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PERTH : THURSDAY, 28th DECEMBER

[1967

AT a meeting of the Executive Council held in the Executive Council Chamber at Perth on the 20th day of December, 1967, the following Order in Council was authorised to be issued:—

Inspection of Machinery Act, 1921-1958.

ORDER IN COUNCIL.

Mines 644/67 and 978/66.

WHEREAS it is enacted by section 82 of the Inspection of Machinery Act, 1921-1958, that the Governor may from time to time, by Order in Council, make regulations for any of the matters specified in that section: Now, therefore, His Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Act hereby makes the regulations set out in the schedule hereunder.

W. S. LONNIE,
Clerk of the Council.

Schedule.

Regulations.

1. In these regulations the regulations made under the provisions of the Inspection of Machinery Act, 1921, reprinted pursuant to the Reprinting of Regulations Act, 1954, in the *Government Gazette* of the 7th February, 1967, with all amendments up to and including the 29th April, 1964, and the amendments that pursuant to the provisions of section 8 of the Decimal Currency Act, 1965, are deemed for the purposes of that reprint to be amendments to those regulations are referred to as the principal regulations. Principal regulations.

2. The principal regulations under the heading, "REGULATIONS RELATING TO LIFTS AND HOISTS" are amended by—

- (a) deleting from the definition "Hoist" the words, "with a hook at the end thereof" in line four thereof;
- (b) substituting for the subheading, "HOISTS" immediately preceding regulation 48, the subheading, "SELF CONTAINED ELECTRIC HOISTS"; and

- (c) adding after regulation 52 the following subheading and regulations:—

MEN AND MATERIALS HOISTS.

Scope and Application.

53. The provisions of regulations 53 to 75, inclusive, of these regulations under the subheading, "MEN AND MATERIALS HOISTS" apply to men and materials hoists that are installed or set up in or outside of buildings during construction, alteration or demolition, and that are used primarily to raise and lower persons and materials connected or related with the building project, and in which the driver travels within the cage.

Permit for Installation of Men and Materials Hoists.

54. (1) A person shall not install or vary the position of a men and materials hoist or change the position of an existing men and materials hoist unless a permit authorising that installation, variation or change of position has been first obtained from the Chief Inspector.

(2) An application for a permit under this regulation shall be made in writing to the Chief Inspector and be accompanied by a description of the proposed site of installation and complete drawings and specifications of the proposed hoist.

Construction of the Hoistway and Enclosures.

55. (1) The tower or shaft forming the supports for the machinery and guide rails shall be designed in accordance with the Crane and Hoist Code SAA CB2 1960, and as amended, on the basis of classification 4 when raising men, or classification 3 when raising materials, whichever results in the higher incidence of loading.

(2) Hoists located either partially or wholly over foot-paths, spaces or passageways to which persons have access shall have pit floors capable of withstanding twice the buffer loads imposed by the cage.

(3) The counterweight shall be arranged to land on solid earth, or on a suitable abutment, or the counterweight shall be provided with suitable safety gear capable of being reset from the machine enclosure.

(4) Where the cage safety gear operates on tension members suspended from the top of the hoistway, the supports for the tension members shall be capable of withstanding the application of the cage safety gear when stopping the cage with its rated load from governor tripping speeds, with a factor of safety not less than five.

(5) The tower shall be effectively supported laterally at intervals above the base by members joining the building structure to each corner vertical of the tower.

(6) Where the hoist is set up independently, effective guying must be provided and approved and the guys shall be effectively secured to each corner vertical of the tower, and appear in plan view as straight line continuations of the diagonals of the tower section.

Hoistway Enclosures.

56. (1) Hoistways shall be enclosed throughout their height with a mesh of 2 inches square by 12 gauge or equivalent.

(2) Where a counterweight is provided, the path of travel of the counterweight shall be totally enclosed with mesh of the type specified in subregulation (1) of this regulation for the full length of its travel and the enclosure shall not be within $3\frac{1}{2}$ inches of the face of the counterweight unless the Chief Inspector otherwise approves.

(3) Where hoists are erected adjacent to each other, full height mesh must be provided between the adjoining faces, so that not less than 1 inch clearance is maintained between moving parts.

(4) Enclosure mesh shall be sufficiently rigid, that when subjected to a force of 75 lb. applied horizontally at any point, the deflection of the mesh does not exceed 1 inch, and does not reduce the running clearances below the minimum required by these regulations.

57. (1) (a) Landing gate entrances shall have not less than 6 feet 6 inches clear head room and the gates shall be of adequate strength for the purpose.

Landing
Gates and
Locking
Devices.

(b) Any solid gate shall be provided with an opening for vision purposes that is not more than 6 inches nor less than 4 inches in width and of an area not more than 80 square inches or less than 40 square inches covered with wire mesh of 2 inches square by 12 gauge.

(2) (a) Landing gates shall be provided with a suitable weatherproof lock or device which will lock the gates mechanically by manual or automatic means so that they cannot be opened from the landing side.

(b) Mechanical locks shall be of a type that can only be released by a person within the cage.

(3) If the gate at the lowest landing locks automatically when closed, it shall be provided with a means to unlock it from the landing if the cage is at or within 9 inches of that landing and the means provided shall be accessible only to persons authorised by the owner of the installation.

58. (1) (a) A closely boarded platform of planks not less than $1\frac{1}{2}$ inches Oregon or $1\frac{1}{2}$ inches hardwood shall be provided and secured at the hoistway head to provide safe access to the overhead machinery, control equipment and sheaves, for the purposes of lubrication, inspection and maintenance.

Hoistway
Head
Platforms
and Access.

(b) Every platform shall be protected on the sides and ends by guard rails and toe boards conforming with SAA CA.10 1966, and as amended, and having an intermediate guard rail or complete meshing.

(c) Safe access to the head platform shall be provided from the cage, or directly from the ground or an adjacent building.

(2) (a) If the overspeed governor is not capable of being reset from the machine enclosure, external safe means of access shall be provided direct to the head platform.

(b) Access from the cage to the head platform shall be provided by a vertical ladder not exceeding 10 feet in height fixed inside the hoistway structure, with at least 1 inch horizontal clearance from the cage.

(c) The maximum distance from the top of the cage when at its top limit of travel to the head platform shall not exceed 10 feet.

59. (1) Electrical wiring, fittings and fixtures shall conform to the S.A.A Wiring Rules SAA CC.1 1961, and as amended.

Electrical
Wiring,
Fittings and
Fixtures.

(2) Wiring shall be securely fixed in position on rigid members, or where this is not possible, attached to a grid type backing.

60. (1) The machine and control equipment shall be protected from the weather and from access by unauthorised persons and shall be located in an enclosed room, shed or cubicle provided with a lock and adequately ventilated and illuminated.

Housing of
Machinery.

(2) Suitable access shall be provided to the machinery house.

Clearances
in Hoistways.

61. (1) The clearance between the cage and other moving parts and the hoistway shall not be less than 1 inch.

(2) The clearance between the cage floor nosing and the landing sill shall be one-half an inch to 2 inches.

(3) The maximum horizontal clearances between the cage gate (or the floor nosing) and the enclosure mesh (or the landing gate mesh) shall not exceed 8 inches.

Counter-weights.

62. (1) Counterweights shall be located only in the hoistway of the hoist they serve.

(2) Counterweights shall not be used on hoists having winding drum machines.

Guides,
Brackets,
Supports
and
Fastenings.

63. (1) Cage and counterweight guides shall be of steel and extend to the concrete base.

(2) Clamps may be used in fastening guide brackets to the hoistway structure.

Car and
Counter-
weight
Buffers.

64. (1) Spring buffers, oil buffers or other suitable impact absorbing stops shall be used for rated speeds not exceeding 300 f.p.m. as follows:—

Up to 250 f.p.m. minimum compression shall be 6 inches.

251 to 300 f.p.m. minimum compression shall be 9 inches.

(2) Oil buffers of a type approved by the Chief Inspector shall be used for rated speeds exceeding 300 f.p.m.

Cage Con-
struction.

65. (1) (a) The cage frame shall be of steel.

(b) The sides of every cage shall be enclosed in sheet steel, closely boarded timber or crimped wire mesh (1¼ inch by 10 gauge) or equivalent expanded metal.

(c) Glass shall not be used in any part of the cage construction.

(2) A roof which is flat, weather proof and of sufficient strength to support workmen and their gear upon it shall be provided on the cage, and a hinged panel in the roof, of sufficient size to permit the free ingress or egress of a workman, shall be provided.

(3) The unobstructed height within the cage and at its entrances shall be not less than 6 feet 6 inches measured from the floor surface to the underside of the cage roof.

(4) Where the cage is used at night, suitable illumination from a bulk head lamp shall be provided.

(5) The floor of the cage shall be of closely boarded timber, or sheet steel or steel plate.

Cage Gates.

66. (1) All entrances to the cage shall be protected by full length gates electrically interlocked with the control to ensure that the cage cannot move until the gates are fully closed.

(2) Solid gates where used shall have a vision panel opening whereby the driver may readily view all landings and persons thereon and crimped wire mesh 1¼ inches by 10 gauge or similar material shall cover that opening.

Safety
Gear and
Overspeed
Governor.

67. (1) Cage safety gear shall be fitted and may be of the instantaneous type up to 125 f.p.m. but over 125 f.p.m. it shall be of a type that brings the cage to an easy and gradual stop.

(2) All safety gear shall be capable of being released by the movement of the machine and shall function upon—

(a) the failure of any one of the hoisting ropes; or

(b) the cage attaining a speed 40 per cent in excess of its rated speed.

(3) Safety gear of the type that brings the cage to an easy and gradual stop shall have a switch (slack or broken rope device) which will stop the machine in the event of any of the hoisting ropes breaking.

(4) The governor shall be protected against the weather.

(5) Governor controls when applied shall not damage the rope and all governor ropes shall be at least 3/8 inch in diameter.

(6) The governor fitted to hoists which exceed the speed of 200 f.p.m. shall have an overspeed switch which will stop the machine at or before the instant the governor operates or a direct driven overspeed switch which will operate at a speed 20 per cent. above the rated speed.

(7) Governor sheaves shall have a diameter that is equal to 25 times the rope diameter.

68. (1) The load that the floor of any cage is capable of supporting shall be not less than 100 lb. per square foot of floor area of the cage.

Capacity and Loading.

(2) The maximum number of passengers that may be carried in a cage shall be determined by dividing by 2 the number of square feet in the floor area of the cage.

(3) When persons and materials are carried together the combined load shall not exceed the maximum load permitted when carrying persons only and for that purpose the weight of a passenger shall be taken to be 150 pounds.

(4) A load notice in the following form showing in complete form the details required thereon shall be displayed in the cage:—

<p>Max. Load</p> <p>.....lb. materials only.</p> <p>.....number of persons (.....lb.)</p> <p>.....lb. combined persons and materials.</p>

69. (1) (a) Winding drum machines may be used up to the maximum cage speed of 300 f.p.m.

Driving Machines, Sheaves and Drums.

(b) Drums shall be grooved for the hoisting rope.

(c) Clutches or mechanical speed changing devices shall not be fitted, and the cage shall be both raised and lowered under power.

(d) The diameter of the drum at the bottom of the groove shall be 45 times the rope diameter.

(2) (a) Traction driving machines may be used for all speeds, and not less than 3 lifting ropes shall be used for any traction driving machines.

(b) Traction sheave diameters shall be 45 times the rope diameter.

(3) (a) Diverting sheave diameters shall be 25 times the rope diameter.

(b) Lead angles shall not exceed 5 degrees (1 in 12) each side of a plane perpendicular to the axis of the rotation of the sheave.

(c) Sheaves shall be machine grooved to a depth not less than 1 1/2 times the diameter of the rope used thereon.

(d) The included angle of flare between the two sides of the grooving of a sheave shall not be less than 42 degrees or more than 52 degrees.

(e) When ropes are prevented from leaving their grooves such grooves may be not less in depth than the diameter of the rope concerned.

(4) (a) Grooves of drums and sheaves shall be machined and the contour of the bottom of the grooves shall be circular over an angle of 120 degrees.

(b) The radius of the grooves shall be as shown in the following table:—

Diameter of Rope.	Minimum Radius of Groove.
Up to and including $\frac{5}{8}$ in.	Radius of rope plus $\frac{1}{32}$ in.
Exceeding $\frac{5}{8}$ in. up to and including $\frac{7}{8}$ in.	Radius of rope plus $\frac{3}{64}$ in.
Exceeding $\frac{7}{8}$ in. up to and including $1\frac{1}{8}$ in.	Radius of rope plus $\frac{1}{16}$ in.
Exceeding $1\frac{1}{8}$ in.	Radius of rope plus $\frac{3}{32}$ in.

(5) (a) Grooves shall have a depth of not less than one-third of the diameter of the rope and shall be so pitched that there is a clearance of not less than $\frac{1}{32}$ inch for ropes up to $\frac{3}{4}$ inch diameter, and not less than $\frac{1}{16}$ inch for ropes over $\frac{3}{4}$ inch diameter between the parts of the rope when coiled on the drum.

(b) The grooves shall be smoothly finished and all sharp edged removed.

(c) Where practicable, grooved drums shall be of such size that there will be not more than one layer of rope on the drum when the rope is in its fully wound position.

(6) (a) The hoisting ropes shall have a minimum factor of safety of 10 whilst carrying men and 6 whilst carrying materials only.

(b) The minimum diameter of the rope shall be $\frac{3}{8}$ inch and all ropes must be protected at all times against external damage.

(7) (a) Terminal ends of ropes shall be attached by means of hand spliced eyes, approved wedge sockets, metallised sockets or approved mechanical splice fittings.

(b) Thimbles shall be used where ropes are spliced to fittings.

(c) Loads shall be equalised between supporting ropes.

(8) (a) A single electro-hydraulic (Thruster) or an approved type of solenoid brake or a D.C. magnetic type brake shall be fitted to the hoist machine.

(b) All brakes must be of an approved robust design.

Overruns.

70. The overrun provided for a cage and for a counterweight of any men or materials hoist shall not be less than specified in the following table:—

Rated Speed in feet per minute	Car				Counterweight							
	Top Overrun		Bottom Overrun		Top Overrun (with car landed)							
	Traction Drive	Drum Drive	Traction Drive	Drum Drive	Traction Drive	Drum Drive	Traction Drive	Drum Drive				
0 to 100	ft. $\frac{3}{8}$	in. 0	ft. $\frac{4}{8}$	in. 0	ft. $\frac{1}{8}$	in. 6	ft. $\frac{1}{8}$	in. 6	ft. $\frac{5}{8}$	in. 0		
101 to 200	3	0	4	0	2	0	2	0	1	6	3	0
201 to 300	4	0	5	4	2	6	2	6	2	0	4	0

71. Normal and final terminal stopping device switches shall—
- Terminal
Limit
Switches
(Type).
- (a) where located on the cage or in the hoistway, be of the enclosed weatherproof type, and be mounted securely and in such a manner that the movement of the switch lever or roller to open the contacts is as nearly as possible in a direction at right angles to a vertical plane through the face of the cage guide rails;
 - (b) have operating cams of metal; and
 - (c) have switch contacts that are directly opened mechanically, and arrangements which depend on a spring, gravity or both to open the contracts shall not be used.
72. (1) Terminal limit switches shall be provided at the top and bottom limits of cage travel as follows—
- Terminal
Limit
Switches
(Operation).
- (a) working limits at the terminal levels that may be connected in the control circuit; and
 - (b) final overtravel limits that shall consist of—
 - (i) mechanically operated switches that are actuated by the cage and will cut off all power to the motor control and brake; or
 - (ii) limit switches that are situated at the top and bottom limits of travel and that are actuated by the cage, and when so actuated will open circuit a main line contactor other than the direction contactors, and prevent the cage being operated in both the up and down directions.
- (2) If a drum machine is used, whole current limits shall also be fitted to the machine, and these limits shall be set to operate immediately after the hoistway limits.
- (3) All limits shall operate and stop the cage within the required overrun and before it strikes any final obstruction at the top or bottom of the hoistway.
73. (1) Operation from the cage shall be by a car switch that will return to the stop position automatically, and be capable of being locked against inadvertent operation in the stop position.
- Operating
Devices and
Control
Equipment.
- (2) Constant pressure or push button switches suitably shrouded against accidental use may be used where a manual reset emergency stop switch is also provided in the cage.
- (3) All control switches shall be clearly and permanently designated.
- (4) At speeds over 150 f.p.m. two or more controllable speeds must be provided.
- (5) Individual circuits shall be protected by suitable fuses or circuit breakers.
- (6) Minimum size control cable shall be 6 core 250 volt neoprene 40/.0076, or equivalent approved lift control cable, preferably with a steel core over 100 foot rise and every control cable shall be suitably guided in a splayed trough hung on insulators, to prevent excessive movement within the shaft.
74. Hoists having winding drum machines, shall be provided with a slack rope device equipped with a slack rope switch of the enclosed manually reset type that causes the electric power to be isolated from the driving machine motor and brake if the hoisting ropes become slack.
- Electrical
Protective
Devices.

Inspection
and Testing.

75. (1) A hoist shall not be used to carry persons until it has been inspected and tested by an inspector after the installation has been completed and all controls and safeguards provided.

(2) Tests shall include the following:

- (a) running tests with full load + 10% in the cage;
- (b) overspeed test of the governor and safety gear;
- (c) test of overtravel limits;
- (d) check of all electrical control and safety switches; and
- (e) if the safety gear is of the instantaneous type the following additional tests of the cage will be required—
 - (i) drop test of the unloaded cage; and
 - (ii) drop test with full load + 10%.

Operation.

76. The driver must be the holder of a Certificate of Competency as a Crane and Hoist Driver endorsed to operate a Men and Materials Hoist issued by the Chief Inspector of Machinery. ;

- (d) renumbering regulations 53, 54, 55 and 56 as 77, 78, 79 and 80 respectively; and
- (e) renumbering regulation 57 as 81 and by adding after line four of that regulation the following item—

For every Men and Materials Hoist 3.00

3. The principal regulations under the heading "REGULATIONS RELATING TO THE CONDUCT OF EXAMINATIONS, QUALIFICATIONS OF APPLICANTS, AND THE GRANTING OF CERTIFICATES TO ENGINE DRIVERS, CRANE AND HOIST DRIVERS, AND BOILER ATTENDANTS." are amended—

- (a) by substituting for the passage, "engines." in the last line of subparagraph (d) of paragraph (5) of regulation 17 the following passage, "engines;" ;
- (b) by adding after subparagraph (d) of paragraph (5) of regulation 17 the following subparagraph:—
 - (e) shall, with the approval of the Board, as an alternative to subparagraphs (b), (c) and (d) of this paragraph and if the applicant is not the holder of a first or second class engine driver's certificate, produce to the Board satisfactory evidence that he has—
 - (i) assisted in driving for not less than twelve hours per week for a period of not less than 12 months under the supervision of a certificated engine driver or a person who is considered by the Board to have equivalent qualifications, an electric winding engine driven by an electric motor of not less than 100 horsepower and fitted with dead weight power operated brakes;
 - (ii) prior to the commencement of the period of 12 months referred to in item (i) of this subparagraph, assisted in driving, for not less than twelve hours per week for a period of six weeks under the supervision of a certificated internal combustion engine driver an internal combustion engine that has a cylinder area greater than 200 square inches and that is located in a powerhouse; and
 - (iii) assisted in carrying out the duties of a skipman or a platman including the duties of shaft repairs and shaft maintenance for at least six weeks for 12 hours per week. ; and

(c) by adding after paragraph (6) of regulation 17 the following paragraph:—

(6a) (a) An applicant, who applies in the terms of subparagraph (e) of paragraph (5) of this regulation, shall, in addition to any other requirement, produce to the Board—

- (i) a testimonial, signed by his employer or the engineer in charge of the internal combustion engine that the applicant assisted in driving as referred to in subparagraph (e) of paragraph (5) of this regulation;
- (ii) a testimonial signed by the certificated internal combustion engine driver under whose supervision the applicant assisted in driving the internal combustion engine referred to in subparagraph (e) of paragraph (5) of this regulation; and
- (iii) a testimonial signed by the underground foreman of the shaft at which he assisted in carrying out the duties of skipman or platman.

(b) the particulars set out in the testimonials referred to in paragraphs (ii) and (iii) of subparagraph (a) of this paragraph shall be verified by statutory declaration made by the persons giving those testimonials and in respect of the testimonial given by the certificated internal combustion engine driver shall include the number and date of issue of that driver's certificate.

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereunder.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations, the Traffic (Vehicle Weights) Regulations, 1963, published in the *Government Gazette* on the 25th June, 1963, and amended from time to time prior to the 21st January, 1966, and reprinted, with amendments up to and including the 26th October, 1965, pursuant to the Reprinting of Regulations Act, 1954, in the *Government Gazette* on the 9th February, 1966, and amended by a notice published in the *Government Gazette* on the 15th May, 1967, are referred to as the principal regulations.
- Reg. 4 amended. 2. Regulation 4 of the principal regulations is amended by deleting the passage, "66½ per centum of" in the penultimate line of subregulation (6).

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereunder.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Road Traffic Code, 1965, published in the *Government Gazette* on the 30th December, 1965, and amended by regulations so published on the 20th January, 1966, the 31st May, 1966, the 7th September, 1966, the 30th September, 1966, the 16th August, 1967, and the 12th October, 1967, are referred to as the principal regulations.
- Reg. 1210 amended. 2. Regulation 1210 of the principal regulations is amended by substituting for paragraph (b) of subregulation (1), the following paragraph:—
- (b) the use of a lamp or lamps displaying intermittent amber flashes, upon—
 - (i) an emergency vehicles conveying a traffic inspector;
 - (ii) a special purpose vehicle occupying a hazardous position on a road, while stationary or manoeuvring at a speed not exceeding five miles per hour; and
 - (iii) a disabled motor vehicle (not being a motor cycle) that is stationary on the main travelled portion of the carriageway and is displaying the flashes from both sides of the front and of the rear of the vehicle by means of a flashing lamp turn signalling device fitted in compliance of the Vehicle Standards Regulations, 1965.

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereunder.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Road Traffic Code, 1965, published in the *Government Gazette* on the 30th December, 1965, and amended by regulations so published on the 20th January, 1966, the 31st May, 1966, the 7th September, 1966, the 30th September, 1966, the 16th August, 1967, and the 12th October, 1967, are referred to as the principal regulations.
- Reg. 1610 amended. 2. Regulation 1610 of the principal regulations is amended—
- (a) by substituting for subregulation (5) the following subregulation—
 - (5) A person shall not drive a vehicle towing a trailer, while a person is in or upon the trailer. ;
 - (b) by substituting for the words, "a caravan", in paragraph (a) of subsection (6), the passage, "or upon a trailer."

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereunder.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 102 amended. 2. Regulation 102 of the principal regulations is amended by adding after the item, "Part 30—Special Provisions for Pedal Cycles", the following items:—
- Part 40—Basic Guide for Special Conditions relating to Road Trains.
- Part 50—Motor Vehicle Design Rules.

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereunder.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 103A added. 2. The principal regulations are amended by adding after regulation 103, a regulation as follows:—
- Penalties. (Formerly Reg. 4001.) 103A. Every person who commits an offence against these regulations is liable, for a first offence, to a penalty not exceeding 100 dollars and, for a subsequent offence, to a penalty not exceeding 200 dollars. .

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.
Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 108 amended. 2. Regulation 108 of the principal regulations is amended, as to subregulation (1)—
- (a) by adding before the interpretation, "alternative head-light", the interpretation—
"aggregate weight" has the same meaning as is given to that expression in the Traffic (Vehicle Weights) Regulations, 1963; ;
- (b) by substituting for the words, "downwards in accordance with these regulations" in the last line of the interpretation, "dipped", the passage, "downward and sideward in accordance with these regulations; and when the beam is so directed, the light is said to be on low beam, otherwise the light is on high beam";
- (c) by adding after the interpretation, "hours of darkness", the interpretation—
"laden weight" has the same meaning as is given to that expression in the Traffic (Vehicle Weights) Regulations, 1963; ;
- (d) by adding after the interpretation, "regulation", the interpretation—
"rear overhang" means the distance, measured horizontally and parallel to the longitudinal axis of the vehicle, between the rearmost point of the vehicle with its equipment and the centre line of the rear axle, in the case of a vehicle having only one axle towards the rear, or a line midway between the extreme axles of the group, where there is a group of two or more axles towards the rear. ;
- (e) by adding after the interpretation, "road", the interpretation—
"road train" means—
(a) a motor tractive unit hauling a single trailer, the combined lengths of which exceeds 70 feet;
(b) a motor tractive unit hauling two or more trailers; or
(c) an articulated vehicle hauling one or more trailers,
used or intended to be used for the carriage of goods and livestock separately or combined; ;
and
- (f) by adding after the interpretation, "side marker lamp", the interpretation—
"tare" has the same meaning as is given to that word in the Traffic (Vehicle Weights) Regulations, 1963; .

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereunder.

R. T. NAPIER,
Commissioner of Police.

Schedule.
Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 110 amended. 2. Regulation 110 of the principal regulations is amended—
- (a) as to subregulation (5)—
- (i) by substituting for the words, "on the left" in line three, the words, "other than on the right";
- (ii) by adding, immediately after paragraph (a), the following paragraph—
- "(b) it is a vehicle of the tractor (other than prime mover) type; or"; and
- (iii) by substituting for the paragraph designation "(b)", in line six, the paragraph designation, "(c)";
- and
- (b) as to subregulation (6), by substituting for the passage, "height." at the end of paragraph (b), the following passage—
- height,
but where the motor vehicle has the steering wheel or control located at or near the the centre of the vehicle, the licensing authority may dispense with the need for the sign required by paragraph (b) of this subregulation. .
- Reg. 114 substituted. A.M.V.S.C. Reg. 116. Engine number. 3. The principal regulations are amended by substituting for regulation 114 the following regulation:—
114. An engine number shall be such as is legibly and durably stamped or engraved upon the main component of an engine to be installed in a vehicle, at the time of the engine's manufacture; and shall be located in such a position as to render it readily visible after the engine has been installed in the vehicle. .
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TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereunder.

R. T. NAPIER,
Commissioner of Police.

Schedule.
Regulations.

- | | |
|--|---|
| Principal regulations. | 1. In these regulations the Vehicle Standards Regulations, 1965, published in the <i>Government Gazette</i> on the 30th December, 1965, are referred to as the principal regulations. |
| Reg. 202 amended. | 2. Regulation 202 of the principal regulations is amended— <ul style="list-style-type: none"> (a) by deleting the word, "or" at the end of paragraph (a); and (b) by substituting for the passage, "power." at the end of paragraph (b), the following passage— <ul style="list-style-type: none"> power; or (c) two headlamps projecting light conforming with subparagraph (i), and two alternative headlamps projecting light conforming with subparagraph (ii), of paragraph (d) of subregulation (1) of regulation 204 of these regulations, so fitted that both sets of headlamps have their centres equidistant from the centre line of the vehicle, not less than two feet apart and at equal height from the ground and the lamps in each pair shall be of approximately equal candle power. . |
| Reg. 203 substituted. | 3. Regulation 203 is revoked and the following regulation substituted:— |
| Headlamps on motor cycles and three-wheeled vehicles.
A.M.V.S.C.
Reg. 203. | <p>203. (1) A motor cycle shall be equipped with a headlamp which, when lighted, complies with the requirements of regulation 204, but where a motor cycle has an engine capacity not exceeding 200 c.c. and its lighting system is so designed and constructed that it is impracticable to comply with the requirements of regulation 204, the headlamp affixed shall be of a type that, when lighted, will illuminate and render easily discernible a person who is dressed in dark clothing and is straight ahead of the vehicle—</p> <ul style="list-style-type: none"> (a) where the engine capacity does not exceed 100 c.c., at a distance of 75 feet; or (b) where the engine capacity exceeds 100 c.c. but does not exceed 200 c.c., at a distance of 120 feet. <p>(2) A side-car attached to a motor cycle, shall be equipped with a lamp of a power not exceeding seven watts which, when lighted, shows a clear white light that is visible at a distance of 600 feet from the front of the vehicle and so fitted that no part of the vehicle or its equipment or loading or of any trailer or the equipment or loading of any trailer drawn by the motor cycle extends outwards for more than 12 inches from the centre of the lamp.</p> <p>(3) A trailer that, together with its loading or equipment is 3 feet 6 inches or more in width and is drawn by a motor cycle (not being a motor cycle to which a side-car is attached), shall be equipped with lamps of a power not exceeding seven watts that, when lighted, show a clear white light visible at a distance of 600 feet from the front of the vehicle, one fitted</p> |

on each side of the front of the trailer, so that no part of the trailer or any loading or equipment thereon extends outward more than 6 inches from the centre of the lamp.

(4) A three-wheeled motor vehicle, other than a motor cycle, shall—

(a) where the width of the vehicle or its equipment does not exceed 3 feet 6 inches, be equipped with one headlamp which, when lighted, complies with the requirements of regulation 204;

(b) where the width of the vehicle or its equipment exceeds 3 feet 6 inches but does not exceed 5 feet—

(i) be equipped with one headlamp which, when lighted, complies with the requirements of regulation 204 and with lamps of a power not exceeding seven watts which, when lighted, show a clear white light that is visible at a distance of 600 feet from the front of the vehicle, one fitted on each side of the vehicle at least 16 inches above the ground and so that no part of the vehicle or its equipment extends outward more than 6 inches from the centre of the lamp: or

(ii) be equipped with two headlamps which when lighted comply with the requirements of regulation 204; and

(c) where the width of the vehicle or its equipment exceeds 5 feet, be equipped with two headlamps conforming to the provisions of regulation 202,

but where the vehicle has an engine capacity not exceeding 200 c.c. and the lighting system is so designed that it is impracticable for that system to comply with the requirements of paragraphs (a) or (b) of this subregulation, the headlamps affixed to the vehicle shall be such as comply with subregulation (1) of this regulation.

(5) Notwithstanding any other provision of this regulation a motor cycle or a three-wheeled vehicle that is capable of being driven at a speed in excess of thirty miles per hour shall be equipped with a headlamp or headlamps that comply with the requirements of regulation 204. .

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

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R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.

Reg. 204 substituted. 2. Regulation 204 of the principal regulations is revoked and the following regulation substituted:—

Headlamps: General requirements. A.M.V.S.C. Reg. 204. 204. (1) Headlamps fitted to a motor vehicle shall be so fitted and constructed that—

(a) the centre of each headlamp is not higher than 4 feet 6 inches from the ground and, in the case of a motor vehicle first registered on or after the commencement of this regulation, not less than 2 feet from the ground;

(b) they show white light only and project the light in front of the vehicle;

(c) when on high beam, they project light in such a way that the part of the beam that is projected in a direction parallel to the longitudinal axis of the vehicle and one $\frac{1}{2}$ a degree downward from a plane that is through the headlamp and parallel to the plane on which the vehicle stands, has a luminous intensity of between 15,000 and 37,500 candela;

(d) when on low beam, they project light in such a way that—

(i) the part of the beam that is projected in a direction 2 degrees to the left of a vertical plane that is through the headlamp and parallel to the longitudinal axis of the vehicle and one $\frac{1}{2}$ a degree downward from a plane that is through the headlamp and parallel to the plane on which the vehicle stands, has a luminous intensity of between 3,750 and 10,000 candela; and

(ii) the part of the beam that is projected 2 degrees to the left of a vertical plane that is through the headlamp and parallel to the longitudinal axis of the vehicle and $1\frac{1}{2}$ degrees downward from a plane that is through the headlamp and parallel to the plane on which the vehicle stands, has a luminous intensity of not less than 3,000 candela; and

(iii) no light of an intensity of greater than 5,000 candela is projected more than $2\frac{1}{2}$ degrees to the right of a vertical plane that is through the headlamp and parallel to the longitudinal axis of the vehicle;

(e) the light is capable of illuminating and rendering easily discernible a person who is dressed in dark clothing and who is straight ahead of the vehicle, at a distance,—

(i) when on high beam, of 300 feet; and

(ii) when on low beam, of 150 feet;

- (f) in the case of a motor vehicle (not being a motor vehicle of an engine capacity of 200 c.c. or less) first registered on or after the 1st January, 1934, the headlamps are controlled by a dipping device that will—
- (i) where the motor vehicle is fitted with one or two headlamps, extinguish the high beam of light projected from the lamp or lamps and at the same time bring the low beam into operation;
 - (ii) where the motor vehicle is fitted with four headlamps, in accordance with paragraph (b) of regulation 202, extinguish the high beam and, at the same time, bring into operation one lamp from each set that is adjusted to project light in accordance with paragraph (d) of this subregulation; and
 - (iii) where the motor vehicle is fitted with headlamps in accordance with paragraph (c) of regulation 202, extinguish the headlamps that are adjusted to the high beam and, at the same time, bring into operation the two alternative headlamps that are adjusted to the low beam.

(2) Where a headlamp is not required by these regulations to be fitted with a dipping device, the beam of light projected from that lamp shall—

- (a) conform to the requirements of paragraph (d) of subregulation (1) of this regulation; and
- (b) be capable, in conjunction with any other headlamp that is required to be fitted to the vehicle and to be alight at the same time, of illuminating and rendering easily discernible a person who is dressed in dark clothing and who is straight ahead of the vehicle, at a distance of 150 feet.

(3) Where, in paragraphs (c) and (d) of subregulation (1) of this regulation, a reference is made to the luminous intensity of that part of a beam projected through a specified angle, the light is deemed to comply with those paragraphs if the luminous intensity of part of the beam projected to within $\frac{1}{4}$ degree of the specified angle has that intensity.

Reg. 205
amended.

3. Regulation 205 of the principal regulations is amended by substituting for subregulation (1), the following subregulation:—

(1) An alternative headlamp shall comply with paragraphs (a) and (b) of subregulation (1) of regulation 204 and be capable of rendering easily discernible a person who is dressed in dark clothing and who is straight ahead of the vehicle, at a distance of 150 feet; and the beam of light projected from that lamp shall be in accordance with the requirements of paragraph (d) of that subregulation.

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

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R. T. NAPIER,
Commissioner of Police.

Schedule.
Regulations.

Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.

Reg. 210 substituted. 2. Regulation 210 of the principal regulations is revoked and the following regulation is substituted:—

Signal lights. A.M.V.S.C. Reg. 210. 210. (1) A motor vehicle, trailer or semi-trailer may be equipped with lamps that comply with regulations 902, 904 and 905 for indicating an intention to turn to the right or to the left.

(2) A motor vehicle (excluding an articulated vehicle, motor cycle or a tractor) first registered on or after the 1st January, 1961, shall be equipped with flashing lamp turn right or turn left signalling devices complying with the requirements of regulations 902, 904 and 905.

(3) An articulated vehicle or a trailer first registered on or after the 1st January, 1961, shall be equipped with flashing lamp turn right or turn left signalling devices complying with the requirements of regulations 902, 904 and 905.

(4) A motor cycle first registered on or after the 1st day of January, 1969, shall be equipped with flashing lamp turn right or turn left signalling devices complying with the requirements of regulations 902 and 904.

(5) Notwithstanding the foregoing provisions of this regulation, the Commissioner of Police may exempt—

- (a) a pole-type trailer;
- (b) any combination of prime mover and trailer not exceeding 24 feet in length; or
- (c) any specially constructed vehicle,

from the requirement of being equipped with flashing lamp turn right or turn left signalling devices, where—

- (d) in his opinion, it would be impracticable to fit the signalling devices to such a vehicle;
- (e) the vehicle is to operate under a special licence over a predetermined route; or
- (f) there is some other reason which, in his opinion justifies such an exemption.

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereunder.

R. T. NAPIER,
Commissioner of Police.

Schedule.
Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 402 amended. 2. Regulation 402 of the principal regulations is amended by adding after subregulation (3), a subregulation as follows:—
(4) Where clearance lamps are required by these regulations to be fitted to a vehicle, there may also be affixed, to, or above, the roof of the cabin of the vehicle, not more than five additional lamps, each of a power not exceeding seven watts, displaying an amber light to the front and having their centres not less than five inches apart.
- Reg. 404 amended. 3. Regulation 404 of the principal regulations is amended—
(a) by adding after the word, "of" in line one of paragraph (a) of subregulation (1), the words, "an emergency vehicle conveying a traffic inspector on urgent official duties or" ;
(b) by adding after the word, "vehicle" in line two of paragraph (b) of subregulation (1), the words, "and a vehicle conveying a traffic inspector";
(c) by adding after subregulation (2), the following subregulation:—
(3) A vehicle, fitted with flashing lamp signalling devices that are of the type referred to in regulation 904 and that show only amber light to the front of the vehicle, may also be fitted with equipment that will permit, when the equipment is switched on, all of the lamps of the signalling devices to flash simultaneously at a rate of not less than 60 or more than 120 times per minute and at the same time indicate to the driver of the vehicle when in his normal driving position, that the equipment is in operation by means of a visible and audible tell-tale indicator.
- Reg. 405 amended. 4. Subregulation (3) of regulation 405 of the principal regulations is amended—
(a) by deleting the word, "and", at the end of paragraph (c);
(b) by adding after the word, "lighted" in paragraph (d), the words, "under abnormal atmospheric conditions and";
and
(c) by adding after paragraph (d) the following paragraphs—
(e) when the lamp is alight, no other lamp of a power exceeding seven watts and capable of showing white light to the front of the vehicle shall be alight; and
(f) when only one fog lamp is affixed to the vehicle in accordance with paragraph (b) of subregulation (1) of this regulation and that lamp is alight, the other two lamps referred to in that paragraph shall also be alight.
- Reg. 407 added. 5. The principal regulations are amended by adding after regulation 406, the following regulation:—
407. In addition to the rear clearance and side marker lamps that are required to be affixed to a vehicle by these regulations, additional rear clearance and side marker lamps that comply with the requirements of these regulations may be fixed to the rear of a rigid motor vehicle that is 7 feet or more in width and additional combination clearance side marker lamps may be fitted to the sides of the vehicle.
- Optional clearance and side marker lamps on rigid motor vehicle of 7 ft. or more in width.
A.M.V.S.C.
Reg. 407

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 603 amended. 2. Regulation 603 of the principal regulations is amended—
- (a) by substituting for the passage, "subregulation (6)" in line one of subregulation (1), the passage "subregulations (6) and (8)";
 - (b) by substituting for the word, "or" in line three of subregulation (1), the words, "and a";
 - (c) by substituting for the passage, "an unladen weight of less than five cwt." in paragraph (a) of subregulation (6), the passage, "a tare weight of less than ten cwt. and an aggregate weight of less than one ton";
 - (d) by substituting for the words, "that has an unladen" in paragraph (b) of subregulation (6), the words, "or a plant trailer that has a tare";
 - (e) by adding, immediately after the word, "requirement", in the last line of subregulation (7), the passage, "except that over-run brakes of a make and type approved by the Commissioner are deemed to be an efficient braking system where fitted to a trailer of which the aggregate weight does not exceed two tons"; and
 - (f) by adding after subregulation (7), a subregulation as follows:—
 - (8) A trailer of an aggregate weight not exceeding two tons that has two axles may be fitted with brakes that operate on the wheels fitted to one of those axles only. .

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 804 added. 2. The principal regulations are amended by adding after regulation 803, the following regulation:—
- Proper suspension for distribution of weight of vehicle. (Not in A.M.V.S.C. regs.) 804. Where a vehicle first registered after the 1st January, 1969, is fitted with two or more axles, the method of suspension shall be such that the weight of the vehicle is reasonably equally distributed to all of the wheels of the vehicle and so that all of the wheels are in substantial contact with the road surface under normal road conditions. .
- Reg. 902 amended. 3. Paragraph (e) of regulation 902 of the principal regulations is amended—
- (a) by adding after the word, "driver" in line two, the words, "in his normal driving position"; and
- (b) by deleting the passage, ", or in the alternative," in line four.
- Reg. 903 amended. 4. Regulation 903 of the principal regulations is amended by substituting for the word, "eight" the word, "six" where appearing—
- (a) in line one of subparagraph (i) of paragraph (a); and
- (b) in line one of subparagraph (i) of paragraph (b).
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TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

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R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 904 amended. 2. Regulation 904 of the principal regulations is amended—
(a) by adding after the word, "apart" in subparagraph (i) of paragraph (b) the following passage, "except in the case of a motor cycle where the front lamps shall be not less than 12 inches nor more than 30 inches apart and the rear lamps shall be not less than 12 inches apart";
and
(b) by deleting paragraph (d) and (e).

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965 are referred to as the principal regulations.
- Reg. 1003 amended. 2. Regulation 1003 of the principal regulations is amended by adding after the word, "opened" in the last line of subregulation (2), the words, "or the vehicle provided with an alternative method of ventilation to the satisfaction of the licensing authority".
- Reg. 1004 amended. 3. Regulation 1004 of the principal regulations is amended by revoking subregulations (2) and (3) and substituting the following subregulations:—
(2) A siren, repeater horn, bell, exhaust whistle, compression whistle or other device capable of producing a sound resembling that emitted by any of those things shall not be attached to a vehicle, other than an ambulance, police vehicle, fire brigade vehicle or other vehicle to which the fitting of any such device has been approved by the Commissioner of Police.
(3) In this regulation, "repeater horn" means a device that emits audible sounds varying in tone or frequency on a regular time cycle.

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

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R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 1009 substituted. 2. Regulation 1009 of the principal regulations is revoked and the following regulation substituted:—
- Seat belts and anchorages. 1009. (1) Subject to subregulation (5) of this regulation a motor vehicle of which the gross weight does not exceed 10,000 pounds shall be equipped—
- (a) where it is first registered on and after the 1st January, 1969, with seat belts and anchorages for the front seat positions; and
- (b) where it is first registered on and after the 1st January, 1971, with seat belts and anchorages for both the front seat and rear seat positions.
- (2) Where the seat belts are provided next to a side wall of the vehicle, they shall be of the upper torso restraint type.
- (3) Seat belts required to be fitted to a motor vehicle pursuant to this regulation shall conform to the standards and specifications prescribed in regulation 5003.
- (4) Seat belt anchorages required to be fitted to a motor vehicle pursuant to this regulation shall conform to the standards and specifications prescribed in regulation 5004.
- (5) This regulation does not apply to motor cycles or to specially constructed motor vehicles.
- Reg. 1010 substituted. 3. Regulation 1010 of the principal regulations is revoked and the following regulation substituted:—
- Seats and seat anchorages. 1010. Every seat in a vehicle shall be soundly constructed and securely fixed to the structure of the motor vehicle and, in the case of a motor vehicle, other than a motor cycle or specially constructed vehicle, that is first registered on or after the 1st January, 1971, and that exceeds 10,000 pounds gross weight, the seat anchorages shall conform to the standards and specifications set out in regulation 5002.
- Regs. 1011, 1012, 1013 and 1014 added. 4. The principal regulations are amended by adding after regulation 1010, the following regulations:—
- Windscreen washers. A.M.V.S.C. Reg. 1011. 1011. (1) A motor vehicle that is first registered on or after 1st January, 1969, and that is required by these regulations to be fitted with a windscreen wiper or wipers shall be equipped with a device or devices capable of directing water onto that part of the exterior of the windscreen that is within the area swept by the wiper or wipers when operating.
- (2) The device referred to in subregulation (1) of this regulation shall—
- (a) be fitted to the vehicle in a manner that will enable the driver to operate it while sitting in his normal driving position; and
- (b) have a container or reservoir for the fluid to be used in the device of a capacity of not less than one quart.

Pipes and
tubings.
A.M.V.S.C.
Reg. 1012.

1012. Every pipe or tube fitted to a vehicle and through which fluids flow shall be mechanically secured to the fittings on which they terminate so that there is no leakage.

Fuel tanks.
A.M.V.S.C.
Reg. 1013.

1013. A tank containing liquid fuel for the use of the motor vehicle to which it is fitted, shall, where the vehicle has an aggregate weight exceeding four tons, be designed for the carriage of goods and is first registered on or after the 1st January, 1969—

- (a) be mounted so that no part of the tank or its fill pipe projects beyond the width of the motor vehicle or forward of its front axle;
- (b) be soundly constructed and securely mounted upon, or attached to, the vehicle;
- (c) have a fill pipe that is—
 - (i) so located that the fill point is external to the structure of the vehicle and any spillage from that point will not fall on to any other equipment of the vehicle;
 - (ii) so located that the outlet into the tank will prevent the tank from being filled with liquid to a capacity exceeding 95 per centum of the capacity of the tank;
 - (iii) so located and designed as to minimise the possibility of its being torn loose in the event of accident;
 - (iv) of sufficient size and form that permits the filling of the tank without spillage at the rate of 20 gallons per minute; and
 - (v) fitted with a captive cap or plug that will prevent spillage or leakage of the fuel within the tank;
- (d) have an air vent of a type that does not allow spillage mounted either separately or combined with the captive cap or plug;
- (e) where the tank has a capacity in excess of 20 gallons, have a means of relieving the pressure in the tank, however occasioned, before that pressure causes a failure of any part of the tank or its equipment;
- (f) have suitable flanges or bosses for the attachment of all fittings and, where screwed fittings are used, have sufficient thread to ensure leak proof joints and have a drain fitting that—
 - (i) is located so as to ensure complete drainage of the tank when the drain plug is removed;
 - (ii) does not extend more than $\frac{3}{4}$ inch below the tank; and
 - (iii) is located and constructed in a manner so as to minimise the risk of the fitting being damaged; and
- (g) have a fitting located above the level of the fuel in the tank, when filled, through which the fuel may be withdrawn.

Door latches
and hinges.

1014. (1) Subject to subregulation (2) of this regulation a motor vehicle of which the gross weight does not exceed 10,000 pounds and that is first registered on or after the 1st day of January, 1971, shall be equipped with door latches and hinges that conform to the standard and specifications prescribed in regulation 5001.

(2) The provisions of subregulation (1) of this regulation do not apply to door latches and hinges that may be fitted to—

- (a) motor cycles and specially constructed vehicles;
- (b) folding or cargo type doors;

- (c) doors giving access to compartments solely used for the carriage of goods; or
- (d) doors giving access to removable enclosures on open goods motor vehicles. .

Reg. 1101
amended.

5. Regulation 1101 of the principal regulations is amended—

- (a) by revoking subregulation (1) and substituting the following subregulations:—

(1) The length of a motor vehicle or trailer (not being an articulated vehicle), together with its load or equipment, shall not, in the case of—

- (a) an omnibus that is equipped with tandem rear axles and two steering axles and that operates over a route predetermined by the Commissioner, exceed 42 feet;
- (b) an omnibus, other than an omnibus referred to in paragraph (a) of this subregulation, that operates over a route predetermined by the Commissioner, exceed 37 feet;
- (c) any other omnibus, exceed 35 feet;
- (d) any other motor vehicle or trailer, exceed 31 feet.

(1a) The length of an articulated vehicle together with its load or equipment shall not exceed 45 feet and the length of any rigid portion of the vehicle, together with any projecting parts or loading on that portion, shall not exceed 35 feet, but if the length of the rigid portion of the vehicle together with any projecting parts or loading on it does not exceed 35 feet and the distance between the front of any rigid portion of the vehicle to the centre of the rear axle or rear group of axles on that portion does not exceed 31 feet, the length of the vehicle together with its load or equipment may exceed 45 feet but not 47 feet.

(1b) Subject to any other restrictions contained in this regulation the length of a motor vehicle (not being an articulated vehicle) together with a trailer being drawn by that motor vehicle and the projecting parts of its load or equipment shall not exceed 50 feet. ; and

- (b) by deleting the passage, “, shall be eight feet, except in the case of an omnibus it” in lines five and six of subregulation (2).

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.
Regulations.

Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.

Reg. 1102 substituted. 2. The principal regulations are amended by substituting for regulation 1102, the following regulation:—

Rear overhang. A.M.V.S.C. Reg. 1102. 1102. (1) The rear overhang of a motor vehicle (other than an articulated vehicle) and a trailer having front and rear axles shall have a rear overhang of a length that—

- (a) in the case of an omnibus of 42 feet in length equipped with tandem rear axles and two steering axles, is not less than 10 feet or more than 10 feet 6 inches;
- (b) in the case of an omnibus exceeding 33 feet in length, other than an omnibus referred to in paragraph (a) of this subregulation, is not less than 8 feet or more than 10 feet 6 inches; or
- (c) in any other case, does not exceed 9 feet 6 inches; but the length of the rear overhang shall be further restricted—
 - (i) in the case of a vehicle of which the tare weight exceeds one-half of its aggregate weight to the same distance of the loading space forward of the line from which the rear overhang is measured;
 - (ii) in the case of a vehicle of which the tare weight does not exceed one-half of its aggregate weight, to 90 per centum of the distance of the loading space forward of the line from which the rear overhang is measured; and
 - (iii) to 60 per centum of the distance measured horizontally and parallel to the longitudinal axis of the vehicle, from the centre line of the foremost axle to the line from which the rear overhang is measured,

whichever length is the least.

(2) The rear overhang of a semi-trailer shall not exceed—

- (a) 50 per centum of the distance between the line from which the rear overhang of the hauling unit to which it is attached is measured and the line from which the rear overhang of the semi-trailer is measured; or
- (b) 9 feet 6 inches,

whichever length is the lesser.

(3) The provisions of this regulation do not apply to a rigid mobile crane that is 31 feet or less in length or to an articulated mobile crane that is 45 feet or less in length.

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.
Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as principal regulations.
- Reg. 1202 amended. 2. Regulation 1202 of the principal regulations is amended—
- (a) by adding after the word, "roadway" in the last line of subregulation (2), the following words, "and is not permitted to escape at any point along the left side of the vehicle in such a manner as to cause danger or unreasonable annoyance to any person"; and
 - (b) by adding after subregulation (2) a subregulation as follows—
 - (3) A motor vehicle that is powered with a petrol engine and is first registered on or after the 1st July, 1970, shall be constructed or fitted so that the crank case gases do not escape into the atmosphere.

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.
Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 1303 substituted. 2. Regulation 1303 of the principal regulations is revoked and the following regulation substituted:—
- Restriction on weight of towed vehicles. 1303. The aggregate weight of a trailer or other vehicle that is being towed by a motor vehicle—
- (a) designed for the carriage of passengers;
 - (b) designed for the carriage of both passengers and goods and generally known as a utility; or
 - (c) that is a tractor (not prime mover type), shall not exceed—
 - (d) in the case of a trailer or vehicle not required by these regulations to be fitted with brakes the tare weight of the motor vehicle by which it is being towed; and
 - (e) in the case of a trailer or vehicle equipped with brakes in accordance with these regulations, one and one-half times the tare weight of the motor vehicle by which it is being towed.

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 1504 amended. 2. Regulation 1504 of the principal regulations is amended—
- (a) by adding after the regulation number, "1504", the sub-regulation designation, "(1)"; and
- (b) by adding a subregulation as follows—
- (2) The provisions of subregulation (1) of this regulation do not apply to a school bus that—
- (a) is not designed with a speedometer; and
- (b) is licensed at the time of coming into operation of this subregulation, until on and after the 1st January, 1968. .
- Reg. 1601 amended. 3. Regulation 1601 of the principal regulations is amended by substituting for subregulation (2), the following subregulation:—
- (2) A school bus that is constructed with a longitudinal aisle shall have an aisle that is not less than 12 inches in width. .

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 1603 amended. 2. Regulation 1603 of the principal regulations is amended—
- (a) by deleting the words, "constructed on a chassis" in line two of paragraph (c) and, again, in line two of paragraph (d) of subregulation (1); and
- (b) by substituting for the numerals, "20" in line two of paragraph (c) and, again, in line two of paragraph (d) of subregulation (1), the numerals "30".

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 1622 amended. 2. Regulation 1622 of the principal regulations is amended—
- (a) by adding after the word, "that" in line two of subregulation (1) the word, "number"; and
 - (b) by substituting for subregulation (2), the following subregulation—
 - (2) The number of passengers that a school bus is licensed to carry is that number which is—
 - (a) in the case of a school bus that has an interior height of 5 feet or more, one and one-half times the seating capacity of the vehicle; and
 - (b) in the case of a school bus that has an interior height of less than 5 feet, equivalent of the seating capacity of the vehicle. .

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 1708 added. 2. The principal regulations are amended by adding after regulation 1707, the following regulation:—
- Compression ignition engines. 1708. A motor vehicle that is powered with a compression ignition engine and is first registered after the 1st January, 1971, shall be fitted with a locking device that will prevent the engine from starting accidentally or through inadvertence. .

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.
- Reg. 3005 amended. 2. Regulation 3005 of the principal regulations is amended—
- (a) by substituting for the words, "not extend beyond" in line one, the passage, "extend not less than 9 inches nor more than"; ; and
 - (b) by adding after the word, "handlebar", in the last line, the passage, "and the uppermost points of the handlebar shall not be more than 12 inches above a line projected horizontally from the uppermost point of the saddle or other surface used for seating on the bicycle".
-

TRAFFIC ACT, 1919-1967.

Police Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the powers conferred by the Traffic Act, 1919-1967, has been pleased to make the regulations set out in the schedule hereto.

R. T. NAPIER,
Commissioner of Police.

Schedule.

Regulations.

Principal regulations. 1. In these regulations the Vehicle Standards Regulations, 1965, published in the *Government Gazette* on the 30th December, 1965, are referred to as the principal regulations.

Part 40 substituted. 2. The principal regulations are amended by deleting the whole of "Part 40.—Miscellaneous Provisions." and substituting the following Part:—

Part 40—BASIC GUIDE FOR SPECIAL CONDITIONS
RELATING TO ROAD TRAINS.

Application. 4001. A road train shall comply with the provisions of these regulations generally and particularly with the provisions of the regulations in this Part.

Maximum length. 4002. (1) The overall length of a road train shall not exceed 145 feet.

(2) A road train shall comprise not more than—

- (a) a motor tractive unit and three trailers; or
- (b) an articulated vehicle and one trailer.

Dimensions. 4003. (1) A motor tractive unit of a road train that does not comprise an articulated vehicle, shall not—

- (a) exceed 40 feet in length;
- (b) exceed 31 feet over that part measured from the front of the unit to the centreline of the rear axle; and
- (c) have a rear overhang exceeding 10 feet 6 inches.

(2) An articulated vehicle that is comprised in road train shall not—

- (a) exceed 55 feet 6 inches in length;
- (b) exceed 45 feet over that part measured from the front of the vehicle to the centreline of the rear axle or group of axles of the semi-trailer;
- (c) exceed 31 feet over that part measured from the front of the semi-trailer to the centreline of the rear axle or group of axles; and
- (d) have a rear overhang of the semi-trailer portion exceeding 10 feet 6 inches.

(3) A trailer that is comprised in a road train shall—

- (a) not exceed 40 feet in length (excluding the tow-bar and coupling);
- (b) not have a wheel base exceeding 29 feet;
- (c) where it exceeds 35 feet in length, be fitted with tandem axles at the rear; and
- (d) where it is used in combination with two other trailers, be not less than 24 feet in length.

(4) A road train or a component vehicle together with any load or equipment thereon, other than any rear vision mirror or signalling device required or permitted to be fitted in accordance with these regulations, shall not exceed 8 feet 2½ inches in width.

- Brakes.** 4004. The braking system of a road train shall, in addition to complying with the requirements of Part 6, be so constructed that the service brakes are capable of being operated by a single control device.
- Tachographs.** 4005. A road train shall be equipped with a tachograph of a type approved by the Commissioner of Police.
- Warning signs.** 4006. A road train shall have affixed to it—
- (a) on the rear of the rearmost vehicle, in the highest practicable position that is not more than 10 feet from the ground; and
 - (b) on the front of the hauling vehicle,
- a sign bearing the words, "ROAD TRAIN", in non-reflectorised black letters of not less than 8 inches in height, on a reflectorised yellow background.
- Part 50 added.** 3. The principal regulations are amended by adding after "Part 40.—Basic Guide for Special Conditions Relating to Road Trains."; a part as follows:—

Part 50—MOTOR VEHICLE DESIGN RULES.

- Door latches and hinges.** 5001. For the purposes of regulation 1014, door latches and hinges shall conform to the following standards and specifications—
- (a) the door latch and striker assembly, when tested in accordance with Section 4 of S.A.E. Recommended Practice J839 b—Passenger Car Side Door Latch Systems, shall withstand a minimum longitudinal load of 2,500 pounds force, in the fully latched position, and 1,000 pounds force, in the secondary latched position;
 - (b) the door latch and striker assembly, when tested in accordance with Section 4 of S.A.E. Recommended Practice J839 b—Passenger Car Side Door Latch Systems, shall withstand a minimum transverse load of 2,000 pounds force, in the fully latched position, and 1,000 pounds force, in the secondary latched position;
 - (c) in the case of sliding doors, the track and slide combination shall withstand a minimum transverse load of 2,000 pounds force applied successively to the upper and lower edges of the door, as close to the track as possible and to the door, midway between the upper and lower edges;
 - (d) the door latch mechanism shall withstand an inertial loading equivalent to 30 g in any direction, without unlatching, as determined by mathematical analysis described in Section 5 of S.A.E. Recommended Practice J839 b—Passenger Car Side Door Latch Systems;
 - (e) door hinges, when tested in accordance with S.A.E. Recommended Practice J934, shall withstand a minimum longitudinal force of 2,500 pounds force and a minimum transverse force of 2,000 pounds force;
 - (f) exterior door handles shall not operate the door latch mechanism by the application of an accidental side, rearward or forward force on the handle, whether a door locking device is engaged or not;
 - (g) interior door handles shall not operate the door latch mechanism by the application of an accidental side, downward or forward force on the handle, whether a door locking device is engaged or not;
 - (h) each door latch mechanism shall be provided with a single positive locking device not subject to accidental release; and interior door handles shall not operate the door latch mechanism when the locking device is engaged.

Seat anchorages.

5002. For the purposes of regulation 1010, seat anchorages shall conform to the following standards and specifications:—

- (a) each forward facing motor vehicle seat assembly (whether adjustable, fixed or detachable), with attachments, shall be so constructed and anchored to the motor vehicle structure that the complete assembly in the normal position will withstand a horizontal forward and rearward static load equal to a minimum of twenty times the weight of the fully trimmed seat plus, in the case of the front seat, an additional load of 800 pounds, when tested in accordance with the test procedures prescribed in S.A.E. Recommended Practice J879—Passenger Car Front Seat and Front Seat Adjuster;
- (b) each seat back frame of a forward facing seat shall withstand, in relation to the seat, a rearward moment about the "H" point (see S.A.E. Standard J826) of at least 3,300 inch pounds for each designed seat position, when tested in accordance with the test procedures prescribed in S.A.E. Recommended Practice J879—Passenger Car Front Seat and Front Seat Adjuster;
- (c) each seat back frame which folds over the seat shall be equipped with a releasable, self-locking, restraining device or devices. The lock release shall be so located as to be accessible to an occupant of the seat and any passenger seated to the immediate rear of that seat. The locking device shall not be subject to an accidental release by the application of a downwards or forwards force on the release mechanism. The seat back frame in the locked position shall comply with the requirements of paragraph (b) of this regulation;
- (d) pedestal mounted seats which pivot forward, and seats that pivot forward on their forward attachment to the motor vehicle structure, shall be equipped with a releasable, self-locking, restraining device or devices. The locking device shall not be subject to accidental release by the application of a downward or forward force on the release mechanism. The locking release shall be so located as to be accessible to an occupant of the seat and any passenger to the immediate rear of that seat. The seat, in the locked position, shall comply with the requirements of paragraph (a) of this regulation, except that the horizontal static load shall be applied at the level of the centre of gravity of the assembly. The seat back frame in the locked position shall comply with the requirement of paragraph (b) of this regulation;
- (e) longitudinally mounted seat frame combinations with attachments shall be constructed and anchored either permanently or by detachable fittings to the motor vehicle structure to withstand a horizontal forward and rearward (in relation to the vehicle) static load equal to a minimum of twenty times the weight of the fully trimmed seat;
- (f) seat and seat back frames designed to provide anchorages for seat belts shall be constructed and anchored to the vehicle structure which supports them in a manner to withstand, in addition to the forces already prescribed, the static loads for seat anchorages prescribed in the Australian Standard No. D.11/1967—Anchorages for Seat Belts.

Seat belts.

5003. For the purposes of regulation 1009 seat belts shall be of a standard that meets the requirements of Australian Standard E35-1965—Seat Belt Assemblies for Motor Vehicles.

Seat belt anchorages.

5004. For the purposes of regulation 1009, seat belt anchorages shall be of a standard that meets the requirements of Australian Standard D.11/1967—Seat Belt Anchorage Points.

LOCAL GOVERNMENT ACT, 1960.

The Municipality of the Shire of Hall's Creek.

Adoption of Draft Model By-laws Relating to Prevention Damage to Streets.

L.G. 348/62.

IN pursuance of the powers conferred upon it by the abovementioned Act, the Council of the abovementioned Municipality hereby records having resolved on the 31st day of March, 1967, to adopt such of the draft Model By-laws published in the *Government Gazette* of the 18th day of February, 1965, as are here set out—Local Government Model By-law (Prevention Damage to Streets) No. 15: The whole of the by-law.

Dated the 2nd day of October, 1967.

The Common Seal of the Shire of Hall's Creek
was affixed hereto in the presence of—

[L.S.]

E. F. BRIDGE,
President.

G. R. APPELBEE,
Shire Clerk.

Recommended—

L. A. LOGAN,
Minister for Local Government.

Approved by His Excellency the Governor in Executive Council this 20th day of December, 1967.

W. S. LONNIE,
Clerk of the Council.

LOCAL GOVERNMENT ACT, 1960.

The Municipality of the Shire of Perth.

By-laws relating to Zoning.

L.G. 444/66.

IN pursuance of the powers conferred upon it by the abovementioned Act and of all other powers enabling it, the Council of the abovementioned Municipality hereby records having resolved on the 10th day of October, 1967 to make and submit for confirmation by the Governor the following by-laws:—

The By-laws of the Shire of Perth published in the *Government Gazette* of the 29th June, 1960 are hereby amended in the following manner:—

1. Section 6 of the Fifth Schedule is altered by adding at the end of the words and figures appearing under the heading "Osborne Ward" and against the item "Beryl Street" the following: "with the exception of Lot 52 on Diagram 24026".

2. Section 12 of the Fifth Schedule is altered by the addition at the end of the words and figures appearing under the heading "Osborne" of the following: "Main Street—Corner of Beryl Street: Portion of Perthshire Location Au and being Lot 52 on Diagram 24026."

Dated the 10th day of October, 1967.

The Common Seal of Shire of Perth was here-
unto affixed by authority of a resolution of
the Council in the presence of—

[L.S.]

N. C. HAWKINS,
Deputy President.

L. A. EASTON,
Acting Shire Clerk.

Recommended—

L. A. LOGAN,
Minister for Local Government.

Approved by His Excellency the Governor in Executive Council the 20th day of December, 1967.

W. S. LONNIE,
Clerk of the Council.

LOCAL GOVERNMENT ACT, 1960.

The Municipality of the Shire of Exmouth.

Amendment to the By-laws Relating to the Control and Management of the Paltridge Memorial Centre Swimming Pool.

L.G. 583/66.

IN pursuance of the powers conferred upon it by the above Act and all other powers enabling it, the Council of the abovementioned Municipality hereby records having resolved on the 30th day of October, 1967, to make and submit for confirmation of the Governor, the following amendment to the said by-law:—

1. Insert after the figures 5.00 in line 16 of Clause 32 the following:—

Student Tickets: Students under 18 years of age to be charged the same amount as for children 4 years to 14 years.

The Common Seal of the Municipality was hereto affixed on the 2nd day of November, 1967 in the presence of—

[L.S.]

J. K. MURDOCH,
Commissioner.
S. J. DELLAR,
Shire Clerk.

Recommended—

L. A. LOGAN,
Minister for Local Government.

Approved by His Excellency the Governor in Executive Council this 20th day of December, 1967.

W. S. LONNIE,
Clerk of the Council.

LOCAL GOVERNMENT ACT, 1960.

The Municipality of the Shire of Morawa.

By-laws Relating to Noxious Weeds.

L.G. 949/67.

IN pursuance of the powers conferred upon it by the abovementioned Act, and by section 67 of the Noxious Weeds Act, 1950, and of all other powers enabling it, the Council of the abovementioned Municipality hereby records having resolved on the 21st September, 1967, to make and submit for confirmation by the Governor the following by-law:

Noxious Weeds.

A person shall not transport or cause or permit to be transported in any vehicle on any road within the district of the municipality any grain in bulk or in open sacks, unless that vehicle is to the satisfaction of an inspector so fitted and equipped and the grain so covered as to prevent the escape or spillage from that vehicle of any of that grain while being so transported.

Penalty: For a first offence a fine not exceeding twenty dollars, and for a subsequent offence a fine not exceeding fifty dollars.

Passed at a meeting of the Morawa Shire Council this 21st day of September, 1967.

The Common Seal of the Municipality was hereto affixed this 21st day of September, 1967 in the presence of—

[L.S.]

R. J. TUBBY,
President.
G. E. JONES,
Shire Clerk.

Recommended—

L. A. LOGAN,
Minister for Local Government.

Approved by His Excellency the Governor in Executive Council this 20th day of December, 1967.

W. S. LONNIE,
Clerk of the Council.

LOCAL GOVERNMENT ACT, 1960.

The Municipality of the Shire of Esperance.

By-laws Relating to Sick Leave.

L.G. 957/67.

IN pursuance of the powers conferred upon it by the abovementioned Act and of all other powers enabling it, the Council of the abovementioned Municipality hereby records having resolved on the 24th day of October, 1967, to make and submit for confirmation by the Governor, the following by-laws:—

All employees of the Municipality of the Shire of Esperance shall be permitted to accumulate sick leave to a maximum accumulation of six months sick leave, further, that any sick leave not taken for the three years preceding the date of this gazettal shall be credited to the employee and form part of the six months maximum accumulation.

Dated this 2nd day of November, 1967.

The Common Seal of the Shire of Esperance was hereunto affixed in the presence of—

[L.S.]

O. STUART,
President.
J. F. CAMERON,
Shire Clerk.

Recommended—

L. A. LOGAN,
Minister for Local Government.

Approved by His Excellency the Governor in Executive Council this 20th day of December, 1967.

W. S. LONNIE,
Clerk of the Council.

LOCAL GOVERNMENT ACT, 1960.

The Municipality of the Shire of Moora.

By-laws Relating to Moora and District War Memorial Swimming Pool.

L.G. 726/62.

IN pursuance of the powers conferred upon it by the abovementioned Act and all other powers enabling it, the Council of the abovementioned Municipality hereby records having resolved on the 1st day of November, 1967, to make and submit for confirmation by the Governor, the following by-law:—

The by-laws of the Shire of Moora published in the *Government Gazette* of 19th December, 1962, and as amended on 4th August, 1965, are hereby amended in the following manner:—

By-law No. 6 is amended by inserting after the line commencing with the word "Spectator" under heading "Season Tickets" the line or lines as follows: Family Rate for both parents providing they have two or more school children who each hold a season ticket \$12.

Dated this 1st day of November, 1967.

The Common Seal of the Shire of Moora was hereunto affixed by authority of a resolution of the Council in the presence of—

[L.S.]

A. S. CRANE,
President.
M. E. BADDELEY,
Shire Clerk.

Recommended—

L. A. LOGAN,
Minister for Local Government.

Approved by His Excellency the Governor in Executive Council this 20th day of December, 1967.

W. S. LONNIE,
Clerk of the Council.

LOCAL GOVERNMENT ACT, 1960.

The Municipality of the Shire of Moora.

Adoption of Draft Model By-law Relating to Standing Orders.

L.G. 665/66.

IN pursuance of the powers conferred upon it by the abovementioned Act the Council of the abovementioned Municipality hereby records having resolved on the 15th day of February, 1967, and on the 15th day of March, 1967, to adopt such Draft Model By-laws published in the *Government Gazette* of the 25th day of January, 1962, and of the 8th day of May, 1962, (with such alterations) as are here set out.

Local Government Model By-law (Standing Orders) No. 4.

Alterations: (a) Wherever it appears in the by-law delete the word "Mayor" and insert the word "President"; (b) in line three of clause six delete the word "two" and insert the word "ten"; (c) to clause thirteen add the words "except with the permission of the President"; (d) delete subclause (2) of clause fifty-one; (e) in clause 88 (2) insert the word "four" before the word "Councilors"; (f) in line one of subclause (2) of clause seventy-five delete the word "Council and insert the word "Meeting"; (g) in line two of subclause (1) of clause ninety-three between the word "than" and the word "members" insert the word "two"; (h) in line two of clause ninety-eight delete the words "twenty pounds" and insert the words "forty dollars"; (i) delete clause ninety (5); and (j) delete clause 88 (5).

Dated the 6th day of December, 1967.

The Common Seal of the Shire of Moora was
affixed hereto in the presence of—

[L.S.]

A. S. CRANE,
President.
M. E. BADDELEY,
Shire Clerk.

Recommended—

L. A. LOGAN,
Minister for Local Government.

Approved by His Excellency the Governor in Executive Council the 20th day of December, 1967.

W. S. LONNIE,
Clerk of the Council.

Agistment Charges.

The fees to be charged for agistment of livestock at the abattoirs (after the first 24 hours) shall be as follows:—

	Per head per day. \$
(i) Cattle (based on 16 lb. hay per head per day)	0.20
(ii) Sheep, lambs and pigs (based on 2 lb. chaff per head per day for sheep and 1½ lb. crushed wheat per head per day for pigs)	0.05 .
Regs. 20 and 23 revoked.	3. The principal regulations are amended— (a) by revoking regulation 20; and (b) by revoking regulation 23.
Reg. 24 substituted.	4. The principal regulations are amended by substituting for regulation 24 the following regulation:— 24. The owner of stock slaughtered at the abattoirs shall be entitled to twenty-four hours free storage. .
Reg. 25 revoked.	5. The principal regulations are amended by revoking regulation 25.

GOVERNMENT STOCK SALEYARDS ACT, 1941.

Department of Agriculture,
South Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to the provisions of the Government Stock Saleyards Act, 1941, has been pleased to make the regulations set forth in the schedule hereunder, to take effect on and after the 1st January, 1968.

T. C. DUNNE,
Director of Agriculture.

Schedule.

Regulations.

- Principal regulations.
1. In these regulations the regulations made under the provisions of the Government Stock Saleyards Act, 1941, published in the *Government Gazette* on the 10th July, 1942, as amended from time to time thereafter by notices so published, are referred to as the principal regulations.
- Reg. 16 substituted.
2. Regulation 16 of the principal regulations is revoked and the following regulation substituted:—
16. The following dues and fees shall be paid in respect of stock yarded for sale, whether sold or not—
- (a) at saleyards other than Quarantine Sale-yards at Robb Jetty—
- | | Per Head.
\$ |
|--|-----------------|
| for every ox, bull, cow, heifer and yearling | 0.30 |
| for every calf under the age of 1 year | 0.20 |
| for every sheep, lamb or goat | 0.05 |
| for every pig of the value of \$6 or over | 0.16 |
| for every pig under the value of \$6 | 0.10 |
| for every horse | 0.30 |
| sheep dipping | 0.10 |
- (b) at the South Fremantle Quarantine Sale-yards at Robb Jetty—
- | | |
|--|------|
| for every ox, bull, cow, heifer and yearling | 0.30 |
| holding and water fee | 0.08 |

REGISTRATION OF BIRTHS, DEATHS AND MARRIAGES ACT,
1961-1965.

Chief Secretary's Department,
Perth, 20th December, 1967.

HIS Excellency the Governor in Executive Council, acting pursuant to section 73 of the Registration of Births, Deaths and Marriages Act, 1961-1965, has been pleased to make the regulations contained in the schedule hereunder.

J. DEVEREUX,
Under Secretary.

Schedule.

Regulations.

- Principal regulations. 1. In these regulations the Registration of Births, Deaths and Marriages Act Regulations, 1963, published in the *Government Gazette* on the 29th August, 1963, as amended thereafter by notices so published, are referred to as the principal regulations.
- Reg. 10 substituted. 2. Regulation 10 of the principal regulations is revoked and the following regulation substituted:—
- Prescribed period of gestation and weight of product of conception. 10. For the purposes of the interpretation, "birth" or "birth of a child" in section 3 of the Act, the period of gestation of a product of conception is prescribed as "at least twenty weeks" and the weight of such a product is prescribed as "at least 400 grammes".

