



STAATSKOERANT
VAN DIE REPUBLIEK VAN SUID-AFRIKA

REPUBLIC OF SOUTH AFRICA
GOVERNMENT GAZETTE

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GOEWERMENSKENNISGEWINGS

DEPARTEMENT VAN DOEANE EN AKSYNS

No. R. 428

19 Maart 1976

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE 3 (No. 3/460)

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae 3 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD, Minister van Finansies.

GOVERNMENT NOTICES

DEPARTMENT OF CUSTOMS AND EXCISE

No. R. 428

19 March 1976

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE 3 (No. 3/460)

Under section 75 of the Customs and Excise Act, 1964, Schedule 3 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD, Minister of Finance.

BYLAE

I Item	II Tariefpos en Beskrywing	III Mate van Korting
311.10	Deur tariefpos No. 57.10 deur die volgende te vervang: „57.10 Weefstowwe van jute of van ander tekstielbasvesels van pos No. 57.03 van Bylae No. 1 (uitgesonderd stowwe vir gebruik as grondweefsel), met 'n wydte van minstens 230 cm, vir die vervaardiging van poltapyte en -matte	Volle reg"
311.40	Deur tariefpos No. 57.10 te skrap.	
312.01	Deur tariefpos No. 57.10 te skrap.	
312.02	Deur tariefpos No. 57.10 te skrap.	

Opmerkings.—

1. Die gebruik van weefstowwe van jute of van ander tekstielbasvesels met korting op reg kragtens item 311.10/57.10 word beperk.

2. Die voorsienings vir 'n korting op reg op weefstowwe van jute of van ander tekstielbasvesels vir die vervaardiging van klerasie, skoeisel en hoofdeksels, word ingetrek.

SCHEDULE

I Item	II Tariff Heading and Description	III Extent of Rebate
311.10	By the substitution for tariff heading No. 57.10 of the following: “57.10 Woven fabrics of jute or of other textile bast fibres of heading No. 57.03 of Schedule No. 1 (excluding fabrics for use as ground fabric), of a width of 230 cm or more, for the manufacture of tufted carpets and mats	Full duty"
311.40	By the deletion of tariff heading No. 57.10.	
312.01	By the deletion of tariff heading No. 57.10.	
312.02	By the deletion of tariff heading No. 57.10.	

Notes.—

1. The use of woven fabrics of jute or of other textile bast fibres under rebate of duty in terms of item 311.10/57.10 is restricted.

2. The provisions for a rebate of duty on woven fabrics of jute or of other textile bast fibres for the manufacture of clothing, footwear and headgear, are withdrawn.

No. R. 429

19 Maart 1976

No. R. 429

19 March 1976

DOEANE- EN AKSYNSWET, 1964
WYSIGING VAN BYLAE 1 (No. 1/1/393)

Kragtens artikel 48 van die Doeane- en Aksynswet, 1964, word Deel 1 van Bylae 1 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD, Minister van Finansies.

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE 1 (No. 1/1/393)

Under section 48 of the Customs and Excise Act, 1964, Part 1 of Schedule 1 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD, Minister of Finance.

BYLAE

I Tariefpos	II Statistiese Eenheid	III IV V Skaal van Reg		
		Algemeen	M.B.N.	Voorkeur
73.37 Deur subpos No. 73.37.45 deur die volgende te vervang: „73.37.45 Lugverspreiders en onderdele daarvan, uitkenbaar as vir gebruik slegs of hoofsaaklik met motorvoertuie	kg	110c per kg		
87.02 Deur in subpos No. 87.02.15.10 die uitdrukking: „Lugverspreiders en onderdele daarvan (73.37)	kg	4 500c per 100 kg		
deur die volgende te vervang: „Lugverspreiders en onderdele daarvan (73.37)	kg	110c per kg		
Deur in subpos No. 87.02.15.10 die uitdrukking: „Verwarmers en ventileereenhede van die waaier- of ramtipe, en onderdele daarvan (87.06), vir motorkarre met waterverkoelde enjins	kg	4 500c per 100 kg		
deur die volgende te vervang: „Verwarmers en ventileereenhede van die waaier- of ramtipe, en onderdele daarvan (87.06), vir motorkarre met waterverkoelde enjins	kg	110c per kg		
Deur in subpos No. 87.02.22.10 na die uitdrukking: „Padvere (73.35)	kg	1 000c per 100 kg		
die volgende in te voeg: „Lugverspreiders en onderdele daarvan (73.37)	kg	110c per kg		
Deur in subpos No. 87.02.22.10 na die uitdrukking: „Koppelaardekstuksamestelle wat drukplate in- korporeer, en gedrewe koppelaarplate, met 'n buitedeursnee van hoogstens 310 mm (87.06), nie aan enjins bevestig nie	kg	7 500c per 100 kg		
die volgende in te voeg: „Verwarmers en ventileereenhede van die waaier- of ramtipe, en onderdele daarvan (87.06), vir motorvoertuie met waterverkoelde enjins	kg	110c per kg		
Deur in subpos No. 87.02.24.10 na die uitdrukking: „Padvere (73.35)	kg	1 000c per 100 kg		
die volgende in te voeg: „Lugverspreiders en onderdele daarvan (73.37)	kg	110c per kg		
Deur in subpos No. 87.02.24.10 na die uitdrukking: „Koppelaardekstuksamestelle wat drukplate in- korporeer, en gedrewe koppelaarplate, met 'n buitedeursnee van hoogstens 310 mm (87.06), nie aan enjins bevestig nie	kg	7 500c per 100 kg		
die volgende in te voeg: „Verwarmers en ventileereenhede van die waaier- of ramtipe, en onderdele daarvan (87.06), vir motorvoertuie met waterverkoelde enjins	kg	110c per kg		
Deur in subpos No. 87.02.60.10 na die uitdrukking: „Padvere (73.35)	kg	1 000c per 100 kg		
die volgende in te voeg: „Lugverspreiders en onderdele daarvan (73.37)	kg	110c per kg		

I Tariefpos	II Statistiese Eenheid	III IV V Skaal van Reg		
		Algemeen	M.B.N.	Voorkeur
Deur in subpos No. 87.02.60.10 na die uitdrukking: „Koppelaardekstuksamestelle wat drukplate in-korporeer, en gedrewe koppelaarplate, met 'n buitendeursnee van hoogstens 310 mm (87.06), nie aan enjins bevestig nie die volgende in te voeg: „Verwarmers en ventileereenhede van die waaier-of ramtipe, en onderdele daarvan (87.06), vir ligte vragvoertuie met waterverkoelde enjins	kg	7 500c per 100 kg		
87.04 Deur in subpos No. 87.04.25.10 na die uitdrukking: „Padvere (73.35)	kg	110c per kg		
die volgende in te voeg: „Lugverspreiders en onderdele daarvan (73.37)	kg	1 000c per 100 kg		
Deur in subpos No. 87.04.25.10 na die uitdrukking: „Koppelaardekstuksamestelle wat drukplate in-korporeer, en gedrewe koppelaarplate, met 'n buitendeursnee van hoogstens 310 mm (87.06), nie aan enjins bevestig nie die volgende in te voeg: „Verwarmers en ventileereenhede van die waaier-of ramtipe, en onderdele daarvan (87.06), vir ligte vragvoertuie met waterverkoelde enjins	kg	110c per kg		
87.06 Deur subpos No. 87.06.35.10 deur die volgende te vervang: „10 Waaier- of ramtipe, uitkenbaar as vir gebruik slegs of hoofsaaklik met motorvoertuie met waterverkoelde enjins	kg	7 500c per 100 kg		
	kg	110c per kg		

Opmerking.—Die skaal van reg op lugverspreiders en onderdele daarvan, uitkenbaar as vir gebruik slegs of hoofsaaklik met motorvoertuie, en op verwarmers en ventileereenhede van die waaier- of ramtipe en onderdele daarvan, vir motorvoertuie met waterverkoelde enjins, ingevoer as oorspronklike toerusting of vervangingsdele vir motorkarre, passasiersvoertuie ontwerp om oor ongewone terrein te beweeg, minibusse en ander gespesialiseerde passasiersvoertuie met 'n sitruimte van minder as 15 sitplekke, ligte vragvoertuie en ongemonteerde onderstelle vir ligte vragvoertuie, word van 4 500c per 100 kg na 110c per kg verhoog.

SCHEDULE

I Tariff Heading	II Statistical Unit	III IV V Rate of Duty		
		General	M.F.N.	Preferential
73.37 By the substitution for subheading No. 73.37.45 of the following: “73.37.45 Air distributors and parts thereof, identifiable for use solely or principally with motor vehicles	kg	110c per kg		
87.02 By the substitution in subheading No. 87.02.15.10 for the expression: “Air distributors and parts thereof (73.37)	kg	4 500c per 100 kg		
of the following: “Air distributors and parts thereof (73.37)	kg	110c per kg		
By the substitution in subheading No. 87.02.15.10 for the expression: “Heaters and ventilating units of the blower type or ram type, and parts thereof (87.06), for motor cars with water-cooled engines	kg	4 500c per 100 kg		
of the following: “Heaters and ventilating units of the blower type or ram type, and parts thereof (87.06), for motor cars with water-cooled engines	kg	110c per kg		
By the insertion in subheading No. 87.02.22.10 after the expression: “Road springs (73.35)	kg	1 000c per 100 kg		
of the following: “Air distributors and parts thereof (73.37)	kg	110c per kg		

I Tariff Heading	II Statistical Unit	III IV V Rate of Duty		
		General	M.F.N.	Preferential
By the insertion in subheading No. 87.02.22.10 after the expression: "Clutch cover assemblies incorporating pressure plates, and clutch driven plates, with an outside diameter not exceeding 310 mm (87.06), not fitted to engines of the following: "Heaters and ventilating units of the blower type or ram type, and parts thereof (87.06), for motor vehicles with water-cooled engines	kg	7 500c per 100 kg"		
By the insertion in subheading No. 87.02.24.10 after the expression: "Road springs (73.35) of the following: "Air distributors and parts thereof (73.37)	kg	110c per kg"		
By the insertion in subheading No. 87.02.24.10 after the expression: "Clutch cover assemblies incorporating pressure plates, and clutch driven plates, with an outside diameter not exceeding 310 mm (87.06), not fitted to engines of the following: "Heaters and ventilating units of the blower type or ram type, and parts thereof (87.06), for motor vehicles with water-cooled engines	kg	7 500c per 100 kg"		
By the insertion in subheading No. 87.02.60.10 after the expression: "Road springs (73.35) of the following: "Air distributors and parts thereof (73.37)	kg	110c per kg"		
By the insertion in subheading No. 87.02.60.10 after the expression: "Clutch cover assemblies incorporating pressure plates, and clutch driven plates, with an outside diameter not exceeding 310 mm (87.06), not fitted to engines of the following: "Heaters and ventilating units of the blower type or ram type, and parts thereof (87.06), for light goods vehicles with water-cooled engines	kg	7 500c per 100 kg"		
By the insertion in subheading No. 87.04.25.10 after the expression: "Road springs (73.35) of the following: "Air distributors and parts thereof (73.37)	kg	110c per kg"		
By the insertion in subheading No. 87.04.25.10 after the expression: "Clutch cover assemblies incorporating pressure plates, and clutch driven plates, with an outside diameter not exceeding 310 mm (87.06), not fitted to engines of the following: "Heaters and ventilating units of the blower type or ram type, and parts thereof (87.06), for light goods vehicles with water-cooled engines	kg	7 500c per 100 kg"		
By the substitution for subheading No. 87.06.35.10 of the following: ".10 Blower type or ram type, identifiable for use solely or principally with motor vehicles with water-cooled engines	kg	110c per kg"		

Note.—The rate of duty on air distributors and parts thereof, identifiable for use solely or principally with motor vehicles, and on heaters and ventilating units of the blower type or ram type and parts thereof, for motor vehicles with water-cooled engines, imported as original equipment or replacement parts for motor cars, passenger vehicles designed to negotiate unusual terrain, minibusses and other specialised passenger vehicles with a seating capacity of less than 15 seats, light goods vehicles and unassembled chassis for light goods vehicles, is increased from 4 500c per 100 kg to 110c per kg.

No. R. 431

19 Maart 1976

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE 3 (No. 3/461)

Kragtens artikel 75 van die Doeane- en Aksynswet, 1964, word Bylae 3 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD, Minister van Finansies.

No. R. 431

19 March 1976

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE 3 (No. 3/461)

Under section 75 of the Customs and Excise Act, 1964, Schedule 3 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD, Minister of Finance.

BYLAE

I Item	II Tariefpos en Beskrywing	III Mate van Korting
306.04	Deur tariefpos No. 29.08 deur die volgende te vervang: „29.08 Sikloheksanoonperoksiedpoeier; 1,1-isopropielideen-bis-(p-fenieleenoksi)-dibeta-etanol Deur tariefpos No. 29.15 deur die volgende te vervang: „29.15 Isoftalaatsuur; dibutiemaleaat; bensielbutielftalaat Deur na tariefpos No. 29.29 die volgende in te voeg: „29.30 Isoforoondisiosianaat; isoforoonpoliisiosianaat Deur tariefpos No. 34.04 deur die volgende te vervang: „34.04 Gehidrogeneerde kasterolievas; chloorparaffienwas Deur tariefpos No. 39.03 deur die volgende te vervang: „39.03 (1) Selluloiedvlokke; etielsellulose; metielsellulose; sellulose-asetaatbutiraat; hidroksiëtielsellulose (2) Geplastiseerde nitrosellulose-spaanders, gepigmenteer	Volle reg” Volle reg” Volle reg” Volle reg” Volle reg Volle reg”
311.01	Deur na paragraaf (2) van tariefpos No. 38.19 die volgende in te voeg: „(3) Natriumchloriet met bygevoegde korrosie-inhibeerders of plofweermiddels, vir gebruik as 'n bleikmiddel	Volle reg”

Opmerkings.—

1. Voorsiening word gemaak vir 'n volle korting op reg op 1,1-isopropielideen-bis-(p-fenieleenoksi)-dibeta-etanol, bensielbutielftalaat, isoforoondisiosianaat, isoforoonpoliisiosianaat, chloorparaffienwas en gepigmenteerde geplastiseerde nitrosellulose-spaanders vir die vervaardiging van kleursels, verwe, vernisse en verwante produkte.

2. Voorsiening word gemaak vir 'n volle korting op reg op natriumchloriet met bygevoegde korrosie-inhibeerders of plofweermiddels, vir gebruik as 'n bleikmiddel in die tekstielnywerheid.

SCHEDULE

I Item	II Tariff Heading and Description	III Extent of Rebate
306.04	By the substitution for tariff heading No. 29.08 of the following: “29.08 Cyclohexanone peroxide powder; 1,1-isopropylidene-bis (p-phenylene-oxy)-di-beta-ethanol By the substitution for tariff heading No. 29.15 of the following: “29.15 Isophthalic acid; dibutyl maleate; benzyl butyl phthalate By the insertion after tariff heading No. 29.29 of the following: “29.30 Isophorone diisocyanate; isophorone polyisocyanate By the substitution for tariff heading No. 34.04 of the following: “34.04 Hydrogenated castor oil wax; chlorinated paraffin wax By the substitution for tariff heading No. 39.03 of the following: “39.03 (1) Celluloid flakes; ethylcellulose; methylcellulose; cellulose acetate-butyrate; hydroxyethylcellulose (2) Plasticised nitrocellulose chips, pigmented	Full duty” Full duty” Full duty” Full duty” Full duty Full duty”
311.01	By the insertion after paragraph (2) of tariff heading No. 38.19 of the following: “(3) Sodium chlorite with added corrosion inhibitors or explosion preventive agents, for use as a bleaching agent	Full duty”

Notes.—

(1) Provision is made for a rebate of the full duty on 1,1-isopropylidene-bis-(p-phenylene-oxy)-di-beta-ethanol, benzyl butyl phthalate, isophorone diisocyanate, isophorone polyisocyanate, chlorinated paraffin wax and pigmented plasticised nitrocellulose chips for the manufacture of colours, paints, varnishes and allied products.

2. Provision is made for a rebate of the full duty on sodium chlorite with added corrosion inhibitors or explosion preventive agents, for use as a bleaching agent in the textile industry.

No. R. 430

19 Maart 1976

DOEANE- EN AKSYNSWET, 1964

WYSIGING VAN BYLAE 1 (No. 1/1/394)

Kragtens artikel 48 van die Doeane- en Aksynswet, 1964, word Deel 1 van Bylae 1 by genoemde Wet hierby gewysig in die mate in die Bylae hiervan aangetoon.

O. P. F. HORWOOD, Minister van Finansies.

No. R. 430

19 March 1976

CUSTOMS AND EXCISE ACT, 1964

AMENDMENT OF SCHEDULE 1 (No. 1/1/394)

Under section 48 of the Customs and Excise Act, 1964, Part 1 of Schedule 1 to the said Act is hereby amended to the extent set out in the Schedule hereto.

O. P. F. HORWOOD, Minister of Finance.

BYLAE

I Tariefpos	II Statistiese Eenheid	III IV V Skaal van Reg		
		Algemeen	M.B.N.	Voorkeur
82.05 Deur subpos No. 82.05.30 deur die volgende te vervang:				
„82.05.30 Snytappe en -moere:				
.10 Skroefsnypappe met geslypte draad, van legering- of snelstaal	kg	20%		17% (V.K.)
.90 Ander	kg	5%	3%	vry (V.K.)

Opmerking.—Spesifieke voorsiening word gemaak vir skroefsnypappe met geslypte draad, van legering- of snelstaal, en die skaal van reg daarop word van 5% (Algemeen), 3% (M.B.N.) en vry (Voorkeur) na 20% (Algemeen) en 17% (Voorkeur) verhoog.

SCHEDULE

I Tariff Heading	II Statistical Unit	III IV V Rate of Duty		
		General	M.F.N.	Preferential
82.05 By the substitution for subheading No. 82.05.30 of the following:				
“82.05.30 Taps and dies:				
.10 Screwing taps with ground thread, of alloy steel or high speed steel	kg	20%		17% (U.K.)
.90 Other	kg	5%	3%	free (U.K.)

Note.—Specific provision is made for screwing taps with ground thread, of alloy steel or high speed steel, and the rate of duty thereon is increased from 5% (General), 3% (M.F.N.) and free (Preferential) to 20% (General) and 17% (Preferential).

DEPARTEMENT VAN FINANSIES

No. R. 438

19 Maart 1976

SUID-AFRIKAANSE RESERWEBANK

Ingevolge Proklamasie R. 184, 1967, word die volgende regulasies uitgevaardig:

Elke bankinstelling, uitgesonderd 'n diskontohuis, wat geregistreer of voorlopig geregistreer is onder die Bankwet, 1965 (Wet 23 van 1965), soos gewysig, moet verseker—

(1) dat die totale bedrag van sy diskonteringe, lenings en voorskotte wat vir doeleindes van hierdie kennisgewing gedefinieer word as bateposte 10, 11, 12, 13 (f), 14 en 15 in die kwartaalstaat BW Vorm 9 ingedien by die Registrateur van Banke ingevolge paragraaf (b) van subartikel (1) van artikel 13 van bogenoemde wet:

(i) soos op 31 Maart 1976 nie hoër is nie as 103,5 (eenhonderd en drie en 'n half) persent van die totale bedrag van die genoemde bateposte wat in sy kwartaalstaat vir 31 Desember 1975 verskyn; en

(ii) soos aan die einde van elke daaropvolgende kalendermaand nie hoër is nie as die bedrag bereken volgens (1) (i) hierbo plus 'n addisionele 0,5 (een helfte van een) persent per maand van die totale bedrag van die genoemde bateposte soos op 31 Desember 1975,

tensy enige oorskryding deur die Suid-Afrikaanse Reserwebank deur kennisgewing in die *Staatskoerant* of skriftelik gemagtig is of was;

(2) dat die totale bedrag van sy beleggings wat vir die doeleindes van hierdie kennisgewing gedefinieer word as bateposte 9 (j), 9 (k) en 9 (o) (i) en 9 (o) (ii) in

DEPARTMENT OF FINANCE

No. R. 438

19 March 1976

SOUTH AFRICAN RESERVE BANK

In terms of Proclamation R. 184, 1967, the following regulations are made:

Every banking institution, except a discount house, which is registered or provisionally registered under the Banks Act, 1965 (Act 23 of 1965), as amended, shall ensure—

(1) that the total amount of its discounts, loans and advances which, for purposes of this notice, are defined as asset items 10, 11, 12, 13 (f), 14 and 15 in its quarterly statement BA Form 9 rendered to the Registrar of Banks in terms of paragraph (b) of sub-section (1) of section 13 of the above-mentioned Act:

(i) as at 31 March 1976 does not exceed 103,5 (one hundred and three and one half) per cent of the total amount of the said asset items appearing in its quarterly statement for 31 December 1975; and

(ii) as at the end of each subsequent calendar month does not exceed the amount calculated according to (1) (i) above plus an additional 0,5 (one half of one) per cent per month of the total amount of the said asset items as at 31 December 1975,

unless any excess is or has been authorised by the South African Reserve Bank by notice in the *Government Gazette* or in writing;

(2) that the total amount of its investments which, for purposes of this notice, are defined as asset items 9 (j), 9 (k) and 9 (o) (i) and 9 (o) (ii) in its quarterly

sy kwartaalstaat BW Vorm 9 ingedien by die Registra-
teur van Banke ingevolge paragraaf (b) van subartikel
(1) van artikel 13 van bogenoemde Wet:

(i) soos op 31 Maart 1976 nie hoër is nie as 101,5
(eenhonderd en een en 'n half) persent van die totale
bedrag van die genoemde bateposte wat in sy kwartaal-
staat vir 31 Desember 1975 verskyn; en

(ii) soos aan die einde van elke daaropvolgende
kalendermaand nie hoër is nie as die bedrag bereken
volgens 2 (i) hierbo plus 'n addisionele 0,5 (een helfte
van een) persent per maand van die totale bedrag van
die genoemde bateposte soos op 31 Desember 1975,

tensy enige oorskryding deur die Suid-Afrikaanse
Reserwebank deur kennisgewing in die *Staatskoerant* of
skriftelik gemagtig is of was; en

(3) dat gesertifiseerde state binne 31 (een en dertig)
dae na 31 Maart 1976 sowel as na die einde van elke
daaropvolgende kalendermaand aan die Suid-Afrikaanse
Reserwebank in sodanige vorm en besonderhede voor-
gelê word soos deur die Suid-Afrikaanse Reserwebank
vereis.

T. W. DE JONGH, President.

DEPARTEMENT VAN GESONDHEID

No. R. 439 19 Maart 1976
WET OP VOEDINGSMIDDELS, SKOONHEIDS-
MIDDELS EN ONTSMETTINGSMIDDELS, 1972
(WET 54 VAN 1972)

REGULASIE.—AFLATOKSIEN IN VOEDINGS- MIDDELS

Regulasie 41*bis* van die regulasies kragtens die herroepe
Wet op Voedingsmiddels, Medisyne en Ontsmettings-
middels, 1929 (Wet 13 van 1929), gepubliseer by Goewer-
mentskennisgewing 888 van 19 Junie 1964, word hierby
deur die Minister van Gesondheid herroep.

DEPARTEMENT VAN LANDBOU-EKONOMIE EN -BEMARKING

No. R. 444 19 Maart 1976
REGULASIES TER REËLING VAN DIE VEREISTES
IN VERBAND MET DIE UITVOER VAN KORING
UIT DIE REPUBLIEK VAN SUID-AFRIKA.—WYSI-
GING

Die Minister van Landbou het, kragtens die bevoegdheid
hom verleen by artikel 4 van die Wet op Uitvoer van Land-
bouprodukte, 1971 (No. 51 van 1971), die regulasies afge-
kondig by Goewermentskennisgewing R. 269 van 23
Februarie 1973, soos gewysig, verder gewysig soos in die
Bylae hiervan uiteengesit.

BYLAE

Die Bylae van Goewermentskennisgewing R. 269 van
23 Februarie 1973, soos gewysig, word hierby soos volg
verder gewysig:

1. Regulasie 8 word hierby gewysig deur subregulasie
(2) deur die volgende subregulasie te vervang:

“(2) Die vereistes vir die verskillende klasse koring is
soos volg:

(a) *Klas A.*—Dit is broodkoring wat bestaan uit minstens
80 persent (m/m) van een of meer van die broodkoring-
cultivars Barta, Bajio, Betta, Bona, Charter, Ciano, Elize,
Flameks, Heemraad (rooi en wit), Inia, Kasteel, Kenya

statement BA Form 9 rendered to the Registrar of
Banks in terms of paragraph (b) of sub-section (1) of
section 13 of the above-mentioned Act:

(i) as at 31 March 1976 does not exceed 101,5 (one
hundred and one and one half) per cent of the total
amount of the said asset items appearing in its quarterly
statement for 31 December 1975; and

(ii) as at the end of each subsequent calendar month
does not exceed the amount calculated according to
(2) (i) above plus an additional 0,5 (one half of one)
per cent per month of the total amount of the said
asset items as at 31 December 1975,

unless any excess is or has been authorised by the
South African Reserve Bank by notice in the *Government
Gazette* or in writing; and

(3) that within 31 (thirty one) days after 31 March
1976 as well as after the end of every subsequent
calendar month, certified statements are submitted to
the South African Reserve Bank in such form and
detail as required by the South African Reserve Bank.

T. W. DE JONGH, Governor.

DEPARTMENT OF HEALTH

No. R. 439 19 March 1976
FOODSTUFFS, COSMETIC AND DISINFECTANTS
ACT, 1972 (ACT 54 OF 1972)

REGULATION.—AFLATOXIN IN FOODSTUFFS

Regulation 41*bis* of the regulations in terms of the
repealed Food, Drugs and Disinfectants Act, 1929 (Act
13 of 1929), published under Government Notice 888 of
19 June 1964, is hereby repealed by the Minister of
Health.

DEPARTMENT OF AGRICULTURAL ECONOMICS AND MARKETING

No. R. 444 19 March 1976
REGULATIONS FOR REGULATING THE
REQUIREMENTS IN CONNECTION WITH THE
EXPORT OF WHEAT FROM THE REPUBLIC OF
SOUTH AFRICA.—AMENDMENT

The Minister of Agriculture has, under the powers
vested in him by section 4 of the Agricultural Produce
Export Act, 1971 (No. 51 of 1971), further amended the
regulations published by Government Notice R. 269 of 23
February 1973, as amended, as set out in the Schedule
hereto.

SCHEDULE

The Schedule to Government Notice R. 269 of 23
February 1973, as amended, is hereby further amended as
follows:

1. Regulation 8 is hereby amended by the substitution
for subregulation (2) of the following subregulation:

“(2) The requirements for the different classes of wheat
shall be as follows:

(a) *Class A.*—That is bread wheat which consists of at
least 80 per cent (m/m) of one or more of the bread wheat
cultivars Barta, Bajio, Betta, Bona, Charter, Ciano, Elize,
Flameks, Heemraad (red and white), Inia, Kasteel, Kenya

Farmer, K20, Lee-Mida, Lundi, Muti, Nana, Raven, Rhee-bok, Sabre, Skemer, Sonop, SST6 en Zambesi (rooi en wit) en wat voldoen aan die vereistes voorgeskryf vir Supergraad, Graad 1 of Graad 2 broodkoring;

(b) *Klas B.*—Dit is broodkoring wat bestaan uit—

(i) minstens 80 persent (m/m) van een of meer van die broodkoringcultivars Adeste, Aerie, Bella, Belinda, Benita, Betana, Celebration, Daeraad, Dirk 48, Duiker, Elan, Frisko, Gamenya, Heléne, Impala, Janitor, Kenia Sokkies, Kleintrou, Koalisie, Losper, Memnon, Mendos, Penkop, Punjab, Rooi Egipties, Sabi, Scheepers 69, Sekel, Sonderend, Sterling, SST3, Tobari, Tosca, T4, T7 en Verbeterde Kenia en wat voldoen aan die vereistes voorgeskryf vir Graad 1, Graad 2 of Graad 3 broodkoring;

(ii) minstens 80 persent van een of meer van die cultivars vermeld in paragraaf (a) en wat voldoen aan die vereistes voorgeskryf vir Graad 3 broodkoring; of

(iii) 'n mengsel van een of meer van die cultivars vermeld in subparagraaf (i) van hierdie paragraaf en minder as 80 persent (m/m) van een of meer van die cultivars vermeld in paragraaf (a) en wat voldoen aan die vereistes voorgeskryf vir Graad 1, Graad 2 of Graad 3 broodkoring;

(c) *Klas C.*—Dit is broodkoring wat bestaan uit—

(i) een of meer broodkoringcultivars nie vermeld in paragraaf (a) en subparagraaf (i) van paragraaf (b) nie en wat voldoen aan die vereistes voorgeskryf vir Graad 1, Graad 2, Graad 3 of Graad 4 broodkoring;

(ii) minstens 80 persent (m/m) van een of meer van die broodkoring cultivars vermeld in paragraaf (a) en subparagraaf (i) van paragraaf (b) en wat voldoen aan die vereistes voorgeskryf vir Graad 4 broodkoring; of

(iii) 'n mengsel van cultivars wat minder as 80 persent (m/m) van die cultivars vermeld in paragraaf (a) en subparagraaf (i) van paragraaf (b) bevat en wat voldoen aan die vereistes voorgeskryf vir Graad 1, Graad 2, Graad 3 of Graad 4 broodkoring.”

2. Regulasie 9 word hierby gewysig deur paragraaf (m) van subregulasie (2) deur die volgende paragraaf te vervang:

“(m) na gelang van die graad, uit die volgende soorte en cultivars van koring bestaan:

Graad	Broodkoring	
	Soort koring	Koring cultivar
Supergraad..	Minstens 95 persent (m/m) broodkoring en hoogstens 5 persent (m/m) durumkoring	Minstens 80 persent (m/m) van een of meer van die cultivars soos in regulasie 8 (2) (a) gespesifiseer is.
Graad 1....	Minstens 95 persent (m/m) broodkoring en hoogstens 5 persent (m/m) durumkoring	Enige cultivar.
Graad 2....	Minstens 92 persent (m/m) broodkoring en hoogstens 8 persent (m/m) durumkoring	Enige cultivar.
Graad 3....	Minstens 90 persent (m/m) broodkoring en hoogstens 10 persent (m/m) durumkoring	Enige cultivar.
Graad 4....	Minstens 90 persent (m/m) broodkoring en hoogstens 10 persent (m/m) durumkoring	Enige cultivar;”.

Farmer, K20, Lee-Mida, Lundi, Muti, Nana, Raven, Rhee-bok, Sabre, Skemer, Sonop, SST6 and Zambesi (red and white), and which complies with the requirements prescribed for Super Grade, Grade 1 or Grade 2 bread wheat;

(b) *Class B.*—That is bread wheat which consists of—

(i) at least 80 per cent (m/m) of one or more of the bread wheat cultivars, Adeste, Aerie, Bella, Belinda, Benita, Betana, Celebration, Daeraad, Dirk 48, Duiker, Elan, Frisko, Gamenya, Heléne, Impala, Janitor, Kenia Sokkies, Kleintrou, Koalisie, Losper, Memnon, Mendos, Penkop, Punjab, Rooi Egipties, Sabi, Scheepers 69, Sekel, Sonderend, Sterling, SST3, Tobari Tosca, T4, T7 and Verbeterde Kenia and which complies with the requirements prescribed for Grade 1, Grade 2 or Grade 3 bread wheat;

(ii) at least 80 per cent (m/m) of one or more of the cultivars referred to in paragraph (a) and which complies with the requirements prescribed for Grade 3 bread wheat; or

(iii) a mixture of one or more of the cultivars referred to in subparagraph (i) of this paragraph and less than 80 per cent (m/m) of one or more of the cultivars referred to in paragraph (a) and which complies with the requirements prescribed for Grade 1, Grade 2 or Grade 3 bread wheat;

(c) *Class C.*—That is bread wheat which consists of—

(i) one or more bread wheat cultivars not mentioned in paragraph (a) and subparagraph (i) of paragraph (b) and which complies with the requirements prescribed for Grade 1, Grade 2, Grade 3 or Grade 4 bread wheat;

(ii) not less than 80 per cent (m/m) of one or more of the bread wheat cultivars mentioned in paragraph (a) and subparagraph (i) of paragraph (b) and which complies with the requirements prescribed for Grade 4 bread wheat; or

(iii) a mixture of cultivars which contains less than 80 per cent (m/m) of the cultivars mentioned in paragraph (a) and subparagraph (i) of paragraph (b) and which complies with the requirements prescribed for Grade 1, Grade 2, Grade 3 or Grade 4 bread wheat.”

2. Regulation 9 is hereby amended by the substitution for paragraph (m) of subregulation (2) of the following paragraph:

“(m) as the grade may be, consist of one of the following kinds and cultivars of wheat:

Grade	Bread wheat	
	Type of wheat	Cultivar of wheat
Super Grade	Not less than 95 per cent (m/m) of bread wheat and not more than 5 per cent (m/m) durum wheat	Not less than 80 per cent (m/m) of one or more of the cultivars specified in regulation 8 (2) (a).
Grade 1....	Not less than 95 per cent (m/m) of bread wheat and not more than 5 per cent (m/m) durum wheat	Any cultivar.
Grade 2....	Not less than 92 per cent (m/m) of bread wheat and not more than 8 per cent (m/m) durum wheat	Any cultivar.
Grade 3....	Not less than 90 per cent (m/m) of bread wheat and not more than 10 per cent (m/m) durum wheat.	Any cultivar.
Grade 4....	Not less than 90 per cent (m/m) of bread wheat and not more than 10 per cent (m/m) durum wheat.	Any cultivar;”.

3. Regulاسie 10 word hierby gewysig deur subregulasie (1) deur die volgende subregulasie te vervang:

"(1) Die maksimum afwyking van die vereistes kragtens regulاسie 9 voorgeskryf wat ten opsigte van enige van genoemde grade koring toegelaat mag word, is soos volg:

3. Regulation 10 is hereby amended by the substitution for subregulation (1) of the following subregulation:

"(1) The maximum deviation from the requirements prescribed under regulation 9, that may be allowed in respect of any of the said grades of wheat, shall be as follows:

Aard van afwyking	Maksimum persentasie toelaatbare afwyking (m/m)				
	Super-graad	Graad 1	Graad 2	Graad 3	Graad 4
(a) Lupiene en wilde ertjies.....	2	2	3	5	8
(b) Rog.....	5	5	7	9	12
(c) Gars, hawer en ongedorste are.....	3	3	5	8	12
(d) Vreemde stowwe.....	1	1	2	3	5
(e) Afwykings in paragrawe (a), (b), (c) en (d) gesamentlik; Mits sodanige afwykings individueel aan die vereistes soos hierbo voorgeskryf voldoen.....	5	5	7	9	12
(f) Gebreke korrels.....	7	7	10	15	20
(g) Beskadigde korrels.....	2	2	5	12	17
(h) Alle afwykings gesamentlik; Mits sodanige afwykings individueel aan die vereistes soos in paragrawe (e), (f) en (g) voorgeskryf, voldoen.....	8	8	11	15	20".

Nature of deviation	Maximum percentage allowable deviation (m/m)				
	Super Grade	Grade 1	Grade 2	Grade 3	Grade 4
(a) Lupins and vetch.....	2	2	3	5	8
(b) Rye.....	5	5	7	9	12
(c) Barley, oats and unthreshed ears.....	3	3	5	8	12
(d) Foreign matter.....	1	1	2	3	5
(e) Deviations in paragraphs (a), (b), (c) and (d) collectively; Provided that such deviations are individually within the limits as specified above.....	5	5	7	9	12
(f) Broken kernels.....	7	7	10	15	20
(g) Damaged kernels.....	2	2	5	12	17
(h) All deviations collectively; Provided that such deviations are individually within the limits as specified in paragraphs (e), (f) and (g).....	8	8	11	15	20".

No. R. 445

19 Maart 1976

REGULASIES MET BETREKKING TOT DIE KLASSIFISERING, VERPAKKING EN MERK VAN SEKERE KORING-, HAWER- EN ROGPRODUKTE.—WYSIGING

Die Minister van Landbou het, kragtens die bevoegdheid hom verleen by artikel 89 van die Bemerkingswet, 1968 (No. 59 van 1968), die regulاسies afgekondig by Goewermentskennisgewing R. 1716 van 1 Oktober 1971, soos gewysig, verder gewysig soos in die Bylae hiervan uiteengesit.

BYLAE

Die Bylae van Goewermentskennisgewing R. 1716 van 1 Oktober 1971, soos gewysig, word hierby verder gewysig deur subparagraaf (i) van regulاسie 9 (1) (h) deur die volgende subparagraaf te vervang:

"(i) minstens 4 persent (m/m) vet op 'n vogvrye basis bevat;"

No. R. 447

19 Maart 1976

WEIERING OM SEKERE GRADE PIESANGS VIR VERKOOP IN ONTVANGS TE NEEM

Kragtens die bevoegdheid my verleen by artikel 64 (4) van die Bemerkingswet, 1968 (No. 59 van 1968), magtig ek, Hendrik Stephanus Johan Schoeman, Minister van Landbou, hierby die Piesangbeheerraad, vermeld in artikel 3 van die Piesangskema, afgekondig by Proklamasie R. 254 van 1962, soos gewysig, om te eniger tyd gedurende die tydperk wat eindig op 30 September 1976, te weier om Graad 1 van die groottegroep "Klein", Graad 2 en Ondergraad piesangs vir verkoop in ontvangs te neem.

No. R. 445

19 March 1976

REGULATIONS RELATING TO THE CLASSIFICATION, PACKING AND MARKING OF CERTAIN WHEATEN, OATEN AND RYE PRODUCTS.—AMENDMENT

The Minister of Agriculture has, under the powers vested in him by section 89 of the Marketing Act, 1968 (No. 59 of 1968), further amended the regulations published by Government Notice R. 1716 of 1 October 1971, as amended, as set out in the Schedule hereto.

SCHEDULE

The Schedule to Government Notice R. 1716 of 1 October 1971, as amended, is hereby further amended by the substitution for subparagraph (i) of regulation 9 (1) (h), of the following subparagraph:

"(i) contains not less than 4 per cent (m/m) of fat on a moisture-free basis;"

No. R. 447

19 March 1976

REFUSAL TO TAKE DELIVERY OF CERTAIN GRADES OF BANANAS

In terms of the powers vested in me by section 64 (4) of the Marketing Act, 1968 (No. 59 of 1968), I, Hendrik Stephanus Johan Schoeman, Minister of Agriculture, hereby authorise the Banana Control Board, referred to in section 3 of the Banana Scheme, published by Proclamation R. 254 of 1962, as amended, to refuse at any time during the period which expires on 30 September 1976, to take delivery for sale of Grade 1 of the size group "Small", Grade 2 and Undergrade bananas.

In hierdie kennisgewing beteken "graad" en "grootte-groep" 'n graad en groottegroep plesangs wat bepaal is op die wyse kragtens artikel 89 van die genoemde Wet voorgeskryf.

Goewermenskennisgewing R. 1820 van 26 September 1975 word hierby herroep.

H. S. J. SCHOEMAN, Minister van Landbou.

DEPARTEMENT VAN NASIONALE OPVOEDING

No. R. 434

19 Maart 1976

WET OP DIE NASIONALE ONDERWYSBELEID, 1967 ONDERWYSOPLEIDING

Kragtens die bevoegdheid hom verleen by artikel 1B (1) gelees met artikel 1B (5) van die Wet op die Nasionale Onderwysbeleid, 1967 (Wet 39 van 1967), het die Minister van Nasionale Opvoeding onderstaande beleid bepaal wat met ingang van 1 Januarie 1977 ten opsigte van onderwysersopleiding gevolg moet word:

WOORDOMSKRYWING

1. In hierdie kennisgewing het 'n uitdrukking waaraan daar in die Wet op die Nasionale Onderwysbeleid, 1967, 'n betekenis geheg is, daardie betekenis tensy uit die samehang anders blyk.

KOÖRDINASIE VAN OPLEIDING.—OPLEIDING VAN ONDERWYSERS EN SKOOLVOORLIGTERS

2. Ten einde uitvoering te gee aan die beleid soos neergelê in paragrawe 16 (1) en 17 van Goewermenskennisgewing R. 2029 van 12 November 1971, word Skoolvoortligting ingesluit in die opleiding van die volgende persone:

- (a) Alle onderwysers.
- (b) Onderwysers belas met skoolvoortligting.

3. Die opleiding in Skoolvoortligting moet aan die volgende vereistes voldoen:

- (a) *Opleiding van alle onderwysers.*

Die kurrikulum van elke eerste pre-primêre, primêre en sekondêre onderwysgraad/diploma wat deur die komitee goedgekeur is, moet voorsiening maak vir skoolvoortligting ten einde onderwysers toe te rus om in elke betrokke onderwysstadium die gepaste skoolvoortligting te kan gee.

- (b) *Opleiding van onderwysers belas met skoolvoortligting.*

Die opleiding moet—

- (i) Sielkunde III en/of Opvoedkunde III en/of Voortligtingsielkunde III of 'n ander vak wat deur die komitee goedgekeur is;

of

- (ii) 'n B.Ed.-graad wat deur die komitee goedgekeur is;

of

- (iii) vir die pre-primêre of primêre skool 'n vierjarige onderwysersopleidingskursus wat deur die komitee goedgekeur is met Skoolvoortligting as spesiale studierigting—insluit en moet sodanig wees dat dit hierdie onderwysers toerus om skoolvoortligting te behartig.

DEPARTEMENT VAN SPOORWEE EN HAWENS

No. R. 441

19 Maart 1976

Dit het die Staatspresident behaag om kragtens artikel 32 van die Wet op Spoorweg- en Hawediens, 1960 (Wet 22 van 1960), goedkeuring daaraan te verleen dat die

In this notice "grade" and "size group" mean a grade and size group of bananas as determined in the manner prescribed by regulation under section 89 of the said Act.

Government Notice R. 1820 of 26 September 1975 is hereby repealed.

H. S. J. SCHOEMAN, Minister of Agriculture.

DEPARTMENT OF NATIONAL EDUCATION

No. R. 434

19 March 1976

NATIONAL EDUCATION POLICY ACT, 1967 TEACHER TRAINING

The Minister of National Education has, under and by virtue of the powers vested in him by section 1B (1) read with section 1B (5) of the National Education Policy Act, 1967 (Act 39 of 1967), determined the following policy which is to be pursued in respect of teacher training with effect from 1 January 1977:

DEFINITIONS

1. In this notice any term to which a meaning has been assigned by the National Education Policy Act, 1967, shall bear that meaning unless the context otherwise indicates.

CO-ORDINATION OF TRAINING.—TRAINING OF TEACHERS AND SCHOOL COUNSELLORS

2. With a view to implementing the policy set out in paragraphs 16 (1) and 17 of Government Notice R. 2029 of 12 November 1971, School Guidance and Counselling shall be included in the training of the following persons:

- (a) All teachers.

- (b) Teachers entrusted with school guidance and counselling.

3. Training in School Guidance and Counselling shall satisfy the following requirements:

- (a) *Training of all teachers.*

The curriculum of every first pre-primary, primary and secondary teachers' degree/diploma approved by the committee shall make provision for School Guidance and Counselling in order to equip teachers to give suitable school guidance and counselling at each of the stages concerned in a child's schooling.

- (b) *Training of teachers entrusted with school guidance and counselling.*

The training shall include—

- (i) Psychology III and/or Pedagogy III and/or School Guidance Psychology III or another subject approved by the committee;

or

- (ii) a B.Ed. degree approved by the committee,

or

- (iii) for a pre-primary school, a four year teacher's training course approved by the committee with School Guidance and Counselling as a special field of study—and shall be such as to qualify these teachers to undertake school guidance and counselling.

DEPARTMENT OF RAILWAYS AND HARBOURS

No. R. 441

19 March 1976

The State President has, in terms of section 32 of the Railways and Harbours Service Act, 1960 (Act 22 of 1960), been pleased to approve of the South African

Personeelregulasies van die Suid-Afrikaanse Spoorweë, gepubliseer in Goewermentskenningsgewing R. 1045 van 15 Julie 1960, soos gewysig, soos volg verder gewysig word:

SUID-AFRIKAANSE SPOORWEE

PERSONEELREGULASIES

WYSIGINGS

(Van krag van die betaalmaand Maart 1975)

REGULASIE No. 1

In paragraaf (3), vervang „werksmanne” deur „dienare”.

In paragraaf (4), vervang „kaartjiesondersoeker” deur „kontroleur”.

Aan die end van paragraaf (9) (b) (i), skrap „(Hierdie personeelvereniging verteenwoordig beide amptenare en werksmanne.)”.

REGULASIE No. 2

Vervang paragraaf (2) (d) (iv) deur die volgende:

- (iv) elke amptenaar wie se ampsbenaming in subparagraaf (d) genoem word, oefen die bevoegdheide wat ingevolge klousules (ii) en (iii) aan hom verleen is, binne sy eie departement of kantoor uit;

REGULASIE No. 11

Vervang paragraaf (2) (b) deur die volgende:

- (b) Sertifikate van aanstelling wat uitgereik word aan lede van die polisiepersoneel word deur die Kommissaris van die Suid-Afrikaanse Spoorwegpolisie onderteken.

REGULASIE No. 45

In paragraaf (1) (a) (ii), skrap „Ondersersant”.

REGULASIE No. 48

In paragraaf (4) (c), vervang „werksman” deur „lid van die treinpersoneel”.

Vervang paragraaf (5) deur die volgende:

- (5) Nieteenstaande die groter verantwoordelikheid wat gedra word, word geen bykomende besoldiging aan 'n amptenaar (behalwe 'n lid van die treinpersoneel) betaal vir 'n tydperk van waarneming in hoër graad wat minder as een dag is nie, tensy anders deur die Hoofbestuurder bepaal.

REGULASIE No. 51

In paragraaf (3), skrap „of loon” wat twee keer voorkom.

REGULASIE No. 53

In paragraaf (4), skrap „of loon”.

REGULASIE No. 54

Vervang paragrafe (1) en (2) deur die volgende:

- (1) 'n Amptenaar, behalwe 'n lid van die treinpersoneel, wie se pligte vereis dat hy op 'n Sondag moet reis, word nie daarvoor betaal nie tensy hy noodsaaklike werk op sodanige reis moet verrig.
- (2) 'n Werksman wat op 'n weekdag op diens as 'n passasier moet reis en derhalwe nie 'n dag se loon in vier en twintig uur, bereken van middernag tot middernag, kan verdien nie, word vir sodanige gedeelte van die voormelde reistyd betaal as wat sy betaling op 'n dag se loon te staan sal bring, maar as hy 'n dag se loon of meer verdien het deur diens wat hy gedurende die vier en twintig uur verrig het, ontvang hy nie betaling vir die reis nie.

Vervang paragraaf (5) deur die volgende:

- (5) 'n Polisiebeampte wat op 'n weekdag of 'n Sondag op diens reis, is nie geregtig op enige betaling behalwe sy salaris nie, afgesien daarvan of hy werk doen terwyl hy reis of nie.

Railways Staff Regulations, published in Government Notice R. 1045 of 15 July 1960, as amended, being further amended as follows:

SOUTH AFRICAN RAILWAYS

STAFF REGULATIONS

SCHEDULE OF AMENDMENT

(Operative from the March 1975 paymonth)

REGULATION No. 1

In paragraph (3), substitute “servants” for “employees”.

In paragraph (4), substitute “conductor” for “ticket examiner”.

At the end of paragraph (9) (b) (i), delete “(This staff association represents both officers and employees.)”.

REGULATION No. 2

Substitute the following for paragraph (2) (d) (iv):

- (iv) every officer whose designation is contained in subparagraph (d) will exercise the powers, vested in him in terms of clauses (ii) and (iii), within his own department or office;

REGULATION No. 11

Substitute the following for paragraph (2) (b):

- (b) Certificates of appointment issued to members of the police staff shall be signed by the Commissioner of the South African Railways Police.

REGULATION No. 45

In paragraph (1) (a) (ii), delete “Lance-Sergeant”.

REGULATION No. 48

In paragraph (4) (c), substitute “a trainman” for “an employee”.

Substitute the following for paragraph (5):

- (5) Notwithstanding the higher responsibilities discharged, no additional remuneration shall be paid to an officer (except a trainman) for a period of acting-in-higher-grade duty of less than one day's duration, unless otherwise determined by the General Manager.

REGULATION No. 51

In paragraph (3), delete “or wage” which occurs twice.

REGULATION No. 53

In paragraph (4), delete “or wage”.

REGULATION No. 54

Substitute the following for paragraphs (1) and (2):

- (1) An officer, except a trainman, whose duties require him to travel on a Sunday shall not receive payment therefor unless essential work is performed whilst so travelling.
- (2) If by reason of travelling on duty as a passenger on a weekday, an employee is unable to earn in twenty-four hours, reckoned from midnight to midnight, a day's wages, he shall be paid for such period during which he was unable to work on account of being required to travel as will bring his pay up to a day's wages, but if a day's wages or more has been earned by duty he has performed within the twenty-four hours, he shall receive no payment for travelling.

Substitute the following for paragraph (5):

- (5) A policeman who travels on duty on a weekday or a Sunday is ineligible to receive any payment, additional to his salary, irrespective of whether or not he performs any work whilst so travelling.

REGULASIE No. 56

In paragraaf (1), skrap „(behalwe 'n polisiebeampte en 'n lid van die treinpersoneel)”.

REGULASIE No. 57

Skrap hierdie regulasie en die opskrif daarvan.

REGULASIE No. 62

Vervang „WERKSMANNE” in die opskrif deur „DIENARE” en „werksman” deur „dienaar” in die eerste reël van die regulasie.

REGULASIE No. 63

In die opskrif van hierdie regulasie vervang „KAARTJIESONDERSOEKERS” deur „KONTROLEURS”.

In paragraaf (1), vervang „kaartjiesondersoekers” deur „kontroleurs”, en voeg „of salaris” in na „loon”.

In paragraaf (3), vervang „kaartjiesondersoekers” deur „kontroleurs”.

REGULASIE No. 64

In die opskrif van hierdie regulasie, skrap „(BEHALWE 'N LID VAN DIE TREINPERSONEEL)”, en vervang die eerste reël van hierdie regulasie deur die volgende:

64. As 'n werksman—

REGULASIES Nos. 69 TOT 87

Vervang hierdie regulasies deur die volgende:

AFDELING II**VOORWAARDES VAN TOEPASSING OP TREINPERSONEEL**

69. Die regulasies in hierdie afdeling, d.w.s. van no. 69 tot no. 87 (inbegryp), is van toepassing net op treinpersoneel.

Woordbepalings

70. Vir die doel van hierdie afdeling en tensy dit onbestaanbaar is met die verband—

beteken „aankomstyd”—

- (i) die vasgestelde tyd, of
- (ii) indien die trein laat loop, die werklike tyd, of
- (iii) die tyd waarop rangeerwerk na aankoms voltooi is;

beteken „aanvangsplek” die plek waarvandaan 'n trein vertrek by die aanvang van 'n rit in die geval van 'n regstreekse rit, 'n heen-en-weerit, kruisplekbedryf of skakelritte; die buitestasie waar die terugrit van 'n heen-en-weerit begin; die plek waar 'n trein oorgeneem word in die geval van kruisplekbedryf, of die plek waar 'n trein onderweg oorgeneem word;

beteken „beskikbaar” dat 'n lid van die treinpersoneel vir diens beskikbaar is wanneer sy dienste nie vereis word tussen middernag en middernag op 'n weekdag of 'n Sondag nie of omdat 'n skof van een dag tot die volgende strek en 'n verdere skof nie 'n aanvang kan neem voor middernag van die dag waarop die skof eindig nie;

beteken „gewone tyd” tyd wat aan die maandelikse totaal van weekdagtyd toegewys word;

beteken „heen-en-weerit” 'n rit van een stasie na 'n ander en terug sonder dat daar tussenin afgeboek word;

beteken „kruisplekbedryf” die werk van 'n trein na 'n plek waar twee treine kruis en waar die treinpersoneel of 'n lid van die treinpersoneel treine omruil in die trein wat oorgeneem is na die tuisdepot terugwerk;

beteken „lokomotiefpersoneel” drywers, seniordrywers-assistente, seniorstokers, drywersassistenten en stokers;

beteken „regstreekse rit” 'n enkelrit tussen twee plekke waarvoor die treinpersoneel aan- en afgeboek word;

REGULATION No. 56

In paragraph (1), delete “(excluding a policeman and a trainman)”.

REGULATION No. 57

Delete this regulation and the heading thereto.

REGULATION No. 62

Substitute “SERVANTS” for “EMPLOYEES” in the heading and “servant” for “employee” in the first line of the regulation.

REGULATION No. 63

In the heading to this regulation, substitute “CONDUCTORS” for “TICKET EXAMINERS”.

In paragraph (1), substitute “conductors” for “ticket examiners”, and after “wages” insert “or salary”.

In paragraph (3), substitute “conductors” for “ticket examiners”.

REGULATION No. 64

In the heading to this regulation, delete “(OTHER THAN A TRAINMAN)”, and substitute the following for the first line of this regulation:

64. When an employee works—

REGULATIONS Nos. 69 TO 87

Substitute the following for these regulations:

SECTION II**CONDITIONS APPLICABLE TO TRAINMEN**

69. The regulations contained in this section, Nos. 69 to 87 inclusive, are applicable to trainmen only.

Interpretation of terms

70. For the purpose of this Section unless inconsistent with the context—

“available” means that a trainman is available for duty when his services are not required between midnight and midnight on a weekday or a Sunday or due to the fact that a shift extends from one day to the next and a further shift cannot be commenced before midnight of the day on which the shift terminates;

“crossing point working” means the working of a train to a point where two trains cross and where the trainmen or a trainman change trains and work the train taken over back to the home depot;

“fireman” includes driver's assistant;

“link working” means working which comprises a series of trips within one specific tour of duty which does not fall within the definition of “straight” or “round” trip;

“locomotive staff” means drivers, senior driver's assistants, senior firemen, driver's assistants and firemen;

“ordinary time” means time which is allocated to the monthly aggregate of weekday time;

“round trip” means a trip worked from one station to another and back, without any intermediate book-off;

“schedule time” means the period allowed in the Working Time Book or in a Special Train Notice (ballast and material trains excepted)—

- (i) in the case of a passenger train, calculated from the time such train is scheduled to depart from the starting point, which shall be understood to mean the station at which passengers first entrain, until the time such train is scheduled to arrive at the station from which the trainmen are required to work a return train or at which station the train finally terminates for the purpose of detraining all passengers;

sluit „seniorstoker” seniordrywersassistent in;
beteken „skakelritte” ’n diens wat uit ’n reeks ritte in een bepaalde dienstydperk bestaan wat nie deur die omskrywing van „regstreekse rit” of „heen-en-weerit” gedek word nie;

sluit „stoker” drywersassistent in;
beteken „treinpersoneel” drywers, seniordrywersassistent, seniorstokers, drywersassistent, stokers, kondukteurs en kontroleurs;

beteken „vasgestelde tyd” die tydperk wat in die bedryfstydboek of in ’n kennisgewing insake spesiale treine (uitgesonderd ballas- en materiaalreine) toegestaan word en wat—

- (i) in die geval van ’n passasierstrein, bereken word van die vasgestelde tyd waarop sodanige trein moet vertrek van die aanvangsplek, wat beskou moet word as die stasie waar passasiers vir die eerste keer opklim, tot die vasgestelde tyd waarop sodanige trein moet aankom op die stasie waarvandaan die treinpersoneel ’n trein op die terugrit moet werk of waar die treinrit finaal eindig om al die passasiers te laat afklim;
- (ii) in die geval van ’n goederetrein, bereken word van die vasgestelde tyd waarop sodanige trein moet vertrek van die aanvangsplek, wat beskou moet word as die stasie of opstelsterrein waar die vrag voor die rit aangehaak word, tot die vasgestelde tyd waarop sodanige trein moet aankom op die stasie of in die opstelsterrein waar die vrag afgehaak word of waarvandaan die treinpersoneel ’n terugrit moet werk;
- (iii) in die geval van ’n gemengde trein, bereken word van die vasgestelde tyd waarop sodanige trein van die aanvangsplek moet vertrek, tot die vasgestelde tyd waarop sodanige trein op die stasie of in die opstelsterrein moet aankom waarvandaan die treinpersoneel ’n trein op die terugrit moet werk of waar die treinrit finaal eindig om die passasiers te laat afklim of om die vrag af te haak;

beteken „verirektyd”—

- (i) die vasgestelde tyd, of
- (ii) indien die skedule verander is, die werklike tyd, of
- (iii) die tyd waarop rangeerwerk voor vertrek begin word.

Vereiste kwalifikasies vir aanstelling as treinpersoneel

71. Die kwalifikasies vir aanstelling as treinpersoneel word deur die Hoofbestuurder bepaal.

72. Oop.

73. Oop.

74. Oop.

Berekening van tyd

75. (1) Tyd wat deur treinpersoneel gewerk word, word op ’n maandelikse grondslag bereken, en elke maand (hierna ’n betaalmaand genoem) word afsonderlik behandel. Die betaalmaand strek van die 16de dag van ’n maand tot die 15de dag van die daaropvolgende maand. As ’n lid van die treinpersoneel van diens afwesig is en nie op volle betaling vir die tydperk of tydperke van afwesigheid geregtig is nie, word sy salaris vir daardie maand in dieselfde verhouding verminder as dié tussen sodanige tydperk of tydperke van afwesigheid en die getal dae (Sondae ingesluit) in die betaalmaand.

(2) (a) Onderworpe aan die bepalings van subparagraaf (b) word treinpersoneel ooreenkomstig die voorwaardes in hierdie regulasie gekrediteer met—

- (i) die vasgestelde tyd, of die werklike tyd vir die hele rit as dit langer is, of die werklike tyd as ’n kennisgewing insake spesiale treine nie uitgereik is nie of as stasie-tot-stasiebedryf op die trein van toepassing is, plus

(ii) in the case of a goods train, calculated from the time such train is scheduled to depart from the starting point, which shall be understood to mean the station or marshalling yard at which the load is attached prior to the trip, until the time such train is booked to arrive at the station or marshalling yard at which the load is detached or from which the trainmen are required to work a return trip;

(iii) in the case of a mixed train, calculated from the time such train is scheduled to depart from the starting point, until the time such train is booked to arrive at the station or marshalling yard from which the trainmen are required to work a return train or at which station or marshalling yard the train finally terminates for the purpose of detraining passengers or detaching the load;

“senior fireman” includes senior driver’s assistant;

“starting point” means the point from which a train departs at the commencement of a trip in the case of a straight trip, a round trip, crossing point working or link working; the out-station where the return trip of a round trip commences; the point where a train is taken over in the case of crossing point working, or the point where a train en route is taken over;

“straight trip” means a single trip between two points in respect of which the trainmen are booked on and off;

“time of arrival” means—

- (i) scheduled time, or
- (ii) if running late, actual time, or
- (iii) time of completion of any shunting duties performed after arrival;

“time of departure” means—

- (i) scheduled time, or
- (ii) if schedule is altered, actual time, or
- (iii) time of commencement of any shunting duties performed prior to departure;

“trainmen” means drivers, senior driver’s assistants, senior firemen, driver’s assistants, firemen, guards and conductors.

Qualifications required for appointment as trainmen

71. The qualifications for appointment as trainmen shall be as laid down by the General Manager.

72. Void.

73. Void.

74. Void.

Computation of time

75. (1) Time worked by trainmen shall be computed on a monthly basis and each month (hereinafter referred to as a paymonth) will stand by itself. The paymonth shall extend from the 16th day of a month to the 15th day of the next month. If a trainman is absent from duty and is not entitled to payment in full in respect of the period or periods of absence, his salary for that month shall be commensurately reduced in accordance with the relationship which such period or periods of absence bear to the number of days (including Sundays) in the paymonth.

(2) (a) Subject to the provisions of subparagraph (b), trainmen shall be credited with time under the conditions contained in this regulation—

- (i) for the schedule time, or the actual time taken for the complete journey if greater, or actual time where a Special Train Notice is not issued, or when running on station-to-station working, plus

- (ii) sodanige aan- en afboektyd as wat ingevolge regulasie no. 77 bepaal mag word, onderworpe aan sodanige minimum tydtoelatings as wat ingevolge regulasie no. 78 van toepassing mag wees, plus
- (iii) aansporingstyd, as dit verdien is, ingevolge regulasie no. 79.

(b) Kontroleurs wat hekdien of ander stasiepligte verrig, word gekrediteer met die tyd wat hulle werklik op diens was.

(3) (a) Waar dit ook al doenlik is, moet enige amptenaar wat die beweging van treine kontroleer, spesiale looptye uitreik in gevalle waar 'n trein om enige rede die bestemmingstasie gouer as in die vasgestelde tyd kan bereik of waar 'n goederetrein gekanselleer is en die lokomotief los, met net 'n kondukteurswa of met 'n ligte vrag terugkeer, en as dit gedoen word, word net die spesiale vasgestelde tyd toegelaat wat bekend gemaak word (of die werklike looptyd as dit langer is).

(b) As reëlings getref is dat 'n trein vroeër of later as die tyd bepaal in die bedryfstydboek van die aanvangsplek vertrek, word daar beskou dat die vasgestelde tyd vroeër of later begin en geëindig het.

(4) (a) 'n Lid van die treinpersoneel wat op 'n buitestasie vir 'n terugrit moet wag of wat by sy tuisdepot vir 'n verder rit moet wag, word met ononderbroke tyd gekrediteer mits die tydperk tussen die aankoms- en vertrektyd hoogstens drie uur is, en gedurende sodanige tydperk moet hy beskikbaar wees vir enige diens wat nodig geag word.

(b) As die tydperk tussen die aankoms- en vertrektyd langer as drie uur is, word die lid van die treinpersoneel van diens afgeboek, onderworpe aan die bepalinge van regulasie no. 82 in die geval van lokomotiefpersoneel. Die heen- en die terugrit word as regstreekse ritte beskou.

(5) (a) 'n Lid van die treinpersoneel op vasgestelde skakelritte word gekrediteer met die vasgestelde tyd vir al die skakelritte of met die werklike tyd as dit langer is.

(b) Aan 'n lid van die treinpersoneel wat treine op 'n heen-en-weerrit werk, word die vasgestelde tyd vir die volle heen-en-weerrit (met inbegrip van die pouse op 'n buitestasie) toegestaan, of die werklike tyd as dit langer is.

(c) As twee regstreekse ritte—heen en terug—in 'n heen-en-weerrit omgesit word omdat die tydperk tussen die twee ritte verminder word na drie uur of minder, moet die treinpersoneel betaal word soos vir 'n heen-en-weerrit.

(d) As 'n lid van die treinpersoneel bykomende pligte hetsy vóór of (sonder om afgeboek te word) ná 'n vasgestelde regstreekse of heen-en-weerrit of 'n dienstydperk op skakelritte moet verrig, word sodanige bykomende tyd as 'n verlenging van die vasgestelde rit of dienstydperk op skakelritte beskou, maar daar word nie van hom vereis om tyd te werk wat op die vasgestelde tyd gewen is nie.

(6) As 'n trein wat nie skakelritte of heen-en-weerritte aflê nie, op die tyd bepaal in die bedryfstydboek of kennisgewing insake spesiale treine van die aanvangsplek vertrek en voor tyd op die bestemmingstasie aankom, word die volle vasgestelde tyd toegelaat.

(7) As 'n trein wat nie skakelritte of heen-en-weerritte aflê nie op die tyd bepaal in die bedryfstydboek of kennisgewing insake spesiale treine van die aanvangsplek vertrek en nie die vasgestelde tyd loop wat vir die rit toegelaat is nie maar laat op die bestemmingstasie aankom, word die werklike looptyd toegestaan.

(8) (a) As 'n trein wat nie skakelritte aflê nie, om redes buite die beheer van die treinpersoneel later as die tyd bepaal in die bedryfstydboek of kennisgewing insake spesiale treine van die aanvangsplek vertrek in gevalle waar regulasie no. 81 (2) nie van toepassing is nie, en dit op sy bestemmingstasie aankom binne die vasgestelde tyd wat vir die rit toegelaat word, word die getal minute wat die trein laat vertrek het benewens die volle vasgestelde tyd gekrediteer. Dit is ook op kruisplekbedryf van toepassing.

- (ii) such booking on and off time allowances as may be laid down in terms of Regulation No. 77, subject to such minimum time allowances as may be applicable in terms of Regulation No. 78, plus
- (iii) incentive time, if earned, in terms of Regulation No. 79.

(b) Conductors on barrier or other station duties shall be credited with actual time on duty.

(3) (a) It shall be the duty of any officer controlling the movement of trains to issue a special running schedule, wherever practicable, in cases where, due to any circumstances, a train can reach its destination station in a lesser time than schedule time, or where a goods train is cancelled and the locomotive returns light, with a van only or with a light load, and when this is done, only such special schedule time as may be notified (or the actual time occupied in running if greater) shall be allowed.

(b) If it is arranged that a train leaves the starting point earlier or later than the time shown in the Working Time Book, the schedule time shall be regarded as having been commenced and completed earlier or later.

(4) (a) A trainman who is required to wait at an out-station for a return trip, or who is required to wait at his home depot for a further trip, shall, provided the period between the times of arrival and departure does not exceed three hours, be credited with continuous time, and during such period his services shall be available for any duty required.

(b) If the period between times of arrival and departure exceeds three hours, the trainman shall, subject to the provisions of Regulation No. 82 in the case of locomotive staff, be booked off duty. The trips out and back shall be regarded as straight trips.

(5) (a) A trainman working scheduled link trips shall be credited with the schedule time for the complete link, or actual time if greater.

(b) A trainman working a round trip shall be allowed the schedule time for the complete round trip (including the interval at an out-station), or actual time if greater.

(c) When two straight trips out and back are converted to a round trip by reason of the interval between the trips being reduced to a period of three hours or less, the trainmen are to be paid as for a round trip.

(d) If a trainman is called upon to perform additional duty either before or (without being booked off) after a scheduled straight or round trip, or a tour of link working, such additional time shall be regarded as an extension of the scheduled trip or tour of link working, but he shall not be required to work any time gained on the schedule.

(6) If a train in other than link or round trip working leaves the starting point at the time shown in the Working Time Book or Special Train Notice, and arrives at its destination before time, the full schedule time shall be allowed.

(7) Where a train in other than link or round trip working leaves the starting point at the time shown in the Working Time Book or Special Train Notice, does not maintain the schedule time allowed for the run, and arrives at the destination station late, the actual time occupied on the run shall be allowed.

(8) (a) If a train in other than link working leaves the starting point later than the time shown in the Working Time Book or Special Train Notice for reasons beyond the control of the trainmen, and not under the conditions provided for in Regulation No. 81 (2), and arrives at its destination station within the schedule time allowed for the run, the number of minutes late start shall be credited in addition to the full schedule time. This shall also be applicable to crossing point working.

(b) As treinpersoneel 'n trein na 'n tussenkruisplek moet werk en sonder om afgeboek te word daarvandaan na hulle tuisdepot moet terugkeer terwyl hulle 'n trein werk wat hulle van 'n ander span personeel oorgeneem het, word hulle gekrediteer met die volle vasgestelde tyd vir die heen- en die terugrit met inbegrip van die pouse op die tussenkruisplek. Daarbenewens word hulle gekrediteer met die tyd ingehaal op die heen- en die terugrit.

(9) As 'n trein wat nie skakelritte of heen-en-weerritte aflê nie, laat van 'n aanvangsplek vertrek en die treinpersoneel wat moet oorneem ooreenkomstig regulasie no. 81 (2) laat uitgeroep word, word daar beskou dat die betrokke vasgestelde tyd diensooreenkomstig later begin en ophou. In sulke gevalle word die vasgestelde tyd toegelaat, plus die tyd wat hulle werklik op diens is voordat die trein vertrek.

(10) Treinpersoneel wat ballas-, materiaal- of noodtreine werk en lokomotiefpersoneel wat op rangeer-, stoot- of loslokomotiewe werk, word gekrediteer met die werklike tyd wat gewerk word.

Oortyd en Sondagtyd

76. (1) Die totale tyd wat gewerk word, moet sover doenlik deur 'n billike toewysing van die werk, gelykop verdeel word onder al die treinpersoneel in elke graad op elke depot.

(2) Vir weekdagtyd wat as oortyd behandel word en vir Sondagtyd word daar teen die toepaslike skaal in Bylae A van hierdie regulasies betaal. Ten einde die getal ure te bereken waarvoor daar op hierdie grondslag betaal moet word, word die prosedure voorgeskryf in regulasie 55 (4) (c) gevolg.

(3) Die uurlikse skaal vir die betaling van oortyd en Sondagtyd ooreenkomstig die skaal in bylae A van hierdie regulasies moet—

(a) in die geval van 'n lid van die treinpersoneel wat in 'n hoër graad waarneem, op sy salaris plus enige gemagtigde toelae vir waarneming in hoër graad bepaal word;

(b) in die geval van enige ander lid van die treinpersoneel net op sy salaris bepaal word.

(4) (a) Ten einde die weekdagtyd te bepaal wat as oortyd betaal moet word, is vaste maandelikse ure vir elke betaalmaand op 208 vasgestel, afgesien van die getal weekdae in die betaalmaand.

(b) Die totale tyd wat op weekdae gedurende 'n betaalmaand gewerk is, moet verminder word met die vaste maandelikse ure genoem in subparagraaf (a). As daar 'n res van weekdagtyd is, word dit beskou as oortyd waarvoor daar afsonderlik betaal moet word teen die toepaslike uurlikse skaal vervat in bylae A van hierdie regulasies.

(c) By die toepassing van die bepalinge van subparagraaf (a), moet verlore weekdagtyd gedurende 'n betaalmaand as gevolg van verlof sonder betaling, siekteverlof met of sonder betaling, afwesigheid van diens weens besering op diens, skorsing van diens met of sonder betaling en/of ongemagtigde afwesigheid van diens van die vaste maandelikse ure van 208 afgetrek word.

(d) As 'n skof op 'n Saterdag begin en op 'n Sondag eindig, of op 'n Sondag begin en op 'n Maandag eindig, word alle weekdagtyd ingesluit by die maandelikse totaal van weekdagtyd wat gewerk is.

Tydtoelatings vir aan- en afboek

77. Tydtoelatings vir aan- en afboek word op sodanige voorwaardes en volgens sodanige skale toegestaan as wat die Hoofbestuurder van tyd tot tyd mag bekend maak.

(b) When trainmen are required to work a train to an intermediate crossing point and, without being booked off, to return therefrom to their home depot working a train that has been taken over from another set of staff, they shall be credited with the full schedule time for the forward and return trips including the interval at the intermediate crossing point. In addition, they shall be credited with the time made up on the forward and return trips.

(9) If a train in other than link or round trip working leaves an intermediate starting point late and the outgoing trainmen are called late in accordance with the provisions of Regulation No. 81 (2), the schedule time applicable shall be held to commence and finish correspondingly later. In such cases schedule time shall be allowed plus actual time on duty prior to the start of the train.

(10) Trainmen working ballast, material or breakdown trains and locomotive staff employed on shunting, banking or light locomotives shall be credited with the actual time worked.

Weekday overtime and Sunday time

76. (1) The total time worked shall, as far as practicable, be equalized between all trainmen in each grade at each depot by an equitable allocation of the work.

(2) Payment for weekday time which is treated as overtime, and for duty performed on a Sunday, shall be made at the appropriate rate contained in Annexure A to these regulations. For the purpose of determining the number of hours for which payment is to be made on this basis, the procedure prescribed in Regulation No. 55 (4) (c) is to be applied.

(3) The hourly rates of payment for weekday overtime and for Sunday time in terms of the scale contained in Annexure A to these regulations, are to be determined—

(a) in the case of a trainman acting in a higher grade, on his salary plus any acting-in-higher-grade allowance authorised;

(b) in the case of any other trainman, on his salary only.

(4) (a) For the purpose of determining the weekday time which may be paid for as overtime, constant monthly hours for every paymonth, irrespective of the number of weekdays in the paymonth, have been fixed as 208.

(b) The total time worked on weekdays during a paymonth is to be reduced by the constant monthly hours mentioned in subparagraph (a). If there is any balance of weekday time, such balance shall be regarded as weekday overtime for which separate payment is to be made at the appropriate hourly rate contained in Annexure A to these regulations.

(c) For the purpose of the application of the provisions of subparagraph (a), weekday time lost during a paymonth due to leave without pay, sick leave with or without pay, absence from duty due to injury on duty, suspension from duty with or without pay and/or unauthorised absence from duty, is to be deducted from the constant monthly hours of 208.

(d) If a shift commences on a Saturday and finishes on a Sunday, or commences on a Sunday and finishes on a Monday, any weekday time shall be included in the monthly aggregate of weekday time worked.

Booking on and off time allowances

77. Booking on and off time allowances shall be allowed under such conditions and according to such scales as the General Manager may notify from time to time.

Minimum tydtoelatings

78. (1) (a) Die volgende minimum tydtoelatings word toegestaan aan treinpersoneel wat treine werk en aan lokomotiefpersoneel wat op stoot-, rangeer-, los- en ballas- of materiaaltrainlokomotiewe werk:

As die vasgestelde tyd vir 'n regstreekse of heen-en-weerit of 'n dienstydperk op skakelritte (of die werklike tyd in die geval van stoot-, rangeer-, los- en ballas- of materiaaltrainlokomotiewe en treine waarop stasie-tot-stasiebedryf van toepassing is), plus tydtoelatings vir aan- en afboek—

- (i) nie langer as 4 uur is nie, word tyd gelykstaande met 'n halfdag toegelaat;
- (ii) langer as 4 uur is, maar nie langer as 6 uur nie, word tyd gelykstaande met 'n driekwartdag toegelaat;
- (iii) langer as 6 uur is, word 'n minimum van 'n dag se tyd toegelaat.

(b) 'n Minimum van 'n dag se tyd word aan treinpersoneel op weekdae toegestaan vir—

- (i) enige rit van 218 kilometer per passasierstrein;
- (ii) enige rit van 194 kilometer per gemengde trein;
- (iii) enige rit van 178 kilometer per goederetrein.

(2) Indien die vasgestelde tyd oorskry word en die werklike tyd op diens as gevolg daarvan te staan kom op meer as die minimum tyd wat van toepassing sou gewees het as die vasgestelde tyd gehandhaaf was, word net die werklike tyd toegelaat.

(3) Die Hoofbestuurder kan na goeddunke magtiging verleen dat 'n dag se tyd vir enige spesiale rit toegelaat word. Hy kan ook spesiale minimum tye magtig en besluit op watter voorwaardes sodanige minimum tye toegelaat moet word.

(4) Minimum tye is net op weekdagwerk van toepassing. Dit word nie vir werk op Sondae toegelaat nie, tensy die betaling vir werk op 'n Sondag minder is as wat toegelaat word vir werk wat dieselfde totale getal ure op 'n weekdag in beslag neem.

(5) As 'n lid van die treinpersoneel wat opdrag kry om hom op 'n weekdag of 'n Sondag vir diens aan te meld, hom aldus aanmeld en sy dienste word nie gebruik nie, word hy met 'n halfdag se tyd teen die weekdag- of Sondagtydskaal gekrediteer en kan daar van hom vereis word om op die depot te werk gedurende die tydperk waarvoor tyd toegelaat word. As daar gedurende sodanige tydperk ander werk aan hom toegewys word, word sy dienstyd as ononderbroke bereken van die tyd wat hy vir diens aangeteken het.

(6) As 'n lid van die treinpersoneel wat 'n kort skof gewerk het waarvoor 'n minimum tyd toegelaat word, nog 'n kort skof moet werk waarvoor 'n tweede minimum tyd toegelaat kan word, word hy gekrediteer met nie meer as die ononderbroke tydperk vandat hy vir die eerste rit aanteken totdat hy na die laaste rit afteken nie, onderworpe aan 'n minimum van een dag se tyd.

Die bepalinge van hierdie paragraaf is nie van toepassing as een van of beide die skofte wat gewerk is, onderworpe is aan die minimum betalings waarvoor daar in paragraaf (1) (b) voorsiening gemaak word nie.

(7) By die toepassing van regulasie no. 83, regulasie no. 158 (5) en hierdie regulasie beteken—

- (a) 'n dag se tyd 8 uur;
- (b) 'n driekwart van 'n dag se tyd, 6 uur; en
- (c) 'n halfdag se tyd, 4 uur.

Aansporingstyd toegelaat as treine stip op tyd loop

79. (1) As 'n passasiers-, gemengde of goederetrein of 'n stoot- of hulplokomotief op 'n rit van meer as vyf kilometer stip op tyd loop, word 'n aansporing volgens paragraaf (8) (a) toegestaan aan die treinpersoneel wat werklik verantwoordelik is vir sodanige werking van die trein.

Minimum time allowances

78. (1) (a) The following minimum time allowances shall be allowed to trainmen working trains and to locomotive staff employed on banking, shunting, light and ballast or material train locomotives:

Where the schedule time for any straight or round trip or tour of link working (or actual time in the case of banking, shunting, light and ballast or material train locomotives and trains running on station-to-station working) plus booking on and off time allowances—

- (i) does not exceed 4 hours: time equivalent to half a day shall be allowed;
- (ii) exceeds 4 hours but does not exceed 6 hours: time equivalent to three-quarters of a day shall be allowed;
- (iii) exceeds 6 hours: a minimum of a day's time shall be allowed.

(b) A minimum of a day's time shall be allowed to trainmen on weekdays for—

- (i) any passenger train run of 218 kilometres;
- (ii) any mixed train run of 194 kilometres;
- (iii) any goods train run of 178 kilometres.

(2) If, as the result of the schedule time being exceeded, the actual time on duty is more than the minimum time which would have been applicable, had the schedule time been maintained, actual time only shall be allowed.

(3) The General Manager may in his discretion authorise a day's time being allowed for any special run. He may also authorise special minimum times and decide the conditions under which such minimum times shall be allowed.

(4) Minimum times are applicable to weekday working only; they are not permissible for Sunday working unless the payment received in respect of duty on any Sunday amounts to less than would be allowed for duty comprising the same number of hours in the aggregate on a weekday.

(5) If a trainman who is ordered to report for duty on a weekday or Sunday does so report, and his services are not utilised, he shall be credited with half a day's time at weekday or Sunday time rates and may be required to work at the depot during the period for which time is allowed. If during such period he is assigned other work, time shall be calculated as continuous from the time of signing on duty.

(6) Where a trainman who has worked a short shift for which a minimum time is allowed, is required to work a further short shift for which a second minimum time may be allowed, he shall be credited with not more than continuous time from the time of signing on for the first trip to the time of signing off after the last trip, subject to a minimum of one day's time.

The provisions of this paragraph are not applicable where either one or both of the shifts worked are governed by the minimum payments for which provision is made in paragraph (1) (b).

(7) For the purpose of the application of Regulation No. 83, Regulation No. 158 (5) and this regulation—

- (a) a day's time means 8 hours;
- (b) three-quarters of a day's time means 6 hours; and
- (c) half a day's time means 4 hours.

Incentive time allowance for punctual running

79. (1) An incentive time allowance in accordance with paragraph (8) (a) shall be made to trainmen who are responsible for the punctual running of a passenger, mixed or goods train, banking or assisting locomotive, on a trip of more than five kilometres when such a train arrives punctually.

(2) Die aansporing word op die wyse aangedui in paragraaf (8) bereken, afgesien daarvan of die rit op 'n weekdag of 'n Sondag onderneem word, en word soos volg saamgestel:

- | | |
|---|---|
| (i) As die trein binne die vasgestelde tyd aankom | Volle aansporing. |
| (ii) As die trein na die vasgestelde tyd maar binne die vasgestelde tyd plus 50 persent of minder van die aansporingstyd aankom | Die getal minute wat die verskil verteenwoordig tussen die werklike aankomstyd en die vasgestelde aankomstyd plus aansporingstyd. |
| (iii) As die trein na die vasgestelde tyd maar binne die vasgestelde tyd plus meer as 50 persent van die aansporingstyd aankom | Geen aansporing. |

(3) 'n Vertraging by die bestemmingstasie voor binnelating benadeel nie die toekenning van die aansporing waar dit verskuldig is nie.

(4) Die aansporingstydtoelating vir die lokomotiefpersoneel van stoot- of hulplokomotiewe word ooreenkomstig die bepaling van paragraaf (8) (a) bereken volgens die tyd wat vir die trein toegelaat word oor die trajek waarop dit gehelp word. As meer as een trein in 'n diens tydperk gestoot of gehelp word, moet die tyd wat aan stoot of hulp bestee is, bymekaargetel word om die aansporingstyd te bereken waarvoor daar betaal moet word.

(5) Die aansporingstyd word nie toegestaan vir ritte met loslokomotiewe, treine wat uit leë passasierswaens bestaan en na die oorsaansplek gaan nadat die passasiers op die eindstasie afgeklim het, of ballas-, materiaal- of noodtreine nie.

(6) (a) Die aansporingstydtoelating vir skakelritte word bereken op die totale vasgestelde tyd van die skakel, d.w.s. van die vasgestelde vertrektyd van die eerste trein tot die vasgestelde aankomstyd van die laaste trein. As enigeen van die treine in die skakel laat loop, moet die aantal minute wat dit laat is van die aansporingstyd afgetrek word. Die bepaling van paragraaf (2) (iii) is nie van toepassing nie.

(b) Die aansporingstydtoelating vir 'n heen-en-weerrit word bereken op die vasgestelde tyd van elke rit afsonderlik, en as een of albei treine nie by die vasgestelde tyd hou nie, moet die aantal minute wat dit laat is van die aansporingstyd ingevolge paragraaf (2) afgetrek word.

(7) Die aansporingstydtoelating vir treinpersoneel wat volgens die kaboestelsel werk, word bereken op die grondslag van 35 minute vir elke 10 uur of gedeelte daarvan, vir die duur van die hele rit, en dit word eweredig onder al die afsonderlike grade van die betrokke personeel verdeel.

(8) (a) Die aansporingstydtoelating word soos volg bereken:

- | | |
|---|-----------|
| (i) As die vasgestelde tyd minder as 8 uur is..... | 25 minute |
| (ii) As die vasgestelde tyd 8 uur maar hoogstens 10 uur is..... | 35 minute |
| (iii) As die vasgestelde tyd langer as 10 uur is..... | 45 minute |

(b) Die aansporingstyd wat treinpersoneel gedurende 'n betaalmaand verdien, word as gewone tyd of Sondagtyd beskou, watter ook al van toepassing is. As 'n skof op 'n Saterdag begin en op 'n Sondag eindig, word die aansporingstyd as Sondagtyd gekrediteer en as 'n skof op 'n Sondag begin en op 'n Maandag eindig, word die aansporingstyd as gewone tyd gekrediteer.

(9) Die Hoofbestuurder kan die aansporingstydtoelating na goeddunke op enige ander trein as dié bepaal in paragraaf (1) toepas of die voorgeskrewe aansporingstydtoelating wysig.

Kaboesdiens

80. (1) Die tyd wat gewerk en afgeboek word deur treinpersoneel wat op regstreekse of heen-en-weerritte volgens die kaboestelsel werk, word bereken op grondslag van die vasgestelde daaglikse diensure, afgesien van hoe lank die rit duur.

(2) The incentive shall be calculated in the manner indicated in paragraph (8), irrespective of whether the trip is made on a weekday or a Sunday, and shall be computed as follows:

- | | |
|--|---|
| (i) If the train arrives within schedule time | Full incentive. |
| (ii) If the train arrives outside schedule time but within schedule time plus 50 per cent or less of the incentive time | The number of minutes representing the difference between the actual time of arrival and the scheduled time of arrival plus incentive time. |
| (iii) If the train arrives outside schedule time but within schedule time plus more than 50 per cent of the incentive time | No incentive. |

(3) A delay at the destination station prior to admittance shall not interfere with the operation of the incentive where due.

(4) The incentive time allowance for the locomotive staff of banking or assisting locomotives shall be computed in terms of paragraph (8) (a) on the time allowed for the train over the section on which it is assisted. If more than one train is banked or assisted in a period of duty, the time spent on banking or assisting should be totalled for the purpose of determining the incentive payable.

(5) The incentive time is not granted for trips with light locomotives, trains comprising empty coaching stock proceeding to the stabling point after detraining passengers at the terminal station, or ballast, material or breakdown trains.

(6) (a) The incentive time allowance in link working shall be computed on the total schedule time of the link, i.e. from the scheduled time of departure of the first train until the scheduled time of arrival of the last train. If any of the trains in the link do not maintain schedule, the number of minutes late shall be deducted from the incentive time. The provisions of paragraph (2) (iii) are not applicable.

(b) The incentive time allowance for a round trip shall be computed on the schedule time of each trip separately and, if one or both trains do not maintain schedule, the number of minutes late shall be deducted from the incentive time in accordance with paragraph (2).

(7) The basis of calculating the incentive time allowance in the case of trainmen working on the caboose system shall be 35 minutes for each 10 hours, or portion thereof, for the duration of the whole trip, and the incentive time allowance shall be divided equally between each separate grade of staff concerned.

(8) (a) The incentive time allowance shall be calculated as follows:

- | | |
|--|------------|
| (i) If the schedule time is less than 8 hours..... | 25 minutes |
| (ii) If the schedule time is 8 hours but does not exceed 10 hours..... | 35 minutes |
| (iii) If the schedule time exceeds 10 hours..... | 45 minutes |

(b) The incentive time earned by trainmen during a paymonth shall be treated as ordinary time or Sunday time, whichever is applicable. If a shift commences on a Saturday and terminates on a Sunday, the incentive time shall be credited as Sunday time and, if a shift commences on a Sunday and terminates on a Monday, the incentive time shall be credited as ordinary time.

(9) The General Manager may, in his discretion, apply the incentive time allowance to any train other than those specified in paragraph (1), or may vary the prescribed incentive time allowance.

Caboose working

80. (1) The time worked and booked off by trainmen working on the caboose system on straight or round trips shall be based on the fixed daily hours of duty, irrespective of the time taken on the trip.

(2) As die treinpersoneel op die buitestasië afgeboek word terwyl hulle wag om die terugrit te werk, word die heen- en die terugrit as regstreekse ritte beskou, maar as die tydperk tussen die aankoms van die trein op die buitestasië en sy vertrek daarvandaan nie langer as drie uur is nie, word die rit as 'n heen-en-weerrit beskou. Die totale tyd wat of op die regstreekse of op die heen-en-weerrit toegelaat word, na gelang van die geval, word op weekdae toegewys as gewone tyd en op Sondag as Sondagtyd, en dit word gelykop verdeel tussen die betrokke drywers, stokers en kondukteurs, na gelang van die geval.

(3) Afboekskoste teen twee keer die gewone skaal bepaal in regulasie no. 140 word betaal vir elke tydperk wat treinpersoneel onderweg in die kaboës afgeboek word.

(4) Afboekskoste word teen die skaal bepaal in regulasie no. 140 betaal as treinpersoneel op die buitestasië afgeboek word.

Uitroep van personeel vir diens

81. (1) 'n Lid van die treinpersoneel word by sy aangetekende woonplek vir diens uitgeroep mits hy nie meer as 2,5 kilometer van die stasie af woon nie, maar 'n lid van die treinpersoneel wat gereelde treine werk, of wat van sy volgende dienstdagperk in kennis gestel word wanneer hy afboek, of wat op 'n klein depot gestasioneer is, word nie tussen 07h00 en 21h00 vir diens uitgeroep nie.

(2) Wanneer 'n trein van die vorige depot of tussenstasie af laat loop en dit op 'n tussendepot oorgeneem moet word, moet die verantwoordelike beamppte, as hy oor inligting beskik aangaande die benaderde tyd waarop die trein op sy stasie verwag kan word, reël dat die treinpersoneel op die volgende grondslag uitgeroep word:

As die trein 1 uur laat loop....	moet die treinpersoneel op die gewone vasgestelde tyd uitgeroep word;
as die trein 1½ uur laat loop...	moet die treinpersoneel 'n ¼ uur laat uitgeroep word;
as die trein 1½ uur laat loop....	moet die treinpersoneel 'n ½ uur laat uitgeroep word; ensovoort.

Treinpersoneel wat gewoonlik nie vir diens uitgeroep word nie, moet in gevalle soos waarvoor daar in hierdie paragraaf voorsiening gemaak word, spesiaal in kennis gestel word wanneer hulle op diens moet gaan, en nadat hulle aldus in kennis gestel is, moet hulle nie vir diens aanboek voordat hulle dienste nodig is nie.

Oppas van lokomotiewe op buitestasies

82. (1) As 'n lid van die lokomotiefpersoneel 'n lokomotief op 'n buitestasië moet oppas, word hy betaal vir die werklike tyd wat hy hierdie pligte verrig het.

(2) As die lokomotief in beheer van 'n verantwoordelike beamppte gelaat word, word die drywer en stoker van diens afgeboek.

(3) Die bepalings van hierdie regulasie is nie van toepassing op kondukteurs en kontroleurs nie, en hulle moet van diens afgeboek word.

Wanneer 'n dienaar as passasier reis

83. (1) Aan 'n lid van die treinpersoneel wat as 'n passasier op 'n weekdag of 'n Sondag moet reis om 'n trein van 'n buitestasië af te werk of wat as 'n passasier van 'n buitestasië af moet terugkeer nadat hy 'n trein gewerk het, word tyd soos volg toegestaan:

(a) As hy op die buitestasië afgeboek word:

(i) Onderwyl hy as 'n passasier reis	Gewone tyd of Sondagtyd, na gelang van die geval, met enige minimum van toepassing, maar hoogstens tyd vir een dag.
(ii) Onderwyl hy op 'n lokomotief of in 'n kondukteurswa werk of reis.....	Gewone tyd of Sondagtyd, na gelang van die geval, met enige minimum van toepassing.

(2) Where the trainmen are booked off at the out-station pending the return journey, the forward and return trips shall be regarded as "straight trips" but, where the period between the arrival of the train at the out-station and the departure therefrom does not exceed three hours, the trip shall be regarded as a round trip. The total time allowed on either the straight trip or the round trip, as the case may be, shall be allocated as ordinary time on weekdays, or as Sunday time on Sundays, and divided equally between the drivers, firemen and guards concerned, as the case may be.

(3) A booking-off expense at twice the ordinary rate laid down in Regulation No. 140 shall be paid for each period trainmen are booked off en route in the caboose.

(4) Booking-off expenses shall be paid on the scale laid down in Regulation No. 140 when trainmen are booked off at the out-station.

Calling men for duty

81. (1) A trainman shall be called from his registered place of residence provided he resides not more than 2,5 kilometres from the station, but a trainman assigned regular trains or notified when booking off of his next period of duty, or stationed at a minor depot, shall not be called between the hours of 07h00 and 21h00.

(2) When a train is running late from the previous depot or intermediate station, and is taken over at an intermediate depot, the responsible official, if he is in possession of information indicating the approximate time at which a train may be expected to arrive at his station, shall arrange for the trainmen to be called in accordance with the following:

If running 1 hour late.....	trainmen should be called at the right time;
if running 1½ hours late.....	trainmen should be called ¼ hour late;
if running 1½ hours late.....	trainmen should be called ½ hour late, and so on.

Trainmen who are not ordinarily called for duty should, in such cases as are provided for in this paragraph, be specially advised of the time they shall be required for duty, and when so advised shall not book on duty until required.

Attendance on locomotives at out-stations

82. (1) If a member of the locomotive staff has to attend to a locomotive at an out-station, he shall be paid for the actual time he performs these duties.

(2) When the locomotive is left in charge of a responsible official, the driver and fireman shall be booked off duty.

(3) The provisions of this regulation are not applicable to guards and conductors who must be booked off duty.

Travelling as passenger

83. (1) A trainman who is required to travel as a passenger on either a weekday or a Sunday for the purpose of working a trip from an out-station or who is required to return as a passenger from an out-station after working a trip, shall be allowed time as follows:

(a) If booked off at an out-station:

(i) Whilst travelling as a passenger	Ordinary time or Sunday time, as the case may be, with any minimum applicable, but not exceeding one day's time.
(ii) Whilst working or travelling on a locomotive or in a guard's van	Ordinary time or Sunday time, as the case may be, with any minimum applicable.

(b) As hy nie op die buitestatie afgeboek word nie:

Gewone tyd of Sondagtyd, na gelang van die geval, afgesien daarvan of hy gewerk, op 'n lokomotief of in 'n kondukteurswa gereis, as passasier gereis of gewag het, met enige minimum van toepassing.

(2) 'n Lid van die treinpersoneel wat as 'n passasier op diens reis, kan kosteloos van 'n departementele bed op die trein voorsien word as hy die nodige toepaslike order oorhandig wat deur 'n behoorlike gemagtigde beampte uitgereik is, met dien verstande dat as omstandighede sodanig is dat 'n bed nie gebruik kan word nie, die toepaslike order aan die end van die rit ingedien word.

(3) Afboekskoste wat ingevolge regulasie no. 140 toelaatbaar is, word ook betaal, maar reiskoste word nie toegestaan nie.

(4) As 'n lid van die treinpersoneel (behalwe 'n kontroleur) ingevolge regulasie no. 86 op 'n stasie duskant die depotstasie van diens afgepos word omdat hy 12 uur diens voltooi het, word gewone tyd of Sondagtyd, na gelang van die geval, toegestaan vir enige tyd wat in beslag geneem word om die depotstasie te bereik nadat hy afgepos is.

(5) As 'n lid van die treinpersoneel na 'n stasie moet reis vir spesiale diens aldaar en nie vir die doel waarvoor daar in die voorgaande paragrawe voorsiening gemaak is nie, word hy ten opsigte van die tydperk wat so in beslag geneem is, met gewone weekdagtyd gekrediteer of vir Sondagtyd betaal, na gelang van die geval, onderworpe aan 'n maksimum van 8 uur; met dien verstande dat as hy op enige dag reis en werk, hy met gewone weekdagtyd gekrediteer of soos vir Sondagtyd betaal word, na gelang van die geval, net vir daardie gedeelte (as daar is) van sy reistyd wat tesame met sy werktyd hoogstens 8 uur is.

84. Oop.

Rus

85. Behalwe in gevalle van nood, word daar aan 'n lid van die treinpersoneel wat 'n skof van minstens 8 uur voltooi het, die volgende rustyd toegestaan voordat hy weer vir diens aangeboek word:

Op 'n buitestatie.....	8 uur
Op die dienaar se tuisstasie—	
(i) na voltooiing van 'n skof van minstens 8 uur, maar minder as 14 uur.....	12 uur
(ii) na voltooiing van 'n skof van 14 uur of langer.....	16 uur

Die besluit om voor die verstryking van die bepaalde rustyd diens te aanvaar, berus by die betrokke dienaar.

Versuim om behoorlik te rus gedurende die rustydperk wat toegestaan is, word as 'n tugtoetreding behandel.

Aflos van treinpersoneel, behalwe kontroleurs

86. (1) 'n Lid van die treinpersoneel (behalwe 'n kontroleur) wat langer as die gewone diensure moet werk, kan versoek dat 'n berig per telegram gestuur word dat hy na verloop van 'n totale tydperk van twaalf uur diens afgepos word, en sodanige aflos word verskaf onderworpe aan die vereistes van die Diens.

(2) 'n Lid van die lokomotiefpersoneel kan eis om afgepos te word sodra sy trein aankom op sy tuisdepot of op 'n buitdepot waar daar personeel beskikbaar is om om aldus af te los, wanneer sy dienstrydperk langer as tien uur was—

- (a) met inbegrip van aan- en afboektyd in klimaats-toelaestreke;
- (b) met uitsondering van aan- en afboektyd in nie-klimaatstoelaestreke.

Gewaarborgde betalings

87. (1) Aan 'n lid van die treinpersoneel wat elke dag (Sondae ingesluit) in 'n betaalmaand vir diens beskikbaar was, word volle salaris vir daardie maand gewaarborg.

(b) If not booked off at an out-station:

Ordinary time or Sunday time, as the case may be, whether working, travelling on a locomotive or in a guard's van, travelling as a passenger or waiting, with any minimum applicable.

(2) A trainman travelling on duty as a passenger may, on production of the necessary covering order issued by a duly authorised official, be afforded, without charge, the use of departmental bedding on the train, provided that if circumstances are such that use cannot be made of a bed, the covering order is handed in at the end of the trip.

(3) Booking-off expenses permissible in terms of Regulation No. 140 shall also be paid, but travelling expenses shall not be allowed.

(4) A trainman (other than a conductor) relieved from duty at a station short of the depot station on account of his having completed 12 hours duty, as provided for in Regulation No. 86, shall be allowed ordinary time or Sunday time, as the case may be, for any time occupied in reaching his depot station after being relieved.

(5) A trainman who is required to travel to a station for special duty thereat and not for a purpose provided for in the preceding paragraphs, shall, in respect of the period so occupied, be credited with ordinary weekday time or be paid Sunday time, as the case may be, subject to a maximum of 8 hours; provided that if he both travels and works on any day, only that portion (if any) of his travelling time which, when added to his working time, does not exceed 8 hours, shall be credited as ordinary weekday time or paid for as Sunday time, as the case may be.

84. Void.

Rest

85. Except in a case of emergency, a trainman, after completing a shift of at least 8 hours, shall be allowed the following interval of rest before being booked on duty again:

At an out-station.....	8 hours
At the servant's home station—	
(i) after completion of a shift of at least 8 hours but less than 14 hours.....	12 hours
(ii) after completion of a shift of 14 hours or more....	16 hours

The decision to take up duty again before expiry of the rest interval laid down shall be at the discretion of the servant concerned.

Failure to take proper rest during the period of rest provided shall be dealt with as a disciplinary infringement.

Relieving of trainmen other than conductors

86. (1) A trainman (other than a conductor) who is required to work beyond the ordinary hours of duty, may request that a telegraphic message be sent for relief after the expiration of a total period of twelve hours of duty, and such relief shall be provided subject to the exigencies of the Service.

(2) A member of the locomotive staff may claim to be relieved from his train on arrival at his home depot or at an outside depot where staff is available to so relieve him whenever his tour of duty has exceeded ten hours—

- (a) including booking on and off times in climatic allowance areas;
- (b) excluding booking on and off times in non-climatic allowance areas.

Guaranteed payments

87. (1) Every trainman who has been available for duty on every day (including Sundays) in a paymonth is guaranteed his full salary for that month.

(2) As 'n lid van die treinpersoneel nie vir diens op een of meer dae (Sondae ingesluit) in 'n betaalmaand beskikbaar is nie as gevolg van verlof, siekte of enige ander rede, is sy gewaarborgde maandelikse betaling vir daardie maand onderworpe aan 'n eweredige vermindering.

REGULASIE No. 93

Vervang paragrawe (3), (4) en (5) deur die volgende:

- (3) Goeie Vrydag, Hemelvaartdag, Republiekdag, Gelofte-dag en Kersdag is openbare vakansiedae met betaling vir alle werksmanne. Meidag is ook 'n openbare vakansiedag met betaling vir die ambagspersoneel wat maandeliks besoldig word.
- (4) As 'n werksman nie op 'n openbare vakansiedag met betaling moet werk nie, word sy loon plus die voorgeskrewe maandelikse bedrag ten opsigte van oortyd in die geval van 'n werksman in ontvangs daarvan, nie verminder vir die betaalmaand waarin sodanige vakansiedag val nie.
- (5) 'n Werksman wat op 'n openbare vakansiedag met betaling moet werk, word behalwe 'n dag se betaling vir die openbare vakansiedag soos volg betaal:
 - (i) As 'n volle skof gewerk word: 'n Ses en twintigste van sy loon, plus 'n ses en twintigste van die voorgeskrewe maandelikse bedrag ten opsigte van oortyd in die geval van 'n werksman in ontvangs daarvan;
 - (ii) as die tyd wat gewerk word, meer is as die volle getal ure van die skof: Betaling soos in klousule (i) bepaal, plus oortyd vir die tyd wat meer as die volle skof gewerk word;
 - (iii) as minder as 'n volle skof gewerk word: Betaling vir die werklike getal ure gewerk in verhouding tot die getal ure in die skof vir die dag, onderworpe aan 'n minimum van twee uur, afgerond tot of na die naaste tiende van 'n dag.

Vervang paragraaf (7) deur die volgende:

- (7) 'n Werksman wat nie op 'n openbare vakansiedag sonder betaling moet werk nie, ontvang geen betaling ten opsigte van sodanige dag nie, tensy hy verkies om 'n dag se verlof vir daardie dag te gebruik en aansoek doen om sodanige verlof gedurende die betaalmaand waarin die vakansiedag sonder betaling val.

REGULASIE No. 107

In paragraaf (1) (a), vervang „polisieoffisier” deur „polisiebeampte”.

Vervang paragraaf (2) deur die volgende:

- (2) 'n Tydperk van vakansieverlof wat aan 'n werksman toegestaan word, sluit nie tussenkomende Sondae in nie en ook nie tussenkomende openbare vakansiedae waarop hy ingevolge regulasie no. 93 op betaling geregtig is nie.

REGULASIE No. 118

Vervang paragraaf (2) deur die volgende:

- (2) Siekte-loon word nie betaal aan—
 - (a) 'n werksman ten opsigte van 'n Sondag of ten opsigte van 'n openbare vakansiedag waarvoor hy betaling ingevolge regulasie no. 93 ontvang nie;
 - (b) 'n werksman, behalwe 'n werksman genoem in paragraaf (1) (a), ten opsigte van afwesigheid van diens weens siekte vir een werkdag of ten opsigte van die eerste werkdag van sodanige afwesigheid wat meer is as een dag nie.

(2) Should a trainman not be available for duty on one or more days (including Sundays) in a paymonth, due to leave of absence, sickness or for any other reason, his monthly guarantee payment for that month shall be subject to a proportionate reduction.

REGULATION No. 93

Substitute the following for paragraphs (3), (4) and (5):

- (3) Good Friday, Ascension Day, Republic Day, the Day of the Covenant and Christmas Day are paid public holidays for all employees. May Day is also a paid public holiday for the artisan staff who are monthly paid.
- (4) If an employee is not required to work on a paid public holiday, his wage plus the prescribed monthly amount in respect of overtime in the case of an employee in receipt thereof, shall not be reduced for the paymonth within which such holiday falls.
- (5) An employee who is required to work on a paid public holiday shall, in addition to receiving a day's pay for the public holiday, receive payment as follows:
 - (i) If a full shift is worked: One-twenty-sixth of his wage plus one-twenty-sixth of the prescribed monthly amount in respect of overtime in the case of an employee in receipt thereof;
 - (ii) if the time worked exceeds the full number of hours of the shift: Payment as provided for in clause (i) plus overtime for the time worked in excess of the full shift;
 - (iii) if less than a full shift is worked: Payment shall be made for the actual number of hours worked in relation to the number of hours comprising the shift for the day, subject to a minimum of two hours, levelled up or down to the nearest tenth of a day.

Substitute the following for paragraph (7):

- (7) An employee who is not required to work on an unpaid public holiday shall not receive any pay in respect of such day, unless he elects to take a day's vacation leave on that day and makes application for such leave during the paymonth in which the unpaid holiday falls.

REGULATION No. 107

In paragraph (1) (a), substitute “policeman” for “police officer”.

Substitute the following for paragraph (2):

- (2) A period of vacation leave granted to an employee shall be exclusive of intervening Sundays and public holidays in respect of which he is entitled to receive payment in terms of Regulation No. 93.

REGULATION No. 118

Substitute the following for paragraph (2):

- (2) Sick pay is not payable to—
 - (a) an employee in respect of a Sunday, or in respect of a public holiday for which he receives payment in terms of Regulation No. 93;
 - (b) an employee other than an employee referred to in paragraph (1) (a), in respect of absence from duty due to sickness for one working day, or in respect of the first working day of such absence exceeding one day.

Vervang paragraaf (4) deur die volgende:

- (4) Vir die doel van hierdie regulasie word daar beskou dat die uitdrukking „werkdag” nie „’n Sondag en ’n openbare vakansiedag met betaling” insluit nie. Insgelyks beteken die uitdrukking „die eerste dag van afwesigheid van diens weens siekte” die eerste volle werkdag van sodanige afwesigheid en Jaar word beskou dat dit nie „’n Sondag en ’n openbare vakansiedag met betaling” insluit nie. Daarbenewens word daar beskou dat „’n Saterdag” nie ingesluit is nie in die geval van ’n werksman wat ’n vyfdaewerkweek nakom, behalwe wanneer sodanige werksman weens siekte van diens afgeboek is vir minstens ’n halfdag op ’n Vrydag wat ’n werkdag is en die tydperk van afwesigheid van diens weens siekte duur tot na die volgende Sondag, in welke geval die Saterdag beskou word as die „eerste dag” van die afwesigheid.

REGULASIE No. 140

In paragraaf (1), vervang „regulasie no. 78 (7)” deur „regulasie no. 78 (6)”.

REGULASIE No. 157

Vervang paragrafe (5) en (6) deur die volgende:

- (5) In geval van ’n vermindering in besoldiging of ’n verlaging in rang, graad of klas met ’n vermindering in besoldiging as straf, word die verlaging in rang, graad of klas van krag van die datum waarop die kennisgewing van straf aan die dienaar oorhandig word, maar enige vermindering in besoldiging word van krag van die eerste dag van die volgende betaalmaand tensy die kennisgewing van straf op die eerste dag van ’n betaalmaand aan die dienaar oorhandig word, in welke geval die vermindering in besoldiging onmiddellik in werking tree.
- (6) Die kennisgewing van straf waarin die vermindering in besoldiging of verlaging in rang, graad of klas met ’n vermindering in besoldiging vir ’n bepaalde tydperk aangekondig word, moet ook die datum aandui waarop die betrokke dienaar in sy vorige rang, graad of klas herstel moet word en/of weer sy vorige besoldiging moet ontvang. Sodanige datum is die eerste dag van die betaalmaand.

REGULASIE No. 158

Vervang paragraaf (5) (b) deur die volgende:

- (b) Die grondslag van betaling is soos volg:

Treinpersoneel

Die volgende tyd word toegestaan aan ’n lid van die treinpersoneel:

- (i) As hy nie werk op die dag waarop hy die ondersoek bywoon nie, gewone tyd vir die tydperk van sy bywoning, onderworpe aan ’n minimum van ’n halfdag en ’n maksimum van een dag;
- (ii) as hy op die dag moet werk waarop hy die ondersoek moet bywoon, gewone tyd vir die tydperk van sy bywoning, onderworpe aan ’n maksimum van ’n halfdag.

Alle ander dienare

’n Denaar (behalwe ’n lid van die treinpersoneel) ontvang een dag se betaling vir elke dag waarop hy die ondersoek moet bywoon.

BYLAES C, D EN F

Skrap hierdie bylaes.

Substitute the following for paragraph (4):

- (4) For the purpose of this regulation, the expression “working day” shall be deemed to exclude “a Sunday and a Paid Public Holiday” and the expression “first day of an absence due to sickness” shall mean the first full working day of such absence and shall be deemed to exclude “a Sunday and a Paid Public Holiday”. In addition, it shall be deemed to exclude “a Saturday” in the case of an employee observing a five-day working week, except in a case where such an employee is booked off duty due to sickness for at least half a day on a Friday which is a working day, and the period of absence from duty due to sickness extends beyond the following Sunday, when the Saturday shall be regarded as the “first day” of the absence.

REGULATION No. 140

In paragraph (1), substitute “Regulation No. 78 (6)” for “Regulation No. 78 (7)”.

REGULATION No. 157

Substitute the following for paragraphs (5) and (6):

- (5) Where a punishment of reduction in emoluments or of reduction in rank, grade or class with a reduction in emoluments is imposed, the reduction in rank, grade or class shall take effect as from the date on which the notification of punishment is handed to the servant, but any reduction in emoluments shall take effect only from the first day of the following paymonth, unless the notification of punishment is handed to the servant on the first day of a paymonth, in which case the reduction in emoluments shall take effect immediately.
- (6) The notification of a punishment of a reduction in emoluments or of a reduction in rank, grade or class with reduction in emoluments for a specified period, shall indicate the date as from which the servant concerned shall be restored to his former rank, grade or class and/or receive his former emoluments. Such date shall be the first day of the paymonth.

REGULATION No. 158

Substitute the following for paragraph (5) (b):

- (b) The basis of pay shall be as follows:

Trainmen

A trainman shall be credited with time as under:

- (i) Where no duty is performed on the day upon which attendance at the inquiry takes place, ordinary time for the period of his attendance, subject to a minimum of half a day and a maximum of one day;
- (ii) where, on the day upon which attendance at the inquiry takes place, duty is performed, ordinary time for the period of his attendance subject to a maximum of half a day.

All other servants

A servant (other than a trainman) shall receive one day's pay in respect of his period of attendance at the inquiry for each day on which he is so occupied.

ANNEXURES C, D AND F

Delete these Annexures.

No. R. 442

19 Maart 1976

Ingevolge die bevoegdheid wat aan my verleen is by artikel 4 (3) van die Spoorweg- en Hawepensioenwet, 1971 (Wet 35 van 1971), verleen ek, Stefanus Louwrens Muller, Minister van Vervoer, na raadpleging met die Spoorweg- en Haweraad, goedkeuring daaraan dat die Pensioenregulasies, gepubliseer in Goewermenskennisgewing R. 859 van 28 Mei 1971, soos gewysig, soos volg verder gewysig word:

SUID-AFRIKAANSE SPOORWEE
PENSIOENREGULASIES
WYSIGINGS

(Van krag van 1 Februarie 1976)

REGULASIE 18

Vervang paragraaf (9) (d) (i) deur die volgende:

(d) (i) Die keuse om pensioengewende diens terug te dateer, kan nadat die Hoofrekenmeester aan die lid besonderhede van sy skuld las deur middel van 'n keusevorm verstrek het, te eniger tyd terwyl die lid in die Diens is, uitgeoefen word, met dien verstande dat die lid 'n ontvangsbewys vir sodanige keusevorm moet teken, dateer en aan die Hoofrekenmeester terugstuur.

No. R. 443

19 Maart 1976

Ingevolge die bevoegdheid wat aan my verleen is by artikel 4 (3) van die Spoorweg- en Hawepensioenwet, 1971 (Wet 35 van 1971), verleen ek, Stefanus Louwrens Muller, Minister van Vervoer, na raadpleging met die Spoorweg- en Haweraad, goedkeuring daaraan dat die Pensioenregulasies, gepubliseer in Goewermenskennisgewing R. 859 van 28 Mei 1971, soos gewysig, soos volg verder gewysig word:

SUID-AFRIKAANSE SPOORWEE
PENSIOENREGULASIES
WYSIGINGS

(Van krag van die betaalmaand Junie 1975)

REGULASIE 1

Vervang die woordbepaling „Betaalmaand” deur die volgende:

(i) „Betaalmaand” beteken die tydperk van die eerste tot die laaste dag van 'n maand of die tydperk van die 16de dag van 'n maand tot die 15de dag van die volgende maand soos deur die Hoofbestuurder bepaal; (vi)

REGULASIE 23

In paragraaf (1) (a) skrap „of loon”.

In paragraaf (1) (b) skrap „en lone”.

Vervang paragraaf (2) (b) deur die volgende:

(b) toelaes van watter aard ook al, tensy die Minister anders besluit.

Vervang paragraaf (3) (a) deur die volgende:

(3) (a) Behalwe waar andersins bepaal is, word bydraes tot die Nuwe Fonds maandeliks gestort en wel op die volgende grondslag:

(i) 'n Dienaar behalwe 'n dienaar gemeld in (ii) dra by op een-twaalfde van die volle jaarlikse pensioengewende emolumente;

(ii) 'n dienaar wat voor die betaalmaand Junie 1975 teen 'n maandelikse loonskaal besoldig was, dra by op 30 maal sy daaglikse pensioengewende emolumente onmiddellik voor die betaalmaand Junie 1975 of ingevolge (i) watter bedrag ook al die grootste is, tensy hy ingevolge paragraaf (5) 'n keuse uitoefen om teen die verminderde pensioengewende emolumente by te dra.

No. R. 442

19 March 1976

Under the powers vested in me by section 4 (3) of the Railways and Harbours Pensions Act, 1971 (Act 35 of 1971), I, Stefanus Louwrens Muller, Minister of Transport, do hereby, after consultation with the Railways and Harbours Board, approve of the Pension Regulations, published in Government Notice R. 859 of 28 May 1971, as amended, being further amended as follows:

SOUTH AFRICAN RAILWAYS
PENSION REGULATIONS
SCHEDULE OF AMENDMENT
(Operative from 1 February 1976)

REGULATION 18

Substitute the following for paragraph (9) (d) (i):

(d) (i) The option to antedate pensionable service may be exercised at any time whilst the member is in the Service after the Chief Accountant has furnished the member with particulars of his liability through the medium of an option form, provided that the member must sign, date and return to the Chief Accountant a receipt for such option form.

No. R. 443

19 March 1976

Under the powers vested in me by section 4 (3) of the Railways and Harbours Pensions Act, 1971 (Act 35 of 1971), I, Stefanus Louwrens Muller, Minister of Transport, do hereby, after consultation with the Railways and Harbours Board, approve of the Pension Regulations, published in Government Notice R. 859 of 28 May 1971, as amended, being further amended as follows:

SOUTH AFRICAN RAILWAYS
PENSION REGULATIONS
SCHEDULE OF AMENDMENT

(Operative from the June 1975 paymonth)

REGULATION 1

Substitute the following for the definition of “paymonth”:

(vi) “paymonth” means the period from the first to the last day of a month or the period from the 16th day of a month to the 15th day of the next month as determined by the General Manager; (i)

REGULATION 23

In paragraph (1) (a) delete “or wages”.

In paragraph (1) (b) delete “and wages”.

Substitute the following for paragraph (2) (b):

(b) allowances of any kind, unless the Minister decides otherwise.

Substitute the following for paragraph (3) (a):

(3) (a) Except where provided to the contrary, contributions to the New Fund shall be made monthly on the following basis:

(i) A servant, except a servant mentioned in (ii), shall contribute on one-twelfth of the full annual pensionable emoluments;

(ii) a servant who was remunerated at a monthly rate of pay prior to the June 1975 paymonth shall contribute on 30 times his daily pensionable emoluments immediately prior to the June 1975 paymonth or in terms of (i), whichever amount is the greater, unless he elects in terms of paragraph (5) to contribute on the reduced pensionable emoluments.

REGULASIE 24

In paragraaf (2) (o) vervang „salaris/loon” deur „salaris”.

REGULASIE 26

In paragrawe (1) en (2) skrap „of loon”.

REGULASIE 27

In paragrawe (1), (3), (4) en (5) skrap die woorde „of loon” waar dit ook al voorkom.

REGULASIE 29

In paragraaf (2) skrap die woorde „of loon” waar dit ook al voorkom en vervang die woorde „sonder loon” deur die woorde „sonder betaling” waar dit ook al voorkom.

REGULASIE 40

In paragraaf (2) vervang „amptenare en van werksmanne” deur „dienare” en „ander werksmanne” deur „ander dienare”.

REGULASIE 42

Vervang paragraaf (7) deur die volgende:

(7) Die pensioenvoordeel betaalbaar aan die weduwee van ’n afgestorwe lid op wie artikel 16 (1) (c) van die Dienswet van toepassing was en wat bevorder is tot ’n betrekking wat onderworpe is aan die bepalinge van artikel 16 (1) (a) van bedoelde Wet is in geen geval minder nie as die voordeel wat sy sou ontvang het indien die oorlede lid nie aldus bevorder was nie.

REGULATION 24

In paragraph (2) (o) substitute “salary” for “salary/wage”.

REGULATION 26

In paragraphs (1) and (2) delete “or wages”.

REGULATION 27

In paragraphs (1), (3), (4) and (5) delete the words “or wages” wherever they occur.

REGULATION 29

In paragraph (2) delete the words “or wages” wherever they occur and in the Afrikaans version substitute the words „sonder betaling” for the words „sonder loon” wherever they occur.

REGULATION 40

In paragraph (2) substitute “servants” for “officers and of employees” and “other servants” for “other employees”.

REGULATION 42

Substitute the following for paragraph (7):

(7) The pension benefit payable to the widow of a deceased member to whom section 16 (1) (c) of the Service Act applied and who was promoted to a position governed by the provisions of section 16 (1) (a) of that Act shall in no instance be less than the benefit she would have received had the deceased member not been so promoted.

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