



STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

REPUBLIC OF SOUTH AFRICA

GOVERNMENT GAZETTE

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[No. 2302.

CAPE TOWN, 19TH MARCH, 1969.

DEPARTEMENT VAN DIE EERSTE MINISTER.

DEPARTMENT OF THE PRIME MINISTER.

No. 399.

19 Maart 1969.

No. 399.

19th March, 1969.

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

It is hereby notified that the State President has assented to the following Act which is hereby published for general information:—

No. 6 van 1969: Addisionele Spoorweg- en Hawe-begrotingswet, 1969.

No. 6 of 1969: Railways and Harbours Additional Appropriation Act, 1969.

Act No. 6, 1969 RAILWAYS AND HARBOURS ADDITIONAL APPROPRIATION
ACT, 1969.

ACT

To apply a further sum not exceeding twenty-eight million six hundred and ten thousand one hundred and ten rand from the Railway and Harbour Fund for the services of the railways and harbours for the year ending on the thirty-first day of March, 1969.

(English text signed by the State President.)
(Assented to 6th March, 1969.)

BE IT ENACTED by the State President, the Senate and the House of Assembly of the Republic of South Africa, as follows:—

Railway and
Harbour Fund
charged with
R28,610,110.

1. The Railway and Harbour Fund is hereby charged with such sums of money as may be required for the services of the railways and harbours of the Republic for the year ending the thirty-first day of March, 1969, not exceeding in the whole for revenue services the sum of twelve million four hundred and fifty-seven thousand rand and for capital and betterment services the sum of sixteen million one hundred and fifty-three thousand one hundred and ten rand in addition to the sums provided by the Railways and Harbours Appropriation Act, 1968 (Act No. 37 of 1968).

How moneys to be
applied.

2. The moneys appropriated by this Act shall be applied to the purposes set forth in Schedules 1 and 2 to this Act, and more particularly specified in the Estimates of Additional Expenditure (R.P. 8—1969 and R.P. 9—1969) for the said year, as submitted to and approved by Parliament.

Minister may
authorize
variations.

3. (1) With the approval of the Minister of Transport a saving on any of the heads set out in column 1 of Schedule 1 to this Act may be made available for any excess of expenditure on any other head appearing in column 1 of Schedule 1 to the Railways and Harbours Appropriation Act, 1968 (Act No. 37 of 1968), and similarly a saving on any one of the heads set out in column 1 of Schedule 2 to this Act may be made available for any excess of expenditure on any other head appearing in column 1 of Schedule 2 to the said Act.

(2) No excess shall be incurred on any sum appearing in column 2 of either Schedule 1 or Schedule 2 to this Act, and savings thereon shall not be available for any purpose other than that for which the money is hereby appropriated as indicated in those Schedules.

Railway lines under
construction.

4. In the case of the service falling under Head No. 1 of Schedule 2 to this Act the total expenditure on any railway line under construction shall not exceed the amount prescribed by law as the maximum amount which may be expended thereon.

ADDISIONELE SPOORWEG- EN HAWEBEGROTINGSWET, Wet No. 6, 1969
1969.

WET

Tot aanwending van 'n verdere som van hoogstens agt-en-twintigmiljoen seshonderd-en-tienduizend eenhonderd-en-tien rand uit die Spoorweg- en Hawefonds vir die dienste van die spoorweë en hawens vir die jaar wat op die een-en-dertigste dag van Maart 1969 eindig.

*(Engelse teks deur die Staatspresident geteken.)
(Goedgekeur op 6 Maart 1969.)*

DAAR WORD BEPAAL deur die Staatspresident, die Senaat en die Volksraad van die Republiek van Suid-Afrika, soos volg:—

1. Die Spoorweg- en Hawefonds word hierby belas met sodanige somme geld as wat nodig is vir die dienste van die spoorweë en hawens van die Republiek gedurende die jaar wat op die een-en-dertigste dag van Maart 1969 eindig, maar gesamentlik ten bedrae van hoogstens twaalfmiljoen vierhonderd-sewe-en-vyftigduisend rand vir inkomstedienste en sestiennmiljoen eenhonderd-drie-en-vyftigduisend eenhonderd-en-tien rand vir kapitaal- en verbeteringsdienste bo en behalwe die bedrae waarvoor voorsiening gemaak is deur die Spoorweg- en Hawebegrotingswet, 1968 (Wet No. 37 van 1968). Spoorweg- en
Hawefonds belas
met R28,610,110.
2. Die gelde deur hierdie Wet beskikbaar gestel, moet aangewend word vir die doeleindes vermeld in Bylaes 1 en 2 by hierdie Wet en nader omskrywe in die Begroting van Addisionele Uitgawe (R.P. 8—1969 en R.P. 9—1969) vir die genoemde jaar, soos aan die Parlement voorgelê en deur hom goedgekeur. Hoe die gelde
bestee moet word.
3. (1) Met die goedkeuring van die Minister van Vervoer kan 'n besparing op die een of ander van die hoofde aangetoon in kolom 1 van Bylae 1 by hierdie Wet, beskikbaar gestel word vir 'n oorskryding van uitgawe op 'n ander hoof wat voorkom in kolom 1 van Bylae 1 by die Spoorweg- en Hawebegrotingswet, 1968 (Wet No. 37 van 1968), en insgelyks kan 'n besparing op die een of ander van die hoofde aangetoon in kolom 1 van Bylae 2 by hierdie Wet, beskikbaar gestel word vir 'n oorskryding van uitgawe op 'n ander hoof wat voorkom in kolom 1 van Bylae 2 by genoemde Wet. Minister kan
afwykings magtig.
(2) Geen bedrag wat voorkom in kolom 2 van Bylae 1 of 2 by hierdie Wet mag oorskry word nie, en besparings daarop mag vir geen ander doel as dié waarvoor die geld hierby beskikbaar gestel word, soos aangetoon in daardie Bylaes, aangewend word nie.
4. By die diens vermeld onder Hoof No. 1 van Bylae 2 by hierdie Wet mag die gesamentlike uitgawe vir 'n spoorlyn wat in aanbou is, nie meer bedra nie as die bedrag wat deur 'n wet vasgestel is as die maksimum bedrag wat daaraan bestee mag word. Spoorlyne in
aanbou.

Act No. 6, 1969 RAILWAYS AND HARBOURS ADDITIONAL APPROPRIATION ACT, 1969.

Increase or decrease in expenditure on authorized railway lines.

5. Anything to the contrary notwithstanding in any law authorizing the construction and equipment of any railway line mentioned in column 1 of Schedule 4 to this Act—

(a) the amount mentioned in column 3 of that Schedule opposite the name of any such railway line (being the amount prescribed by law as the maximum sum that may be expended on that railway line) shall be increased to the sum set out in column 5 opposite such name;

(b) the amount mentioned in column 2 of that Schedule opposite the name of any such railway line (being the amount prescribed by law as the maximum sum that may be expended on that railway line) shall be reduced to the sum set out in column 4 opposite such name.

Sources from which moneys appropriated shall be provided.

6. The moneys appropriated by this Act for capital and betterment services shall be provided from the sources set out in Schedule 3 to this Act.

Short title.

7. This Act shall be called the Railways and Harbours Additional Appropriation Act, 1969.

Schedule 1.

REVENUE SERVICES.

Head No.	Head.	Column 1.	Column 2.
	RAILWAYS.	R	R
	<i>Transportation Services—</i>		
3	Maintenance of Rolling Stock	1,376,380	—
4	Running Expenses	4,162,000	—
5	Traffic Expenses	5,721,000	—
	<i>Net Revenue Account—</i>		
17	Miscellaneous Expenditure	—	727,205
	HARBOURS.		
	<i>Net Revenue Account—</i>		
25	Miscellaneous Expenditure	—	24,412
	AIRWAYS.		
	<i>Net Revenue Account—</i>		
30	Miscellaneous Expenditure	25,000	1,890
	NET REVENUE APPROPRIATION ACCOUNT.		
38	Contribution to Sinking Fund—Reserve Account ..	—	419,113
	Total	R12,457,000	

ADDISIONELE SPOORWEG- EN HAWEBEGROTINGSWET, Wet No. 6, 1969.

5. Ondanks andersluidende bepalings in 'n wet wat magtiging verleen vir die aanleg en uitrusting van enige spoorlyn vermeld in kolom 1 van Bylae 4 by hierdie Wet—

Vermeerdering of vermindering van uitgawe op goedgekeurde spoorlyne.

(a) word die bedrag vermeld in kolom 3 van daardie Bylae teenoor die naam van so 'n spoorlyn, naamlik die bedrag deur 'n wet vasgestel as die maksimum som wat aan daardie spoorlyn bestee mag word, vermeerder tot die som wat in kolom 5 teenoor daardie naam aangegee word;

(b) word die bedrag vermeld in kolom 2 van daardie Bylae teenoor die naam van so 'n spoorlyn, naamlik die bedrag deur 'n wet vasgestel as die maksimum som wat aan daardie spoorlyn bestee mag word, verminder tot die som wat in kolom 4 teenoor daardie naam aangegee word.

6. Die gelde wat deur hierdie Wet vir kapitaal- en verbeteringsdienste beskikbaar gestel word, moet uit die in Bylae 3 by hierdie Wet vermelde bronne verskaf word.

Bronne waaruit beskikbaargestelde gelde verskaf moet word.

7. Hierdie Wet heet die Addisionele Spoorweg- en Hawe- Kort titel. begrotingswet, 1969.

Bylae 1.

INKOMSTEDIENSTE.

Hoof No.	Hoof.	Kolom 1.	Kolom 2.
	SPOORWEE.	R	R
	<i>Vervoerdienste—</i>		
3	Onderhoud van rollende materiaal	1,376,380	—
4	Treinloopkoste	4,162,000	—
5	Verkeerskoste	5,721,000	—
	<i>Netto inkomsterekening—</i>		
17	Diverse uitgawe	—	727,205
	HAWENS.		
	<i>Netto inkomsterekening—</i>		
25	Diverse uitgawe	—	24,412
	LUGDIENS.		
	<i>Netto inkomsterekening—</i>		
30	Diverse uitgawe	25,000	1,890
	AANWENDINGSREKENING VAN NETTO INKOMSTE.		
38	Bydrae tot Delgingsfonds—Reserwerekening	—	419,113
	Totaal	R12,457,000	

Act No. 6, 1969 RAILWAYS AND HARBOURS ADDITIONAL APPROPRIATION ACT, 1969.

Schedule 2.

CAPITAL AND BETTERMENT SERVICES.

Head No.	Head.	Column 1.	Column 2.
1	Construction of Railways	R 951,210	R —
2	New Works on Open Lines: (a) Loan Funds, Betterment Fund, Capital Credits and Recoveries	4,602,900	—
3	Rolling Stock	99,700	—
4	Road Transport Service	335,000	—
5	Harbours	125,500	—
6	Airways	6,009,800	—
7	Pipelines	29,000	—
8	Working Capital	4,000,000	—
	Total	R16,153,110	

SUMMARY.

Revenue Services (Schedule 1)	R 12,457,000
Capital and Betterment Services (Schedule 2)	16,153,110
	<u>R28,610,110</u>

Schedule 3.

SOURCES FROM WHICH THE ADDITIONAL FUNDS FOR CAPITAL AND BETTERMENT SERVICES SHALL BE PROVIDED:

Savings on the provision made by Schedule 2 to the Railways and Harbours Appropriation Act, 1968 (Act No. 37 of 1968).	R
Head No. 2: New Works on Open Lines: (a) Loan Funds, Betterment Fund, Capital Credits and Recoveries	7,508,110
Head No. 3: Rolling Stock	6,500,000
Head No. 5: Harbours	2,145,000
	<u>R16,153,110</u>

Schedule 4.

Column 1.	Column 2.	Column 3.	Column 4.	Column 5.
	R	R	R c	R
Allanridge-Ancona	967,775	—	838,243.90	—
Delmas to a terminal point on the farm Middelburg, No. 39, in the district of Delmas	3,142,000	—	2,290,235.44	—
Germiston East—Elsburg—Kwesine	6,834,000	—	6,752,279.45	—
Groenbult to a point at mileage 254 M. 58 C. between Nzima and Soekmekaar	499,652	—	496,685.89	—
Hoedspruit—Phalaborwa	4,133,668	—	3,741,374.85	—
Langa—Bellville	3,750,452	—	3,165,417.35	—
Metsi—Kaapmuiden	—	16,403,741	—	17,534,378
Woltemade—Nyanga	4,990,899	—	4,546,504.87	—

ADDISIONELE SPOORWEG- EN HAWEBEGROTINGSWET, Wet No. 6, 1969
1969.

Bylae 2.

KAPITAAL- EN VERBETERINGSDIENSTE.

Hoof No.	Hoof.	Kolom 1.	Kolom 2.
		R	R
1	Aanleg van spoorweë	951,210	—
2	Nuwe werke aan oopgestelde lyne: (a) Leningsfondse, verbeteringsfonds, kapitaalkrediete en invorderings	4,602,900	—
3	Rollende materiaal	99,700	—
4	Padvervoerdiens	335,000	—
5	Hawens	125,500	—
6	Lugdiens	6,009,800	—
7	Pypleidings	29,000	—
8	Bedryfskapitaal	4,000,000	—
	Totaal	R16,153,110	

SAMEVATTING.

Inkomstediens (Bylae 1)	R
Kapitaal- en Verbeteringsdiens (Bylae 2)	12,457,000
	16,153,110
	<u>R28,610,110</u>

Bylae 3.

**BRONNE WAARUIT DIE ADDISIONELE FONDSE VIR KAPITAAL- EN VERBETERINGSDIENSTE VERSKAF
MOET WORD:**

Besparings op die beskikbaarstelling kragtens Bylae 2 by die Spoorweg- en
Hawebegrotingswet, 1968 (Wet No. 37 van 1968).

Hoof No. 2: Nuwe werke aan oopgestelde lyne:

(a) Leningsfondse, verbeteringsfonds, kapitaalkrediete en

invorderings	7,508,110
Hoof No. 3: Rollende materiaal	6,500,000
Hoof No. 5: Hawens	2,145,000

R16,153,110

Bylae 4.

Kolom 1.	Kolom 2.	Kolom 3.	Kolom 4.	Kolom 5.
	R	R	R c	R
Allanridge—Ancona	967,775	—	838,243.90	—
Delmas tot by 'n eindpunt op die plaas Middelburg, No. 39, in die distrik Delmas	3,142,000	—	2,290,235.44	—
Germiston-Oos—Elsburg—Kwesine Groenbult tot by mylpunt 254 m. 58 k. tussen Nzima en Soekmekaar	6,834,000	—	6,752,279.45	—
Hoedspruit—Phalaborwa	499,652	—	496,685.89	—
Langa—Bellville	4,133,668	—	3,741,374.85	—
Metsi—Kaapmuiden	3,750,452	—	3,165,417.35	—
Woltemade—Nyanga	—	16,403,741	—	17,534,378
	4,990,899	—	4,546,504.87	—

