

Please note that most Acts are published in English and another South African official language. Currently we only have capacity to publish the English versions. This means that this document will only contain even numbered pages as the other language is printed on uneven numbered pages.



REPUBLIC OF SOUTH AFRICA

**GOVERNMENT GAZETTE**

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**STAATSKOERANT**

**VAN DIE REPUBLIEK VAN SUID-AFRIKA**

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CAPE TOWN, 20 NOVEMBER 1974

[No. 4506

KAAPSTAD, 20 NOVEMBER 1974

DEPARTMENT OF THE PRIME MINISTER

DEPARTEMENT VAN DIE EERSTE MINISTER

No. 2166.

20 November 1974.

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

No. 80 of 1974: Railway Construction Act, 1974.

No. 2166.

20 November 1974.

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

No. 80 van 1974: Spoorwegaanlegwet, 1974.

## RAILWAY CONSTRUCTION ACT, 1974.

Act No. 80, 1974

**ACT**

**To provide for the construction and equipment of certain lines of railway and for matters incidental thereto.**

*(English text signed by the State President.)  
(Assented to 11 November 1974.)*

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

1. (1) The State President may, as soon after the commencement of this Act as to him may seem expedient, cause to be constructed and equipped, upon a gauge of one thousand and sixty-five millimetres, the lines of railway mentioned in column 1 of the Schedules to this Act, of the approximate length set out, as to each line, in column 2 of those Schedules opposite the description of the line in question, and at a gross cost in the case of each line, approximating the amount set out in column 3 of those Schedules opposite the description of the line in question.

Construction and equipment of certain lines of railway.

(2) The powers conferred by this section shall include the power to construct and equip all sidings, stations, buildings and other appurtenances necessary for or incidental to the proper working of every such line of railway.

(3) The expression "construct and equip" shall include "maintain" while the lines are in the course of construction and equipment.

2. The cost of construction and equipment of the lines of railway authorized by section 1 and mentioned in the Schedules to this Act, shall be defrayed out of a loan raised by the State President under the authority of law and appropriated for that purpose by Parliament, or out of any other moneys so appropriated.

Cost of construction and equipment.

3. In respect of the construction and equipment of the said lines of railway, the State President shall have the powers conferred by the Railway Expropriation Act, 1955 (Act No. 37 of 1955), but subject to the obligations imposed by that Act: Provided that the width of the land taken shall not exceed thirty-five metres for the construction of a line which is eventually to be doubled and fifty metres for a line which is eventually to be quadrupled together with such additional land as may be required for the slopes, cuttings, drainage, stations, approach roads and other works and matters which may be necessary for the purposes of the lines.

Powers incidental to construction and equipment.

4. The Railway and Harbour Fund shall, subject to such terms and conditions as may be agreed upon between the Railway Administration and the Minister of Finance, be compensated from the Consolidated Revenue Fund, out of moneys appropriated by Parliament for the purpose, for all losses (as determined in a manner to be likewise so agreed upon) that may be sustained in the working of the line of railway mentioned in Schedule 1 to this Act.

Railway and Harbour Fund to be compensated for losses.

5. This Act shall be called the Railway Construction Act, Short title. 1974.

## RAILWAY CONSTRUCTION ACT, 1974.

Act No. 80, 1974

## Schedule 1

## LINE OF RAILWAY AUTHORIZED BY SECTION 1.

Column 1	Column 2	Column 3
Description of line	Approximate length	Estimated cost
	<i>Kilometres</i>	R
From a junction at Nyanga, the terminus of the Langa—Nyanga line, through the Coloured Township of Mitchell's Plain to a terminal point at Strandfontein (Province of the Cape of Good Hope) . . . . .	18	13 000 000

## Schedule 2

## ADDITIONAL LINES OF RAILWAY AUTHORIZED BY SECTION 1

Column 1	Column 2	Column 3
Description of line	Approximate length	Estimated cost
	<i>Kilometres</i>	R
Connecting lines to serve the proposed Reef central marshalling yard at Bapsfontein (Province of Transvaal) . . . . .	397	300 000 000
1. From a point between Kaalfontein and Olifantsfontein stations on the Germiston—Pretoria main line to the Reef central marshalling yard . . . . .	23	—
2. From a point between Springs and Voëlfontein stations on the Springs—Natalsspruit line to the Reef central marshalling yard . . . . .	23	—
3. From a point between Springs and Voëlfontein stations on the Springs—Natalsspruit line to the Leeuhof marshalling yard . . . . .	77	—
4. From Voëlfontein on the Springs—Natalsspruit line to Germiston and to Angelo on the Germiston—Springs main line . . . . .	18	—
5. From a point near Millsite on the Krugersdorp—Klerksdorp line to a point near Daleside on the Union—Vereeniging main line . . . . .	61	—
6. From Fortuna to Kaydale, both stations on the Union—Volksrust main line . . . . .	29	—
7. From a point on the proposed Fortuna—Kaydale line to a point on the proposed line mentioned under item 2 above, together with a connection to Daggafontein . . . . .	54	—
8. From De Wildt station on the Brits—Pretoria North section to the Reef central marshalling yard . . . . .	112	—