



# Government Gazette

OF

## WESTERN AUSTRALIA

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No. 88]

PERTH : WEDNESDAY, 1st NOVEMBER

[1961

### HEALTH ACT, 1911-1960.

#### Shire of Serpentine-Jarrahdale.

Part 1 of 635/47.

WHEREAS under the provisions of the Health Act, 1911-1960, a local authority may make or adopt by-laws and may alter, amend or repeal any by-laws so made or adopted: Now, therefore, the Shire of Serpentine-Jarrahdale, being a local authority within the meaning of the Act and having adopted the Model By-laws described as Series "A," as reprinted pursuant to the Reprinting of Regulations Act, 1954, in the *Government Gazette* on the 9th August, 1956, doth hereby resolve and determine that the said adopted by-laws shall be amended as follows:—

#### Part I—General Sanitary Provisions.

After By-law 1B insert a new By-law 1C as follows:—

#### 1C.—Provision of Apparatus for the Bacteriolytic Treatment of Sewage.

- (a) This by-law shall apply in those portions of the district prescribed hereafter:—

The townsite of Serpentine as constituted under the Land Act, 1933.

- (b) The owner of every house constructed after the coming into operation of this by-law which is within a portion of the district prescribed in paragraph (a) shall provide on the premises an apparatus for the bacteriolytic treatment of sewage before the house is occupied or used.

Passed at a meeting of the Shire of Serpentine-Jarrahdale this 21st day of August, 1961.

G. L. LADHAMS,  
President.

J. GLENNIE,  
Shire Clerk.

Approved by His Excellency the Governor in Executive Council this 17th day of October, 1961.

(Sgd.) R. H. DOIG,  
Clerk of the Council.

## TRAFFIC ACT, 1919 (AS AMENDED).

Office of the Commissioner of Police,  
Perth, 24th October, 1961.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919 (as amended), has been pleased to make the regulations set out in the schedule hereunder.

J. M. O'BRIEN,  
Commissioner of Police.

## Schedule.

## Regulations.

Principal  
regulations.

1. In these regulations the Traffic Regulations, 1954, published in the *Government Gazette* on the 15th December, 1954, as amended by the regulations amending the same published in the *Gazette* on the 9th February, 1955, 1st April, 1955, 11th May, 1955, 17th June, 1955, 9th August, 1955, 30th September, 1955, 30th December, 1955, 24th April, 1956, 23rd October, 1956, 16th November, 1956, 23rd November, 1956, 21st December, 1956, 22nd February, 1957, 8th March, 1957, 1st April, 1957, 26th April, 1957, 17th May, 1957, 1st July, 1957, 30th August, 1957, 25th September, 1957, 5th November, 1957, 20th December, 1957, 23rd December, 1957, 24th January, 1958, 19th February, 1958, 17th April, 1958, 29th April, 1958, 13th May, 1958, 5th June, 1958, 25th June, 1958, 15th July, 1958, 18th July, 1958, 1st August, 1958, 12th September, 1958, 10th October, 1958, 24th November, 1958, 3rd March, 1959, 9th April, 1959, 15th May, 1959, 26th May, 1959, 12th June, 1959, 23rd June, 1959, 30th June, 1959, 30th September, 1959, 16th October, 1959, 29th October, 1959, 30th October, 1959, 21st December, 1959, 28th January, 1960, 12th February, 1960, 29th February, 1960, 1st April, 1960, 21st April, 1960, 20th May, 1960, 26th May, 1960, 31st May, 1960, 21st June, 1960, 15th July, 1960, 1st August, 1960, 28th September, 1960, 25th November, 1960, 8th December, 1960, 27th January, 1961, 31st January, 1961, 2nd March, 1961, 24th May, 1961, 29th June, 1961, 1st August, 1961, and 20th September, 1961, are referred to as the principal regulations.

Reg. 14  
amended.

2. Regulation 14 of the principal regulations is amended by substituting for item (6) the following item:—

(6) For a duplicate or certified copy of a vehicle	s. d.
license	5 0

Reg. 339B  
amended.

3. Regulation 339B of the principal regulations is amended by adding after paragraph (b) the following paragraph:—

(c) Gugerri Street—

- (i) northern side—commencing at a point 500 feet west of the prolongation of the western building alignment of Bay View Terrace and extending east thereof to the prolongation of the western building alignment of Leura Avenue; and
- (ii) southern side—commencing at the prolongation of the western building alignment of Bay View Terrace and extending west thereof for a distance of 500 feet.

Reg. 383AA  
inserted.

4. The principal regulations are amended by adding after regulation 383A the following regulation:—

Parking  
restrictions  
in Kent  
Street.  
Parking  
restrictions  
in Wanliss  
Street.

383AA. (1) A person shall not park a vehicle—

- (a) on the south-eastern side of Kent Street between Dixon Road and Railway Terrace; or
- (b) on Wanliss Street between Rockingham Road and the foreshore;

except within a parking area and in such manner as is indicated by lines marked within the area for the parking of vehicles.

(2) A person who parks a vehicle within a parking area defined on any portion of a street referred to in subregulation (1) of this regulation shall not permit any portion of that vehicle to stand on or over any of the lines by means of which the parking area is defined or is divided into parking spaces.

Eleventh  
Schedule  
amended.

5. Table "A" of the Eleventh Schedule to the principal regulations is amended—

(a) By substituting for Item 1—Aberdeen Street, the following item:—

In Column 1.		In Column 2.
1. Aberdeen Street—		
(a) North side, between Charles Street and Sutherland Street	Parking of vehicles prohibited at all times.	
(b) South side, between Charles Street and Sutherland Street	Between 8 a.m. and 6 p.m. on any day except Saturdays and Sundays and between 8 a.m. and 1 p.m. on Saturdays, parking of vehicles restricted to two hours.	
(c) Both sides, between Charles Street and Lake Street	Between 8 a.m. and 6 p.m. on any day except Saturdays and Sundays and between 8 a.m. and 1 p.m. on Saturdays, parking of vehicles restricted to two hours.	
(d) Both sides, between Lake Street and Beaufort Street	Between 8 a.m. and 6 p.m. on any day except Saturdays and Sundays and between 8 a.m. and 1 p.m. on Saturdays, parking of vehicles restricted to one hour.	

(b) By adding immediately after Item 6a—Gordon Street, an Item 6b, as follows:—

In Column 1.		In Column 2.
6b. Golding Street—		
(a) West side	.....	Parking of vehicles prohibited at all times.
(b) East side	.....	Between 8 a.m. and 6 p.m. on any day except Saturdays and Sundays and between 8 a.m. and 1 p.m. on Saturdays, parking of vehicles restricted to two hours.

## TRAFFIC ACT, 1919 (AS AMENDED).

Office of the Commissioner of Police,  
Perth, 1st November, 1961.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919 (as amended), has been pleased to make the regulations set out in the schedule hereunder.

J. M. O'BRIEN,  
Commissioner of Police.

## Schedule.

## Regulations.

Principal  
Regulations.

1. In these regulations the Traffic Regulations, 1954, published in the *Government Gazette* on the 15th December, 1954, as amended by the regulations amending the same published in the *Gazette* on the 9th February, 1955, 1st April, 1955, 11th May, 1955, 17th June, 1955, 9th August, 1955, 30th September, 1955, 30th December, 1955, 24th April, 1956, 23rd October, 1956, 16th November, 1956, 23rd November, 1956, 21st December, 1956, 22nd February, 1957, 8th March, 1957, 1st April, 1957, 26th April, 1957, 17th May, 1957, 1st July, 1957, 30th August, 1957, 25th September, 1957, 5th November, 1957, 20th December, 1957, 23rd December, 1957, 24th January, 1958, 19th February, 1958, 17th April, 1958, 29th April, 1958, 13th May, 1958, 5th June, 1958, 25th June, 1958, 15th July, 1958, 18th July, 1958, 1st August, 1958, 12th September, 1958, 10th October, 1958, 24th November, 1958, 3rd March, 1959, 9th April, 1959, 15th May, 1959, 26th May, 1959, 12th June, 1959, 23rd June, 1959, 30th June, 1959, 30th September, 1959, 16th October, 1959, 29th October, 1959, 30th October, 1959, 21st December, 1959, 28th January, 1960, 12th February, 1960, 29th February, 1960, 1st April, 1960, 21st April, 1960, 20th May, 1960, 26th May, 1960, 31st May, 1960, 21st June, 1960, 15th July, 1960, 1st August, 1960, 28th September, 1960, 25th November, 1960, 8th December, 1960, 27th January, 1961, 31st January, 1961, 2nd March, 1961, 24th May, 1961, 29th June, 1961, 1st August, 1961, and 20th September, 1961, are referred to as the principal regulations.

Reg. 4  
amended.

2. Regulation 4 of the principal regulations is amended—

(a) by inserting, immediately after the interpretation, "bus stand," the following interpretation—

"carriageway" means all that portion of a road improved, designed and ordinarily used for vehicular traffic; and includes the shoulders and parking bays or other areas in the road used for the parking or standing of vehicles; but does not include a lane, right-of-way or driveway; and

(b) by inserting, immediately after the interpretation, "prescribed route," the following interpretation—

"right of way" means the privilege of immediate use of a carriageway.

Reg. 190  
amended.

3. Regulation 190 of the principal regulations is amended—

(a) by substituting for subregulation (1) the following subregulation:—

(1) Where two vehicles, each on a different carriageway, are approaching a point at which they are likely to collide with one another, the driver of the vehicle having the other of them on his right shall give right of way to that other vehicle. ;

and

(b) by adding, after subregulation (2) the following subregulation:—

(3) For the purposes of this regulation, a carriageway that is divided, whether by lines, a median strip or other means, is deemed to be one carriageway.

Converging  
vehicles.

## WAR SERVICE LAND SETTLEMENT SCHEME ACT, 1954-1960.

Department of Lands and Surveys,  
Perth, 17th October, 1961.

Ex. Co. No. 2033.

HIS Excellency the Governor in Executive Council, acting pursuant to the provisions of the War Service Land Settlement Scheme Act, 1954-1960, has been pleased to make the regulations set forth in the schedule hereunder.

J. M. CLAYTON,  
Deputy Chairman, Land Settlement Board.

## Schedule.

## Regulations.

Principal  
regulations.

1. In these regulations the War Service Land Settlement Scheme Act Regulations, 1954, published in the *Government Gazette* on the 4th February, 1955, as amended from time to time thereafter by notices published in the *Government Gazette*, are referred to as the principal regulations.

Reg. 17A  
added

2. The principal regulations are amended by adding after regulation 17 the following heading and regulation:—

## Further Encumbrances.

17A. (1) The lessee of land demised for tenure of perpetual leasehold by instrument of lease under the scheme that is mortgaged or otherwise encumbered may, with the approval of the Minister first had and obtained, further mortgage or otherwise encumber his interest in that land.

(2) Application for approval of the Minister under this regulation shall be made in writing and shall be lodged at the office of the Board together with a copy of the further mortgage or other encumbrance which the lessee proposes to execute.

(3) Upon application being made to him for approval pursuant to this regulation, the Minister may require the lessee to furnish such information as the Minister at his discretion considers necessary in respect to the financial position of the lessee and his proposal to further mortgage or otherwise encumber his interest in the land, and may require the provisions of the further mortgage or other encumbrance to be amended or modified in such manner and to such extent as the Minister thinks fit.

(4) Among the grounds upon which the Minister may refuse to give approval under this regulation are the following—

- (a) if the further mortgage or other encumbrance expressly or impliedly contains any provision which in the opinion of the Minister would prejudicially or adversely affect or be likely so to affect any of the rights and powers conferred by the existing mortgage or other encumbrance on the mortgagee thereof;
- (b) unless the person to whom the further mortgage or other encumbrance is proposed to be given executes such covenant or agreement as the Minister may require agreeing that the existing mortgage or other encumbrance shall, in respect to further advances made from time

to time thereunder after and notwithstanding notice of that further mortgage or other encumbrance, have priority to that further mortgage or other encumbrance up to but not exceeding the limit of the moneys secured by the existing mortgage or other encumbrance;

- (c) unless and until the provisions of the further mortgage or other encumbrance are amended or modified as required by the Minister pursuant to subregulation (3) of this regulation.

(5) Notwithstanding any provision contained in a further mortgage or other encumbrance to which the Minister has given approval in accordance with this regulation, no such approval shall—

- (a) confer, or be deemed to confer, on the person to whom the further mortgage or other encumbrance is given, any right or power authorising or empowering him to override or derogate from any provision of the perpetual lease or these regulations; or
- (b) prevent the exercise of any right or power under the existing mortgage or other encumbrance from being as valid and effectual as that exercise would be if the further mortgage or other encumbrance had not been approved and given.

Reg. 23  
amended.

3. Regulation 23 of the principal regulations (as amended by notice published in the *Government Gazette* on the 30th August, 1957) is further amended by substituting for the words, "or such shorter period as the Commonwealth and this State may determine in respect of a settler who has been transferred to a holding other than that originally allotted to him" added after the word, "lease" in line twelve of subregulation (1) the words, "or such shorter period as the Commonwealth and the State have determined or may determine where special circumstances exist."

#### MOTOR VEHICLE (THIRD PARTY INSURANCE) ACT, 1943-1960.

Local Government Department,  
Perth, 19th October, 1961.

L.G. 51/52.

HIS Excellency the Governor in Executive Council, acting in exercise of the power conferred by section 33 of the Motor Vehicle (Third Party Insurance) Act, 1943-1960, has been pleased to amend in the manner set forth in the schedule hereunder the regulations made under the said Act and published in the *Government Gazette* on the 12th August, 1949, and amended by notices published in the *Government Gazette* on the 15th December, 1950, the 14th December, 1951, the 4th April, 1952, and the 16th March, 1961.

GEO. S. LINDSAY,  
Secretary for Local Government.

#### Schedule.

Regulation 25 of the abovementioned regulations is amended by substituting for the proviso contained in the second paragraph the following proviso:—

Provided further that in the case of any recognised ambulance service the abovementioned rate shall be two shillings and six pence per mile over the whole distance, with a minimum payment in any event of fifteen shillings, plus in each case the cost of first aid equipment used. Mileage includes the distance travelled from the ambulance depot until return to the depot in each case by the nearest practicable route.

## CITY OF PERTH PARKING FACILITIES ACT, 1956-1958.

Office of the Minister for Transport,  
Perth, 19th October, 1961.

HIS Excellency the Governor in Executive Council, acting pursuant to the provisions of the City of Perth Parking Facilities Act, 1956-1958, has been pleased to confirm the amendments to By-law 60 made under that Act, which amendments were made with the approval of the Minister for Transport by order of the Council of the City of Perth dated the 19th June, 1961, and set forth in the schedule hereunder.

C. C. PERKINS,  
Minister for Transport.

## City of Perth Parking Facilities Act, 1956-1958.

## THE CITY OF PERTH.

By-law No. 60—Care, Control and Management of Parking Facilities—  
Amendment.

IN pursuance of the powers conferred by the said Act the Council of the City of Perth with the approval of the Minister orders as follows:—

That the whole of the First Schedule to By-law No. 60 be repealed and the following be substituted therefor:—

First Schedule.  
(Clause 4.)

## Metered Zones—Times, Days, Periods and Fees.

1. Eight a.m. to 5.30 p.m. on Mondays to Fridays inclusive and 8 a.m. to 12 noon on Saturdays, but excluding public holidays.
2. Half-hour periods:—
  - Between Milligan Street and Pier Street:—
    - Hay Street.
    - St. George's Terrace.
  - Between William Street and Barrack Street:—
    - Wellington Street.
  - Between William Street and Pier Street:—
    - Murray Street.
  - Between Wellington Street and St. George's Terrace:—
    - William Street.
    - Barrack Street.
  - Between Wellington Street and Hay Street:—
    - King Street (west side).
  - Between Murray Street and Hay Street:—
    - Pier Street.
    - Forrest Place (east side).
    - Queen Street (east side).
3. Hour periods:—
  - Between Milligan Street and William Street:—
    - Murray Street.
  - Between King Street and William Street:—
    - Wellington Street.
  - Between Barrack Street and Pier Street:—
    - Wellington Street.
  - Between Pier Street and Irwin Street:—
    - Murray Street.
    - Hay Street.

Between St. George's Terrace and Mounts Bay Road:—

Mill Street.  
William Street (west side).

Between St. George's Terrace and Esplanade Roadway:—

Howard Street (east side).  
Sherwood Court (west side).  
William Street (east side).  
Barrack Street (west side).

Between St. George's Terrace and Supreme Court Gates:—

Barrack Street (east side).

Between Hay Street and St. George's Terrace:—

Pier Street.

Between Murray Street and St. George's Terrace:—

Milligan Street.

Between Murray Street and Hay Street:—

Irwin Street (west side).

Between Railway crossing and Murray Street:—

Pier Street.

4. Two hour periods:—

Between Esplanade roadway and Riverside Drive:—

Barrack Street.  
William Street (east side).

Between Mill Street and William Street:—

Mounts Bay Road (north side).

Between Milligan Street and King Street:—

Wellington Street.

Between Wellington Street and Murray Street:—

Bifurcation of Milligan Street (both sides).  
Esplanade roadway.  
Riverside Drive (north side) east and west of Barrack Street.

5. Three hour-six hour periods:—

Between Governor's Avenue and Victoria Avenue:—

Terrace Road.  
Harper Square.  
Governor's Avenue.

6. (a) For a half-hour period—Sixpence.

(b) For an hour period—One shilling.

(c) For a two hour period where a two hour period is provided—One shilling.

(d) For a three hour period where a three hour period is provided—One shilling.

(e) For a six hour period where a six hour period is provided—Two shillings.

[L.S.]

H. R. HOWARD,  
Lord Mayor.

W. A. McI. GREEN,  
Town Clerk.

Approved—

(Sgd.) C. C. PERKINS,  
Minister for Transport.

Confirmed by His Excellency the Governor in Executive Council this 17th day of October, 1961.

(Sgd.) R. H. DOIG,  
Clerk of the Council.



## STATE TRANSPORT CO-ORDINATION ACT, 1933-1959.

Office of the Western Australian Transport Board,  
Perth, 1st November, 1961.

HIS Excellency the Lieutenant-Governor and Administrator in Executive Council, pursuant to the provisions of section 58A of the State Transport Co-ordination Act, 1933-1959, has been pleased to make the regulations set forth in the Schedule hereunder.

W. H. HOWARD,  
Chairman, Western Australian Transport Board.

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Schedule.

## Regulations.

## Citation.

1. These regulations may be cited as the Transport (Road Transport Subsidies) Regulations.

## Interpretation.

2. In these regulations unless the context requires otherwise—

“adjoining,” when used with respect to land locations in this regulation, extends to locations or parts of locations which are only separated by a road or roads, or by a railway, or by a watercourse or other natural feature of such a character as to be insufficient to prevent the passage of livestock;

“Board” means the Western Australian Transport Board appointed under the Act;

“depot” means the storage or other facilities provided by the co-operative company carrying on business by the name Co-operative Bulk Handling Limited, and includes an off-rail bin and a railway bin;

“farm” means an area of land comprising—

- (a) a land location or part of a land location; or
- (b) more than one land location or part of a location where the locations or parts thereof are adjoining and are in the one ownership,

upon which area of land the business of farming is carried on;

“nearest part of the farm” means the point of access to the land location of that farm from or to which transport is carried out which is nearest—

- (a) in the case of grain, to the depot to which the grain is transported;
- (b) in the case of fertiliser, to the railway station, or where notification has been given pursuant to regulation 5 of these regulations, to the depot to which grain is delivered;

“off-rail bin” means a depot located other than adjacent to a railway in actual operation;

“proposed railway area” means an area of the State in or to serve which the construction of a railway has been authorised, or has at any time been proposed, but which construction has not been carried out;

“railway bin” means a depot located adjacent to a railway in actual operation;

“railway closure area” means an area of the State in or to serve which a railway service was formerly operating but has been suspended or discontinued;

“railway station” includes railway siding;

“subsidy” means an amount paid in aid of road transport carried out in, to or from a proposed railway area to railway closure area;

"the Act" means the State Transport Co-ordination Act, 1933 (as amended);

"through rail freight" means the additional freight which would be payable under the Government Railways Act, 1904, as amended, for the transport of grain, or, as the case may be, fertiliser, by rail over the through rail freight distances referred to in regulation 6 of these regulations, if that transport were a continuation of rail transport over a total distance measured, in the case of fertiliser, from the place of its manufacture, or, in the case of grain, to its port of destination.

#### Areas in which Subsidy Payable.

3. (1) A subsidy is payable for the transport of grain produced on, and for fertiliser for use on, a farm in a proposed railway area in any case where no part of the farm is situated closer to a railway station than twelve and one-half miles measured in a direct line, and freight payable for that transport to or from the railway station nearest to the farm exceeds the cost which would have been payable for that transport if the proposed railway had been constructed.

(2) A subsidy is payable for the transport of grain produced on, and for fertiliser for use on, a farm in a railway closure area in any case where the railway station nearest to the farm by road route was on a railway which is suspended or discontinued, and freight payable for that transport to or from the railway station nearest to the farm on a railway in actual operation exceeds the cost which would have been payable for that transport if the railway were not suspended or discontinued.

(3) For the purposes of this regulation the freight payable for transport shall be computed, in respect of grain, from the farm on which the grain was produced to the port of destination of that grain, and in respect of fertiliser, from the place of manufacture of the fertiliser to the farm whereon that fertiliser is to be used.

#### Transport of Grain.

4. Grain produced on a farm shall be transported from the farm by the shortest accessible road route for delivery to the depot available for the receipt of the grain nearest to the farm, unless prior to the opening of that depot for any harvest season the farmer applies in writing for, and obtains, the approval of the Board for delivery of the grain to another depot, and the Board may grant such approval subject to such conditions as it may determine.

#### Election as to Transport of Fertiliser.

5. Where the depot to which a farmer is to deliver grain during any harvest season is an off-rail bin, the farmer may elect that for the purpose only of calculating the cost of transporting fertiliser to his farm during that season, the fertiliser shall be deemed to be transported from the railway to that off-rail bin and thence to his farm, but no such election shall be of any effect unless the farmer gives to the Board, not less than fourteen days prior to the transport of any fertiliser during that season, written notice that he has so elected.

#### Amount of Subsidy where Carrier appointed by Board.

6. (1) Where the Board appoints a carrier to transport grain or fertiliser, the subsidy payable shall be the amount whereby the charges of the carrier as approved by the Board exceed the liability of the farmer ascertained in accordance with the provisions of subregulation (2) of this regulation.

(2) For the purposes of this regulation, the liability of the farmer shall be—

- (a) where grain is transported from an off-rail bin to a railway bin, the amount of through rail freight payable for the full distance of that transport;
- (b) where grain is transported from the farm to the nearest depot, or to an alternative depot approved by the Board pursuant to the provisions of regulation 4 of these regulations, the amount ascertained by adding to the terminal cartage charge for the first ten miles the through rail freight for any distance in excess of ten miles;

- (c) where fertiliser is transported and the farmer has made an election pursuant to the provisions of regulation 5 of these regulations, the amount ascertained by adding to the terminal cartage charge for the last ten miles of the distance from the off-rail bin to the farm the through rail freight for—
    - (i) any such distance in excess of ten miles; and
    - (ii) the distance to that off-rail bin from the railway bin nearest thereto;
  - (d) where fertiliser is transported and the Board has not received notice of an election referred to in regulation 5 of these regulations, the amount ascertained by adding to the terminal cartage charge for the last ten miles of the distance from the railway station to the farm the through rail freight for the remainder of that distance.
- (3) Nothing in this regulation shall create, or be deemed to create, or be construed as creating, any contractual relationship between the Board and any carrier.

Amount of Subsidy where Carrier not Appointed by Board.

7. Where grain or fertiliser is transported by a carrier other than a carrier appointed by the Board, the subsidy shall be the amount ascertained in accordance with the provisions of regulation 6 of these regulations and in all respects as though the transport had been carried out by a carrier appointed by the Board for that transport, or failing any such appointment, at a charge calculated at the rate of sevenpence (7d.) per ton per mile.

Terminal Cartage Charge.

8. For the purposes of regulations 6 and 7 of these regulations, the terminal cartage charge shall be the amount per ton calculated at the rate of sevenpence (7d.) per ton per mile for the distance to which the terminal cartage charge applies, plus the sum of six shillings (6s.) per ton.

Measurement of Distance.

9. Where under and for the purpose of these regulations any distance is required to be measured to or from a farm, that distance shall be measured to or from the nearest part of the farm by the shortest accessible road route, unless otherwise specifically stated.