van 'n graansuieropsigter klam, vol kalenders of andersins vir opslag in 'n graansuier ongeskik is, vir storting in 'n graansuier aan te neem.

230. As die graansuieropsigter, na inspeksie van graan, die verantwoordelike persoon in kennis stel dat die graan nie in die graansuier aangeneem kan word nie, of dat daar volledige inspeksie of toetsing nodig is, moet die waerheid van sulke graan bevat onmiddellik verwyder word, ten einde nie die vrye beweging van ander waens na die stortbak te hinder nie. Die Administrasie aanvaar geen verantwoordelijkheid ten opsigte van sulke graan nadat dit afgekeur is of terwyl dit op 'n volledige inspeksie of toetsing wag nie.

231. Die graad van alle graan afgelewer in 'n graansuier, moet mettertyd deur die graansuieropsigter bepaal word, en tensy dit as ongeskik afgekeur word, word sulke graan in 'n graansuier met ander graan van dieselfde graad (soos bepaal deur die graansuieropsigter) waarmee dit gemeng word ten einde sy identiteit te verloor, opgeslaan; met dien verstande dat die Administrasie nie verplig is om graan in 'n graansuier aan te neem nie, tensy daar afsonderlike opslagrume in sulke graansuier beskikbaar is vir graan van die besondere graad van dié wat aangebied word.

232. As die graaneienaar of sy verteenwoordiger ontevrede is met die graad van sy graan soos deur die graansuieropsigter vasgestel, neem die Administrasie, indien daarom versoek deur die graaneienaar, en as hy 'n fool van vyf sjielings deponeer, 'n monster bestaande uit een pond graan, plaas dit in 'n houër wat in sy teenwoordigheid versël word en stuur dit aan die hoofgraaninspekteur, wat daarna die graad vaststelt. Die beslissing van die hoofgraaninspekteur is final en, tensy hy beslis dat die graad hoër is as dié vasgestel deur die graansuieropsigter, kan die deposito van vyf sjielings deur die Administrasie gehou word, anders word dit terugbetaal.

233. Die gewig van enige hoeveelheid graan, afgelewer in of uit 'n graansuier, soos aangeteken op die weegtoestel by sulke graansuier, is final, en daar is geen appellêre die koper of die verkoper van sulke graan in verband met die juistheid of andersins van sulke gewig nie, en ook is geen vergoeding deur die Administrasie betaalbaar vir enige verskil tussen sulke gewig en die gewig verklaar deur die graaneienaar, afsonder van gedregerde nie; met dien verstande altyd dat die Administrasie by geskikte tussenspele die juistheid van die weegtoestelle volgens wet moet laat toets, en dat die persoon deur of aan wie die graan gelever word tydens die weeg daarvan die gewig soos aangeteken op die weegtoestelle, kan inspekteer.

234. Graan wat in 'n graansuier gestort word, mag nie uit hoofde van 'n geskil aangaande gewig of graad verwyder word voordat die koste betaalbaar vir dienste deur die Administrasie ten opsigte van sulke graan betaal is nie.

235. Graaneienaars wat graan per spoor van 'n nie-graansuierstasie of -slym na 'n graansuier afstuur, moet aan die Administrasie 'n vragskrif oorhandig, aantoonende die aantal sakke, gewig en veronderstelde graad van sulke graan, wat aan die stasie-meester by die graansuierstasie gestuur moet word. Die vragskrif moet geïndosseer word: „Moet ondersoek, gegradeer en daarna afgelewer word in die graansuier”. As sulke graan deur die graansuieropsigter as ongeskik vir aflewering in die graansuier afgekeur word, word dit op risiko en koste van die graaneienaar gehou, hangende die ontvangs van instruksies insake beskikking daaroor. Die graaneienaar het nie ten opsigte van sulke graan die reg van appellêre, soos uiteengeset in Regulasie no. 232 nie, tensy hy by die graansuier aanwesig is wanneer die graan gegradeer word en die voorwaardes van daardie regulasie nakom.

236. Sifels wat gedurende die rowwe skoonmaak proses van graan in 'n graansuier afgeskeik word, kan deur die persoon wat sulke graan aflewer, verwyder word, mits hy 'n sak onder die tuit plaas, wat daar vir die liewering van sifels bestaan en dit in ontvangs neem sodra sy graan deur die skaalbak gegaan het, anders kan die sifels deur die Administrasie verwyder en vir sy eie voordeel van die hand gesit word.

226. The elevator operator shall not inspect grain in bags until such bags are placed in position to his satisfaction and sufficiently opened to enable inspection and delivery into the receiving hopper.

227. An elevator operator may refuse to inspect grain after sunset and before sunrise, or by artificial light, or

228. The Administration may refuse to accept any lot of grain of the same grade weighing less than 3,000 lb. for deposit in the receiving hopper of grain elevator.

229. The Administration may refuse to accept for deposit in a grain elevator any grain which, in the opinion of an elevator operator, is damp, weevily, or otherwise unsuitable for storage in a grain elevator.

230. If, after inspecting any grain, the elevator operator notifies the person in charge that it cannot be accepted into the grain elevator, or that more detailed inspection or tests are necessary, the wagon containing such grain must be removed forthwith so as not to impede the free movement of other wagons to the receiving hopper. The Administration will not accept liability in respect of such grain after being so rejected or while awaiting more detailed inspection or tests.

231. The grade of all grain delivered into any grain elevator shall in due course be determined by the elevator operator, and unless rejected as unsuitable, such grain shall be stored in a grain elevator with other grain of the same grade (as determined by an elevator operator) with which it shall become so as to lose its identity, provided that the Administration shall not be obliged to accept grain into a grain elevator unless there is separate storage accommodation available in such elevator for grain of the particular grade of the grain tendered.

232. If the grain owner or his representative is dissatisfied with the grade of his grain as determined by the elevator operator the Administration shall, if so requested by the grain owner and on his depositing a fee of five shillings, take a sample consisting of one pound of the grain, place it in a cover which shall be sealed in his presence, and submit same to Chief Inspector of Grain, who shall thereupon decide the grade. The decision of the Chief Inspector of Grain shall be final, and, unless he decides that the grade is higher than that fixed by the elevator operator, the deposit of five shillings may be retained by the Administration; otherwise it shall be refunded.

233. The weight of any lot of grain delivered into or out of a grain elevator as recorded by the weighing machine at such elevator shall be final, and there shall be no appeal by either the buyer or the seller of such grain in regard to the accuracy or otherwise of such weight, nor shall compensation be payable by the Administration for any difference between such weight and the weight stated by the grain owner, sender, or consignee, provided always that the Administration shall have the accuracy of the weighing-machines tested according to law at suitable intervals, and that the person by or to whom the grain is delivered may, at the time of weighing, inspect the weight as recorded on the weighing machines.

234. Grain deposited in a grain elevator may not be removed because of any dispute as to weight or grade until the charges payable for any services rendered by the Administration in respect of such grain have been paid.

235. Grain owners despatching grain by rail from a non-elevator station or siding to a grain elevator must hand the Administration a consignment note showing the number of bags, weight, and supposed grade of such grain, which must be consigned to the station master at the elevator station. The consignment note must be endorsed with the words "To be inspected, graded, and thereafter delivered into _____ grain elevator". In the event of such grain being rejected by the elevator operator as unsuitable for delivery into the grain elevator, such grain will be held at the risk and expense of the grain owner pending receipt of disposal instructions. The grain owner shall not, in respect of such grain, have the right of appeal set forth in regulation No. 232 unless he attends the grain elevator at the time of grading and carries out the conditions in that regulation.

236. Screenings separated from any grain during the rough cleaning process at a grain elevator may be removed by the person delivering such grain, provided that he places a bag at the spout provided to deliver screenings and takes delivery thereof immediately his grain has passed into the scale pan; otherwise the screenings may be removed and disposed of by the Administration for its own benefit.

237. Nadat 'n wraag graan gegradeer, geweeë, aangeneem en 'n graansuier gestort is, reik die Administrasie aan die graaneienaar 'n tydelike kwitansie ten opsigte daarvan uit, wat nie as 'n oordraagbare kwitansie beskou word nie. Sulke tydelike kwitansies moet die bruto-gewig van die graan, sowel as die netto-gewig, na aftrek van die Regulasie No. 238 vasgestelde 1 persent van die bruto-gewig, aantoon. Nadat 'n tydelike kwitansie uitgereik is, word daar beskou dat die graan deur die Administrasie in 'n pakhuis opgeslaan is ten behoeve van die persoon op wie se naam die tydelike kwitansie uitgereik is. Na aflewering in die graansuier van die hoeveelheid graan waarvoor oordraagbare kwitansies verlang word deur die persoon op wie se naam die tydelike kwitansies uitgereik is, moet daardie persoon die tydelike kwitansies vir sulke graan aan die Administrasie oorhandig, en daarna reik die Administrasie aan die persoon, op wie se naam die tydelike kwitansie uitgereik is, een of meer oordraagbare graansuier-kwitansies uit vir die netto-gewig van graan wat deur sulke tydelike kwitansies verteenwoordig word.

238. Die Administrasie mag hoogstens 1 persent aftrek van die bruto-gewig van graan wat op die tydelike kwitansie aangetoon word, vir verlies van gewig en verspiling van graan gedurende hantering en opslag in die graansuiers.

239. Onderworpe aan die bepalings van die Landbou-pakhuiswet no. 42 van 1930, kan graansuier-kwitansies van een persoon aan 'n ander oorgeë word; met dien verstande dat die oordrag geskied op die ampelike vorm van oordragbare graansuierkwitansies deur die Administrasie verskaf en uitgereik, by gebreke waarvan die Administrasie kan weier om die graan wat deur sulke graansuierkwitansie verteenwoordig word, af te leverer aan 'n ander as die persoon op wie se naam die kwitansie oorspronklik uitgereik is, of aan 'n goedgekeurde persoon aan wie dit oorgeë word na die geval mag wees.

240. As die eienaar van 'n graansuierkwitansie dit verlang, kan sulke graansuierkwitansie ingetrek en twee of meer nuwe graansuierkwitansies deur die Administrasie in ruil daarvoor uitgereik word, teen betaling van 'n fooi van 1s. (een sjilling) vir elke nuwe graansuierkwitansie wat uitgereik word. Alle nuwe graansuierkwitansies wat in ruil vir ou ingetrokke kwitansies uitgereik word, moet die datum van uitreiking aantoon en die nommer en datum van die ou graansuierkwitansies waarvoor hulle omgeruil is, aangee.

241. Onderworpe aan die bepalings van die Landbou-pakhuiswet no. 42 van 1930, is 'n eienaar van 'n graansuierkwitansie, by oorhandiging van sy graansuierkwitansie, en teen betaling van alle verskuldigde koste vir spoorvrug, opslag graansuierdienste en andersins, geregtig op aflewering van dieselfde hoeveelheid en graad van graan wat deur sulke graansuierkwitansie verteenwoordig word. In elke geval waar 'n eienaar van 'n graansuierkwitansie aansoek doen om aflewering van graan in ruil vir sulke graansuierkwitansie, op 'n ander plek as by die graansuier waar sulke graansuierkwitansie uitgereik is, moet hy spoorvrug ooreenkomstig die vasgestelde tariewe betaal van die graansuier of oorspronklike afsendingsplek, genoem op sulke graansuierkwitansie, na die graan, werklik afgelewer, weens die verlies van identiteit van afsonderlike hoeveelhede graan, miskien nie van die op die graansuierkwitansie genoemde graansuier per spoor vervoer is nie.

242. Die Administrasie kan weier om graan uit die graansuiers af te leverer, totdat die eienaar van die graansuierkwitansie vir sulke graan die formaliteite wat die Administrasie bepaal en van tyd tot tyd bekendmaak om misbruik van graansuierkwitansies te belet, en die bepalings van die Landbou-pakhuiswet no. 42 van 1930, of regulasies in verband daarmee, nakom.

243. Die Administrasie kan weier om graan uit die graansuiers af te leverer in ruil vir 'n graansuierkwitansie wat veranderend of 'n aanmerkbare gedeelte daarvan onleesbaar is, of waar daar na die oordeel van die Administrasie twyfel aangaande die werklike eienaarskap van sulke graansuierkwitansie bestaan.

244. As daar onvoldoende graan van 'n besondere graad by 'n graansuier beskikbaar is om die Administrasie in staat te stel of afleweringbestellings vir graan van sulke graad uit te leverer, is die Administrasie nie verplig om die graan af te lewer, tot tyd en wyl daar voldoende graan van die verminderde graad by sulke graansuier beskikbaar is nie, en die Administrasie is nie verantwoordelik vir enige gevolglike op-
 245. Die Administrasie kan koste wat in die Offisiële Spoorwegtariefboek gepubliseer word, vasstel en hef vir die graansuierdiens wat by graansuiers verskaf word, om die graansuieropslagskoste kan na goedgeunkte van die Administrasie teen 'n hoër tarief gedurende sekere tydsperke van die jaar gedurende ander tydsperke vasgestel word.

237. After any wagon load of grain has been graded, weighed, accepted, and deposited in a grain elevator, the Administration shall issue to the grain owner a temporary receipt in respect thereof, which shall not be regarded as a transferable receipt. Such temporary receipts shall show the gross weight of the grain and also the net weight after deducting from the gross weight the 1 per cent. deduction prescribed in Regulation No. 238. Upon a temporary receipt being issued the grain shall be deemed to be warehoused by the Administration on behalf of the person in whose favour the temporary receipts were issued. On completing delivery into the grain elevator of the quantity of grain for which transferable receipts are desired by the person in whose favour the temporary receipts were issued he shall surrender the temporary receipts for such grain to the Administration, which shall thereupon issue to the person in whose favour the temporary receipts were issued one or more transferable elevator receipts for the net weight of grain represented by such temporary receipts.

238. The Administration may make a deduction of not more than 1 per cent. of the gross weight of grain shown on each temporary receipt to cover loss of weight and wastage of the grain during handling and storage in the elevator system.

239. Subject to the provisions of the Agricultural Warehouse Act, No. 42 of 1930, elevator receipts may be transferred on person to another, provided that the transfer is made out on the official form of transferable elevator receipt provided and issued by the Administration, failing which the Administration may refuse to deliver the grain represented by such elevator receipt to any person other than the person in whose favour the receipt was originally issued or to any approved transferee, as the case may be.

240. Where the owner of an elevator receipt so desires, such elevator receipt may be cancelled and two or more new elevator receipts issued by the Administration in exchange therefore, on payment of a fee of 1s. (one shilling) for each new elevator receipt issued. All new elevator receipts issued in exchange for old cancelled elevator receipts shall bear the date of their issue, and shall state the number and date of the old elevator receipts for which they were exchanged.

241. Subject to the provisions of the Agricultural Warehouse Act, No. 42 of 1930, an owner of an elevator receipt shall, on surrendering his elevator receipt and on payment of all charges due for railage, storage, elevator services, and otherwise, be entitled to delivery of the same quantity and grade of grain represented by such elevator receipt. In any instance where an owner of an elevator receipt requests delivery of grain in exchange for such elevator receipt at a place other than the grain elevator which issued such elevator receipt, he shall pay railage charges in accordance with the prescribed tariffs from the grain elevator or original despatching point named on such elevator receipt to the point at which delivery is required, notwithstanding that the grain actually delivered, owing to the loss of identity of individual lots of grain, may not have been railed from the grain elevator named on the elevator receipt.

242. The Administration may refuse to deliver any grain from the elevator system until the owner of the elevator receipt for such grain complies with such formalities as the Administration may prescribe and notify from time to time to prevent misuse of elevator receipts and with the requirements of the Agricultural Warehouse Act, No. 42 of 1930, or any regulations framed thereunder.

243. The Administration may refuse to deliver grain from the elevator system in exchange for any elevator receipt which has been altered or any material portion thereof rendered illegible, or where, in the opinion of the Administration, there is doubt as to the true ownership of such elevator receipt.

244. Should there not be sufficient grain of any particular grade available at a grain elevator to enable the Administration to fulfil delivery orders for grain of such grade, it shall not be obliged to give delivery until sufficient grain of the required grade is available at such elevator, and no liability shall be attached to the Administration in respect of any consequent delay in delivery.

245. The Administration may fix and levy charges, which shall be published in the Official Railway Tariff Book for the various services provided at grain elevators, and the charges for storage in the elevator system may, in the discretion of the Administration, be fixed at a higher rate during certain periods of the year than during others.

246. Die Administrasie kan weer om graan uit die graansuiers aan die eienaar van 'n graansuierkwitansie af te lewer, tot tyd en wyl a die aan die Administrasie verskuldigde koste ten opsigte van die graan verteenwoordig deur sulke graansuierkwitansie, hetsy vir vrag, graansuierdienste, pakhuis-koste of andersins, betaal is.

247. Enige hoeveelhede graan word geag in die graansuiers openeem te wees, en die verantwoordelikhede van die graansuiers daarvoor 'n aanvang te neem wanneer 'n tydelike kwitansie of graansuierkwitansie deur die Administrasie aan die graaneienaar in ruil vir sulke graan uitgereik word. Die verantwoordelikhede van die graansuiers vir graan, verteenwoordig deur 'n graansuierkwitansie, hou op na aflewering van sulke graan uit die graansuiers in ruil vir sulke graansuierkwitansie. Die verantwoordelikhede van die Administrasie vir graan in sy besit voor ontvangs in of na aflewering uit die graansuiers, is onderworpe aan die regulasies en ooreenkomstige die kontrak wat op die vervoer of bewaring van sulke graan betrekking het.

248. Die Administrasie kan persone belet om vuurhoutjies, automatiese aanstekers, sigarette, sigare, seroete, rooktabak, vuurwapens, ontplofbare stowwe of gevaarlike goedere in 'n graansuier te dra, mits 'n kennisgewing by sulke graansuier opgeplak is waarin sodanige verbod aangekondig word.

249. Die Administrasie neem alle redelike voorsorgsmaatreëls met betrekking tot die gesondheid en toestand van graan wat in die graansuiers gestort of opgeslaan word, maar waar aflewering van die graan na 31 Maart in die jaar volgende op die jaar waarin dit geoes is, verlang word, waarborg die Administrasie nie dat die graan wat afgelewer word vir van kalenders of ander insekte is nie, met uitsondering van kooring, haver en enige ander wintergraan wat in die graansuiers gestort word, wat die Administrasie nie as vry van kalenders of ander insekte waarborg nie as aflewering daarvan na 31 Mei volgende op die datum van storting verlang word.

250. (a) Nieteenstaande die bepalings van hierdie regulasies, kan die Administrasie, wanneer verloor deur die verklaarde eienaar van 'n graansuierkwitansie aan hom gerig word dat sulke kwitansie verloor of vernietig is, en as hy oortuig is dat sodanige verlies of vernietiging werklik plaasgevind het, na goedgeunkte aan die verklaarde eienaar van sulke graansuierkwitansie, 'n graansuierkwitansie uitreik ter vervanging van die dokument wat volgens verklaring verloor of vernietig is, maar altyd onderworpe aan 'n volle en afdoende skadeloosstelling tot bevrediging van die Administrasie deur sodanige verklaarde eienaar aan die Administrasie vir enige risiko of verlies wat die Administrasie uit hoofde van sulke vervanging of omstandighede in verband daarmee mag neem of ly.

(b) Ter vergoeding van die uitreiking van 'n graansuierkwitansie deur die Administrasie ter vervanging van 'n graansuierkwitansie wat beweë word verloor of vernietig te wees, soos vermeld in paragraaf (a) hiervan, moet die verklaarde eienaar van sulke graansuierkwitansie aan die Administrasie 'n bedrag, vasgestel op die basis van 1 persent van die heersende markwaarde van die graan wat deur sulke graansuierkwitansie verteenwoordig word, betaal, onderworpe aan 'n minimum van 2s. 6d. en 'n maksimum van £2 ten opsigte van elke graansuierkwitansie sodanig uitgereik.

251. As die graansuieropsigter graan vir storting in die graansuiers aangebied, aaneem of afkeur, moet hy ag slaan op die bepalings van die Regulasies insake gradering van graan wat kragsins die „Landbouvoorbrenngeselen Uitvoer Wet“, No. 35 van 1917, uitgevaardig is.

Verskil in Kaalgeld.

252. (a) Aanvullende kaalgeld van 1s. per 100 lb. word gehef op goedere wat in 'n hawe ingevoer word deur—

- (i) 'n persoon wat deur skriftelike kennisgewing deur die Administrasie versoek is om met die Administrasie, ooreenkomstig paragraaf (1) van artikel drie van Wet No. 22 van 1916 'n ooreenkoms aan te gaan, en in gebreke gebly het om binne 'n tydperk van sewe dae na die datum van sulke kennisgewing sodanige ooreenkoms te sluit; of
- (ii) deur 'n persoon wat met die Administrasie sulke ooreenkoms aangegaan het, en watter goedere hy aan enige persoon deur enige ander agentskap is die Administrasie laat vervoer het;

en sulke aanvullende kaalgeld word bereken howe en behalwe die gewone kaalgeld wat van tyd tot tyd by enige hawe van kraag is.

(b) Enige persoon wat ooreenkomstig paragraaf (a) hiervan met die Administrasie 'n ooreenkoms aangegaan het, moet gedurende die voorsetting van sodanige ooreenkoms maandeliks binne tien dae na die einde van elke kalendermaand aan die Administrasie 'n opgaaf stuur waarin die onderge-

246. The Administration may refuse to deliver any grain out of the elevator system to the owner of an elevator receipt until all the charges due to the Administration in respect of the grain represented by such elevator receipt, whether for freight, elevator services, warehouse receipt, wise, have been paid.

247. Any lot of grain shall be deemed to be accepted into the grain elevator system, and the responsibility of the grain elevator system therefor to commence when a temporary receipt or elevator receipt is issued by the Administration to the grain owner in exchange for such grain. The responsibility of the grain elevator system for such grain, represented by an elevator receipt shall cease on any grain of such grain out of the elevator system in exchange for such elevator receipt. The responsibility of the Administration for grain in its possession prior to acceptance into or subsequent to delivery out of the elevator system shall be subject to the regulations and in accordance with the contract governing the transport or custody of such grain.

248. The Administration may prohibit persons from carrying matches, automatic lighters, cigarettes, cigars, cheroots, smoking tobacco, fire-arms, explosives, or dangerous goods into any grain elevator, provided that a notice shall be posted up at such elevator notifying such prohibition.

249. The Administration will take all reasonable precautions in regard to the soundness and good condition of grain deposited or stored in the elevator system, but where delivery of the grain is requested after the 31st March in the year following that in which it was harvested, the Administration will not guarantee the grain delivered to be free from weevil or other insect pests, with the exception of wheat, oats, and any other winter cereals deposited into the elevator system, which the Administration will not guarantee to be free from weevil or other insect pest if delivery thereof be requested after the 31st May following the date of deposit.

250. (a) Notwithstanding anything contained in these regulations, when representations are made to the Administration by the declared owner of an elevator receipt that such receipt has been lost or destroyed, the Administration, if satisfied that such loss destruction has actually occurred, may, in its discretion, issue to the declared owner of such elevator receipt an elevator receipt in replacement of the document so declared to have been lost or destroyed, but subject always to a full and sufficient indemnity to the satisfaction of the Administration being furnished by such declared owner to the Administration for any risk or loss of whatsoever kind that the Administration may sustain by reason of such replacement or any circumstances connected therewith.

(b) In consideration of the Administration issuing an elevator receipt in replacement of an elevator receipt that is alleged to have been lost or destroyed, as mentioned in paragraph (a) hereof, the declared owner of such elevator receipt shall pay to the Administration a charge assessed on the basis of 1 per cent. of the ruling market value of the grain represented by such elevator receipt, subject to a minimum charge of 2s. 6d. and a maximum charge of £2 in respect of each elevator receipt so issued.

251. In accepting or rejecting grain offered for deposit in the elevator system, the elevator operator will have regard to the provisions of the Grain Grading Regulations promulgated under the Agricultural Produce Export Act, No. 35 of 1917.

Differentiation in Wharfage Dues.

252. (a) Supplementary wharfage dues of 1s. per 100 lb. shall be levied upon goods which were imported into any harbour—

- (i) by any person who, having been called upon by the Administration by notice in writing to enter into a contract with the Administration in terms of paragraph (1) of section three of Act No. 22 of 1916, has failed, within a period of seven days as from the date of such notice to enter into such contract; or
- (ii) by a person who has entered into such a contract with the Administration and which goods he caused to be transported to any person by any agency other than the Administration;

and such supplementary dues shall be additional to the ordinary wharfage dues in force at any harbour from time to time.

(b) Any person who has entered into a contract with the Administration in terms of paragraph (a) hereof shall, during the continuance of such contract, render to the Administration monthly within ten days after the end of each calendar month a return setting out the underquoted parti-

noemde besonderiede verstrek word van alle goedere deur hant ingevoer en in enige hoeveelhede van minstens 100 lb. in gewig in een besending gedurende sulke maand deur of ten behoeve van sulke persoon deur 'n ander agentskap as die Administrasie vervoer, naamlik:—

- Administrasie vervoer, naamlik:—
- Naam en adres van afsender,
- Datum van afsending,
- Plek vanwaar goedere afgestuur is,
- Nam en adres van geadresseerde,
- Beskrywing en gewig van goedere,
- Adres waarheen gestuur,
- Vrag in pennies per 100 lb. vir sulke vervoer betaal,

en moet op versoek aan die Administrasie skriftelike bewys verstrek van die ontvangs van sulke goedere deur 'n beson- derede geadresseerde of by enige koste ooreenkomstig para- graaf (c) hiervan verhaalbaar mag wees.

(c) Die paragraaf (a) (ii) bedoelde kaalgeld is, op aan- vraag aan die Administrasie betaalbaar deur die geadres- seerde aan wie die genoemde ingevoerde goedere afgestuur is.

(d) 'n Persoon wat die bepaling van paragraaf (b) van hierdie regulasie oortree of in gebreke bly om dit na te kom, is by veroordeling strafbaar met 'n boete van hoogstens £50, of by wanbetaling van sodanige boete, met tronkstraf vir 'n tydperk van hoogstens drie maande.

Diverse.

253. Die Administrasie is nie verantwoordelik vir in- ligting wat op stasies verstrek word nie, tensy sulke inligting deur die stasie-meester of ander verantwoordelike amptenaar van daardie stasie verstrek word.

(Soos gewysig: Goewermentskenningsgewing 1360; *Staatskoerant* 2565; 9.9.38.)

254. Die ure tussen 6 v.m. en 6 n.m. word as werkure gereken, behalwe op Saterdag, wanneer die werkure tussen 6 v.m. en 1 n.m. is, en behalwe op Sondae en publieke vakansiedae, wanneer daar geen werkure is nie; maar wanneer die tydperk vir laai, aflaai of verwydering van goedere verstryk het, word alle weekdae, Sondae en vakansiedae vir pakhuis- en staangelddoeleindes gereken.

255. Rook is verbode in elke goedereloods, pakhuis of gebou waar kenningswagbord of rook te verbied, opgerig is, of in 'n kompartement of ander deel van 'n spoorwegpassa- sierswa wat spesiaal "rook verbode" gemerk is.

256. As die Administrasie dit wenslik beskou, kan hy enige stasie of deel van 'n stasie sluit sodat toegang tot die platforms of enige besondere platform slegs verkry word deur oorhandiging van 'n spesiale kaartjie wat gratis na goeddunke van die Administrasie uitgereik is, of teen betaling van 'n deur die Administrasie vasgestelde koste of deur passasiers wat van plan is om per trein van daardie platform af te reis en in besit is van kaartjies vir die voorgenome reis, en wat op aanvraag vertoon moet word. Dit is 'n oortreding van hierdie regulasies as 'n persoon toegang tot die platforms aldus gesluit verkry of probeer verkry tensy hy in besit is van die hierinvermelde kaartjie en dit op aanvraag vertoon.

(Soos gewysig: Goewermentskenningsgewing 1816; *Staatskoerant* 2701; 17.11.39.)

257. (a) 'n Persoon wat 'n spoorwegstasie by 'n ander ingang of uitgang as die goorloofde binnekant of verlaat, of wat deur 'n heining opgerig deur die Administrasie, kruip of daaroor klim, of oor 'n spoorwegsluipaal opgerig by 'n spoorweergang, klim of daaronder deurkruip terwyl dit vir die deurgang van 'n trein neergelaat is, is by veroorde- ling strafbaar met 'n boete van hoogstens £10, of by wanbe- taling, met tronkstraf vir 'n tydperk van hoogstens een maand, of met beide sodanige boete en tronkstraf.

(Soos gewysig: Goewermentskenningsgewing 1816; *Staatskoerant* 2701; 17.11.39.)

(b) Enige persoon wat sonder magtiging van die Admini- strasie op 'n ander as die vir daardie doel aangewese plek of voetbrug of duikweg, waar sulke geleentheid binne 'n red- delyke afstand bestaan, oor 'n spoorlyn gaan, is aan 'n mis- dryf skuldig en by veroordeling strafbaar met 'n boete van hoogstens £10, of by wanbetaling, met tronkstraf van hoog- stens een maand, of met beide sodanige boete en tronkstraf.

258. Enige persoon, wat nie 'n passasier is nie, wat weder- reetlik roltende materiaal van die Administrasie betree of dit, en by kragtens hierdie regulasies aan 'n misdryf skul- dig, of by veroordeling strafbaar met 'n boete van hoogstens £5, of by wanbetaling, met tronkstraf niet of sonder harde arbeid vir 'n tydperk van hoogstens veertien dae, of met beide sodanige boete en tronkstraf.

culars of any goods imported by him and caused to be trans- ported in any quantity of not less than 100 lb. in weight in any one consignment during such month by or on behalf of such person by any agency other than the Administration, namely.—

- Name and address of consignor,
- Date of forwarding,
- Place from where goods were forwarded,
- Name and address of consignee,
- Description and weight of goods,
- Address to which forwarded,
- Freight in pence per 100 lb. paid for such transportation,

and shall furnish the Administration upon request with docu- mentary evidence of the receipt of such goods by any particu- lar consignee from whom any charge may become recover- able in terms of paragraph (c) hereof.

(c) The supplementary wharfage dues referred to in paragraph (a) (ii) shall be payable to the Administration on its demand by the consignee to whom the imported goods in question were transported.

(d) Any person contravening or failing to comply with any provision of paragraph (b) of this regulation shall be guilty of an offence and liable on conviction to a fine not exceeding £50 or in default of payment of such fine to imprisonment for a period not exceeding three months.

Miscellaneous.

253. The Administration shall not be responsible for in- formation given at stations concerning traffic, unless such information be given by the station master or other officer in charge of such station.

(As amended: GN 1360, GG 2565, 9.9.38).

254. The hours between 6 a.m. and 6 p.m. are reckoned as working hours, except on Saturdays, when the working hours will be between 6 a.m. and 1 p.m., and except on Sundays and public holidays, when there will be no working hours; but when the periods for loading, unloading, or re- moval of goods have expired, all weekdays, Sundays, and holidays will be reckoned for warehouse and demurrage pur- poses.

255. Smoking is prohibited in any goods shed, warehouse, or building where notice boards prohibiting smoking are erected, or in a compartment or other portion of a railway carriage which is specially marked non-smoking.

256. The Administration may, when it considers it desir- able to do so, close any station or part of a station or part of a station so that access to the platforms or any particular platform is only obtained by the production of a special ticket, issued either gratuitously at the discretion of the Adminis- tration, or on payment of a charge to be fixed by the Admini- stration, or by passengers intending to travel by train start- ing from that platform and who are in possession of tickets for the journey about to be undertaken, and which must be produced on demand. It shall be a breach of these regulations if any person obtains or attempts to obtain access to station platforms so closed unless in possession of, and produces on demand, a ticket as referred to herein.

(As amended: GN 1816; GG 2701, 17.11.39.)

257. (a) Any person entering or leaving a railway station by any but the authorised entrance or exit or found ceepting through or climbing over any fence erected by the Adminis- tration or climbing over or under any railway boom erected at a level crossing and which has been let down for the passage of a train will, upon conviction, be liable to a fine not exceeding £10, or in default of payment to imprisonment for a period not exceeding one month, or to both such fine and imprisonment.

(As amended: GN 1816; GG 2701, 17.11.39.)

(b) Any person who without the authority of the Ad- ministration crosses from one side of a railway line to another at a place other than one allocated for that purpose or by a footbridge or subway, where such facilities are provided within a reasonable distance, shall be guilty of an offence and liable on conviction to a fine not exceeding £10 or in default of payment, to imprisonment not exceeding one month, or to both such fine and imprisonment.

258. Any person, not being a passenger, who without lawful authority, enters or is upon, any rolling stock the property of the Administration shall be guilty of an offence under these Regulations and shall be liable on conviction to a penalty not exceeding a fine of £5 or, in default of payment, to imprisonment with or without hard labour for a period not exceeding fourteen days or to both such fine and impris- onment.

259. (a) (i) Die drywer/bestuuder of kondukteur van 'n meganiese aangedrewe voertuig of voertuig deur diere getrek, moet, terwyl sodanige voertuig op spoorwegterrein is, uitvoering gee aan die instruksies wat deur die Administrasie daarop of daarby vertoon word, of wat deur die stasiemeester of ander gemagtigde dienaar, of deur 'n lid van die Spoorwag-en Hawe-polisie aan hom gegee word.

(ii) Geen drywer of ander persoon wat toesig het oor 'n dier of 'n voertuig met diere bespan, moet sodanige dier of voertuig sonder oppasser op spoorwegterrein laat nie.

(iii) 'n Persoon wat die voorgaande bepalings van hierdie subregulasie oortree of in gebreke bly om uitvoering daarvan te gee, is skuldig aan 'n oortreding kragtens hierdie regulasies.

(iv) Wanneer 'n voertuig op spoorwegterrein gelaat of geborg is in omstandighede wat op 'n oortreding van paragraaf (i) of (ii) van hierdie subregulasie neerkom, word daar aangeneem, tensy die teendeel bewys word, dat die eienaar van die voertuig (wat, in die geval van 'n motorvoertuig geag sal word die persoon te wees in wie se naam die voertuig geregistreer is) ten tye van die oortreding die drywer/bestuuder of kondukteur daarvan was.

(b) Die Administrasie kan op aansoek en teen betaling van sulke koste as deur hom vasgestel mag word, die drywer, eienaar of ander persoon wat toesig het oor 'n padvoertuig wat vir beloning karvel, vergun om op stasieplatforms of ander spoorweggrond te kom met die doel om klante te werf. Die Administrasie kan 'n goedgeunkte en sonder om redes te gee, weier om sodanige verlof te gee of dit in te trek as dit reeds gegee is. Die hierin genoemde verlof word slegs op stasies waar die Administrasie dit raadsaam ag, en enige persoon wat sonder verlof en/of sonder betaling van die nodige koste klante werf, is skuldig aan 'n oortreding van hierdie regulasies.

(Soos gewysig: Goewermentskennisgewing 1994; *Staatskoerant* 4671; 3.8.51.)

Roekeloos drywe of bestuur.

259 (bis). Iemand wat 'n padvoertuig, met inbegrip van 'n fiets of driewiel, op spoorweggronde om die volgende manier drywe of bestuur, naamlik—

- roekeloos of agtelosig; of
- terwyl hy/sy onder die invloed van bedwelmdende drank of verdovingsmiddels verkeer; of
- met 'n snelheid wat vir spoorwegwerkmanne of vir die algemene publiek gevaarlik is; of
- op 'n wyse wat vir spoorwegwerkmanne of vir die algemene publiek gevaarlik is; of
- agtelosig en daardeur 'n persoon dood of beseer of spoorweg- of ander eiendom beskadig;

is skuldig aan 'n oortreding en strafbaar met 'n boete van hoogstens vyftig pond (£50) of, by wanbetaling, met gevangenisstraf vir 'n tydperk van hoogstens ses maande of met sodanige gevangenisstraf sonder die keuse van 'n boete.

(Soos gewysig: Goewermentskennisgewing 2364; *Staatskoerant* 3289; 31.12.43; Goewermentskennisgewing 1374; *Staatskoerant* 3992; 2.7.48; en Goewermentskennisgewing 2169; *Staatskoerant* 4261; 14.10.49.)

260. Enige persoon wat sonder magtiging van die Administrasie op 'n stasieplatform of op ander spoorweggrond van die Administrasie of op 'n trein, sy dienste aanbied om bagasie te dra, of passasiers voorkeer vir die doel om klante te werf, is by veroordeling strafbaar met 'n boete van hoogstens £5, of, by wanbetaling, met tronkstraf vir 'n tydperk van hoogstens veertien dae, of met beide sodanige boete en tronkstraf.

261. Die Administrasie kan op aansoek, en by betaling van sodanige koste as deur hom vasgestel mag word, en onderworpe aan sodanige voorwaardes as hy goed mag vind, aan verteenwoordigers van hotelle, losieshuise en dergelike persone vergunning verleen om stasiegrond te betree met die doel om moontlike gaste te ontmoet of gaste wat vertrek te vergesel en met hul bagasie behulpsaam te wees. Die Administrasie kan 'n goedgeunkte, en sonder enige redes daarvoor te gee, weier om sodanige vergunning toe te staan of dit in te trek waar dit reeds toegestaan is. Die hierin genoemde vergunning word slegs toegestaan op stasies waar die Administrasie dit raadsaam ag.

Die hierin genoemde verteenwoordigers aan wie vergunning toegestaan word om die stasiegrond te betree, moet die instruksies wat op daardie stasiegrond vertoon word, of wat deur die stasiemeester of ander bevoegde dienaar, polisiedienaar of konstabel aan hulle gegee word, nakom. Sulke verteenwoordigers moet ook 'n onderskeidingsteken, pet of uniform dra. Dit is 'n skending van hierdie regulasies as sulke verteenwoordigers in gebreke bly of weier om die genoemde instruksies na te kom.

(Soos gewysig: Goewermentskennisgewing 1360; *Staatskoerant* 2565; 9.9.38.)

259. (a) (i) The driver or conductor of any mechanically propelled or animal-drawn vehicle shall, whilst such vehicle is upon railway premises, observe and obey such directions as may be exhibited by the Administration thereon or thereat, or as may be given to him by the station master or other authorised servant or by any member of the Railways and Harbours Police.

(ii) No driver or other person in charge of an animal or animal-drawn vehicle shall leave such animal or vehicle unattended on railway premises.

(iii) Any person who contravenes or fails to comply with the preceding provisions of this sub-regulation shall be guilty of an offence under these regulations.

(iv) Whenever any vehicle has been left or manoeuvred upon railway premises in circumstances amounting to a contravention of paragraph (i) or (ii) of this sub-regulation, it shall be presumed, unless the contrary is proved, that the owner of the vehicle (who shall, in the case of a motor vehicle, be deemed to be the person in whose name the vehicle is registered) was the driver or conductor thereof at the time when the contravention occurred.

(b) The Administration may upon application and on payment of such charges as may be fixed by it grant permission to the driver, owner or other person in charge of any road vehicle plying for hire to enter upon station platforms or other railway premises for the purpose of soliciting custom. The Administration may in its discretion and without assigning reasons refuse to grant or may, where already granted, withdraw such permission. The permission mentioned herein will only be granted at such stations where the Administration may consider it advisable and any person soliciting custom without permission and/or without payment of the necessary charges shall be guilty of a breach of these regulations.

(As amended: GN 1994; 'GG' 4671, 3.8.51.)

Reckless Driving.

259 (bis). "Any person who drives any road vehicle (including a bicycle or tricycle) upon railway property:—

- recklessly or negligently; or
- while under the influence of intoxicating liquor or narcotic drugs; or
- at a speed which is dangerous to railway employees or to the public generally; or
- in a manner which is dangerous to railway employees or to the public generally; or
- negligently and thereby kills or injures any person or damages any railway or other property;

shall be guilty of an offence and liable to a fine not exceeding fifty pounds (£50) or in default of payment to imprisonment for a period not exceeding six months or to such imprisonment without the option of a fine".

(As amended: GN 1371; GG 3992, 2.7.48 and GN 2364; GG 3289, 31.12.43; GN 2169; GG 4261, 14.10.49.)

260. Any person who, without the authority of the Administration, upon any station platform or other premises the property of the Administration, or upon any train, solicits to carry luggage or intercepts passengers for the purpose of obtaining custom, shall be liable on conviction to a fine not exceeding £5, or in default of payment to imprisonment for a period not exceeding fourteen days, or to both such fine and imprisonment.

261. The Administration may upon application and on payment of such charges as may be fixed by it and subject to such conditions as the Administration may deem fit, grant permission to representatives of hotels and boarding-house, and the like, to enter station premises for the purpose of meeting prospective or accompanying departing guests and assisting them with their luggage. The Administration may in its discretion and without assigning reasons refuse to grant or may, where already granted, withdraw such permission. The permission mentioned herein will only be granted at such stations where the Administration may consider it advisable.

The representatives mentioned herein to whom permission is given to enter station premises shall conform to such directions as may be exhibited thereat or as may be given to them by the station master, other authorised servant, police officer or constable. Such representatives must also wear a distinguishing badge, cap or uniform. It shall be a breach of these regulations if any such representative fails or refuses to conform with such directions as aforesaid.

(As amended: GN 1360; GG 2565, 9.9.38.)

262. Die Administrasie is nie aanspreeklik vir enige verlies wat weens verandering, staking of inkorting van die treindiens veroorsaak word nie. Alle veranderinge, stakings, inkortings van die treindiens word so spoedig moontlik deur middel van advertensies of andersins bekendgemaak.

263. Enige persoon wat sonder goedkeuring van die Administrasie, op 'n stasieplatform of ander terrein van die Administrasie, of op 'n trein klante werf, nuusblaaie of ander literatuur of vrugte, ware of enige soort goedere verkoop of te koop aanbied, of gratis versprei, of almoese vra of enige van die genoemde handelinge veroorsaak of bewerkstellig, is van die genoemde handelinge strafbaar met 'n boete van hoogstens £5 of, by veroordeling strafbaar met 'n tydperk van hoogstens vyf maande, of met beide sulke boete en tronkstraf.

(Soos gewysig: Goewermentskennisgewing 1171; Staatskoerant 4389; 26.5.50.)

264. (a) Enige persoon wat sonder magtiging van die Administrasie op grond of eiendom van die Administrasie advertering of 'n advertensie laat vertoon, hetsy deur middel van 'n plak- of afdrukbiljet, strooibiljet, lewering of aanplak van 'n plak- of afdrukbiljet, bevestiging van 'n bord of ander middel van advertering, of deur iets daarop te skrywe of te verve, of advertensies op spoorweggrond, met inbegrip van spoorwegverantwoordelike, beskuldig of skend, of wat die genoemde handelinge veroorsaak of bewerkstellig, is by veroordeling strafbaar met 'n boete van hoogstens £10 of, by wanbetaling, met tronkstraf vir 'n tydperk van hoogstens een maand, of met beide sulke boete en tronkstraf.

(b) Alle advertensieborde, -plate en uitstalkaste wat aan die Administrasie gelewer word deur die persone wat vir die uitstalling daarvan 'n kontrak aangaan, is onderworpe aan 'n algemene retensiereg vir die koste wat te eniger tyd kragtens die advertensie-ooreenkoms verskuldig of betaalbaar is, hetsy voor of na die ontbinding van sulke advertensie-ooreenkoms ooploop.

(c) Advertensieborde, -plate en uitstalkaste wat kosteloos of teen verminderde vrugpryse vervoer word; word slegs op eienaarsrisiko vervoer.

(d) Die aflewering van advertensies wat nie langer vertoon word nie, word as voltooïe gegag en die verantwoordelike van die Administrasie hou op wanneer hulle tot beskikking van die applikant op die stasie naste aan sy grond gestel word. Hulle moet binne een maand na aankoms van die Administrasie se grond verwyder word, by gebreke waarvan hulle na goedgevanke van die Administrasie verkoop of vernietig word.

(e) Die Administrasie is nie aanspreeklik vir die verlies van of skade aan advertensies, uitstalkaste of die inhoud daarvan wat op sy grond uitgestal word nie.

265. Enige persoon wat met 'n motorkar, motorfiets, of ander voertuig, trap- of ander fiets binne 'n stasie of 'n stasieplatform, of deur of in 'n spoorwegduikweg, of op 'n spoorwegbrug wat slegs vir voetgangers bedoel is, ry, of wat versuim om die lig van sy motorkar, fiets of ander voertuig af te slaan wanneer hy in 'n stasie of op 'n stasieplatform is, of by veroordeling strafbaar met 'n boete van hoogstens £5 of, by wanbetaling, met tronkstraf vir 'n tydperk van hoogstens veertien dae, of met beide sulke boete en tronkstraf.

266. (a) Alle betalings aan die Administrasie moet in kontant in Suid-Afrikaanse Uniegeld gemaak word. Die Administrasie kan na goedgevanke banknote vir redelike bedrae op erkende banke aanneem, en kan in spesiale gevalle tjiets ontvang, mits dit aan die Administrasie betaalbaar gemaak en die wisselkoers, indien enige, ingesluit word.

(b) Geen eis teen die Administrasie, hetsy werkliek of vermoedelik, ten opsigte van verlies van, skade aan of ophou van goedere of ander verkeer, stel die betaling van geld wat aan die Administrasie verskuldig is uit nie.

Wysiging van Tydperke of Koste.

267. Waar die Administrasie oortuig is dat die tydperke of koste vermeld in Regulasies Nos. 9, 25, 37, 42, 47, 53, 54, 60, 77, 83, 93, 100, 105, 124, 130, 131, 134, 135, 136, 137, 144, 145, 146, 147, 155, 167, 192, 195, 211 en 245 'n verandering, vermindering of verlenging regverdig om aan spesiale omstandighede te voldoen, kan hy sulke tydperke of koste op sodanige wyse as billik gegag word, verander, verminder of bestuurder of ander dienaar wat behoorlik daartoe gemagtig is om die bevoegdhede by hierdie regulasie verleen, ramens mindering of verlenging van tydperke of koste waarby 'n enkele geval betrokke is.

(Soos gewysig: Goewermentskennisgewing 1171; Staatskoerant 4389; 26.5.50.)

262. The Administration shall not be responsible for any loss that may be occasioned by any alteration, suspension, or curtailment of its train service. All alterations, suspensions, or curtailments of the train service will be notified by advertisement or otherwise as speedily as possible.

263. Any person who, without the authority of the Administration, upon any station platform or other premises the property of the Administration, or upon any train solicits custom, sells, or offers for sale or distributes without charge newspapers or other literature, or fruits, wares, or goods of any description, or solicits alms, or causes or procures any of the said acts to be done, shall be liable on conviction to a fine not exceeding £5, or in default of payment to imprisonment for a period not exceeding fourteen days, or to both such fine and imprisonment.

(As amended: GN 1171; GG 4389, 26.5.50.)

264. (a) Any person who, without having been previously authorised to do so by the Administration, shall advertise or cause any advertisement to be exhibited on any premises or property of the Administration, either by posting, throwing, delivering, or affixing any placard, bill, board, or other medium of advertisement, or by writing or painting anything thereon, or damage or deface advertisement on railway premises, including railway subways, or who shall cause or procure to be done any of the said acts, shall be liable on conviction to a fine not exceeding £10, or in default of payment to imprisonment for a period not exceeding one month, or to both such fine and imprisonment.

(b) All advertising boards, plates and showcases supplied to the Administration by the persons contracting for their exhibition shall be subject to a general lien for the charges, which may at any time be due or payable under the advertising agreement, whether incurred before or after the cancellation of such advertising agreement.

(c) Advertising boards, plates and showcases transported free or at reduced rates are transported only at owner's risk.

(d) The delivery of advertisements withdrawn from exhibition shall be considered complete and the responsibility of the Administration shall cease when they are placed ready for applicant at the station nearest his premises. They must be removed from the Administration's premises within one month after arrival, failing which they will be sold or destroyed at the Administration's option.

(e) The Administration will not be liable for the loss of or injury to, any advertisements, showcases, or contents therein exhibited on its premises.

265. Any person who shall drive a motor-car, motorcycle, or other vehicle, ride a bicycle or other cycle inside a station or on a station platform or through or in a railway subway or on a railway bridge intended for pedestrians only, or who shall fail to extinguish the light of his car, cycle, or other vehicle when inside a station or on a station platform, shall be liable on conviction to a fine not exceeding £5, or in default of payment to imprisonment for a period not exceeding fourteen days, or to both such fine and imprisonment.

266. (a) All payments of moneys to the Administration must be made in cash in Union of South Africa coin. The Administration may, at its discretion, accept bank notes for reasonable amounts on recognised banks, and in special cases may accept cheques, provided they are made payable to the Administration, and the exchange, if any is included.

(b) No claim against the Administration, either real or supposed, in respect of loss of, or damage or delay to, goods or other traffic shall postpone the payment of moneys due to the Administration.

Modification of Periods or Charges.

267. Where the Administration is satisfied that the periods or charges mentioned or referred to in Regulations Nos. 9, 25, 37, 42, 47, 53, 54, 60, 77, 83, 89, 93, 100, 105, 124, 130, 131, 134, 135, 136, 137, 144, 145, 146, 147, 155, 167, 192, 195, 211 and 245 are deserving of modification, reduction, or extension to meet special circumstances. It may, modify, reduce, or extend such periods or charges in such manner as may be considered just; provided that the authority of the General Manager, or other duly authorised servant, to exercise on behalf of the Administration the powers conferred by this regulation, shall be limited to a modification, reduction or extension of periods or charges which does not involve a remission of revenue exceeding five hundred pounds in any one case.

(As amended: GN 1171; GG 4389, 26.5.50.)

Straf vir Oortredings van Regulasies.

268. Enige persoon wat hierdie regulasies, of addisionele regulasies wat van tyd tot tyd kragtens die Wet gepubliseer word, oortree, behalwe vir sover spesiaal anders bepaal word, is by veroordeling strafbaar met 'n boete van hoogstens £10 of, by wanbetaling, met tronkstraf vir 'n tydperk van een maand, of met beide sulke boete en tronkstraf.

Padverkeer moet stop by oorgange beskerm deur hantlekkers, flikkerligte, waarskuwingsklokke, sluitpale of vlagmanne.

269. Die Administrasie kan waarskuwingstoestelle of ander beskerming by pad- en spoorweegoorgange daarstel met die doel om gebruikers van die pad by sodanige oorgange van die bestaan van die oorgange en/of die nadering van treine te waarsku, en wanneer gebruikers van die pad enige spoorweegoorgang (hetsy aldus beskerm of nie) nader, moet hulle op 'n veilige afstand van die oorgang stilstaan en nie voortbeweeg totdat dit veilig is om sulks te doen nie. Waar die oorgange deur middel van flikkerligte, waarskuwingsklokke, sluitpale of vlagmanne beskerm word, mag padgebruikers nie die oorgange oorgaan voordat die flikkerligte ophou om te flikker of die waarskuwingsklokke om te lui nie, of voordat die sluitpale oorgang toelaat of die vlagmanne ophou om die gevaartekene te toon nie, na gelang van die geval.

(Soos gewysig: Goewermentskennisgewing 11; *Staatskoerant* 2841; 3.1.41.)

270. Niemand mag—

- (a) 'n spiritus- of oliestof in 'n salon-, passasiers- of kondukteurswa of motorvoertuig van die Administrasie gebruik nie;
- (b) 'n brandende sigaar, sigaret of ander voorwerp, of enige ander stof wat brand kan laat ontstaan, in die venster- of ventilator-opening van 'n salon-, passasiers- of kondukteurswa of motorvoertuig van die Administrasie ingooi nie.

(Soos gewysig: Goewermentskennisgewing 2079; *Staatskoerant* 3879; 3.10.47.)

Penalty for Breach of Regulations.

268. Any person committing a breach of these regulations or any additional regulations that may from time to time be published under the Act, except where otherwise specially provided, shall on conviction be liable to a penalty not exceeding a fine of £10, or in default of payment to imprisonment for a period of one month, or to both such fine and imprisonment.

Road Traffic to stop at Crossings protected by Halt Signs, Flashlights, Warning Bells, Barriers, or Flagmen.

269. The Administration may provide warning devices or other protection at road and railway level crossings, for the purpose of warning road users at such crossings of the presence of the crossings and/or the approach of trains, and all road users upon approaching any railway crossings (whether so protected or not) shall stop clear of the crossings and not proceed until it is safe to do so. Where the crossings are protected by flashlights, warning bells, barriers or flagmen, road users shall not proceed across the crossings until such flashlights or warning bells cease to operate or the barriers are clear of the crossings or the flagmen cease to exhibit danger signals, as the case may be.

(As amended: GN 11; GG 2841, 3.1.41.)

270. No person shall—

- (a) use any spirit or oil stove in any coach, carriage, van or motor vehicle of the Administration;
- (b) deposit any lighted cigar, cigarette or other object, or any other igniferous matter, in the window or ventilator cavity of any coach, carriage, van or motor vehicle of the Administration.

(As amended: GN 2079; GG 3879, 3.10.47.)