

TRAFFIC.

No. 60 of 1919

(as amended by Acts No. 16 of 1922, No. 37 of 1924, No. 46 of 1925,
No. 22 of 1926, No. 11 of 1927, and No. 20 of 1930).

**AN ACT to consolidate and amend the Law relating to
the Licensing and Use of Vehicles and the Regulation
of Traffic, and for other incidental purposes.**

BE it enacted by the King's Most Excellent Majesty, by
and with the advice and consent of the Legislative
Council and Legislative Assembly of Western Australia, in
this present Parliament assembled, and by the authority of
the same, as follows:—

PART I.—PRELIMINARY.

1. This Act may be cited as the *Traffic Act, 1919-1930*.* Short title.

2. This Act is divided into Parts and Divisions, as Division.
follows:—

PART I.—PRELIMINARY. Sections 1 to 4.

PART II.—LICENSING OF VEHICLES. Sections 5 to 18.

PART III.—TRAFFIC INSPECTORS. Section 19.

PART IV.—REGULATION OF TRAFFIC. Sections 20 to 49.

Division (1).—Motor and other Vehicles. Sections
20 to 30.

Division (2).—Locomotive and Traction Engines,
Sections 31 to 33.

Division (3).—Width of Tyres. Sections 34 to 40.

Division (4).—Regulations. Sections 41 to 49.

PART V.—MISCELLANEOUS. Sections 50 to 68.

FIRST SCHEDULE.—REPEALS.

SECOND SCHEDULE.—DESCRIPTION OF LICENSES.

THIRD SCHEDULE.—LICENSE FEES.

FOURTH SCHEDULE.—WIDTH OF TYRES.

**FIFTH SCHEDULE.—ADDITIONAL LICENSE FEES ON CERTAIN
ROADS.**

* The Principal Act was proclaimed to commence on 1st January, 1920 (see *Gazette* 12th December, 1919). The amending Acts of 1922 and 1925 came into operation when assented to. The Amending Act of 1924 came into operation on 1st January, 1925, except section 4, which was proclaimed to commence on 15th May, 1925 (see *Gazette* of same date). The amending Act of 1927 came into operation when assented to. The amending Act of 1930 was proclaimed to commence on 31st January, 1931 (see *Gazette* of 30th January, 1931).

Repeal.
Schedule 1.

3. The Acts specified in the First Schedule are repealed to the extent therein mentioned.

Interpretation.

4. In this Act, subject to the context—

“District” means a municipal district or road district, and any outlying land which the Minister shall, by notice in the *Gazette*, declare to be a district for the purposes of this Act; the term includes sub-district;

“Drive” includes “ride,” and “driver” includes “rider”;

“Government road” means a road declared by Order in Council under the Public Works Act, 1902, to be a Government road;

“Inspector” means a traffic inspector appointed under this Act, and includes an assistant traffic inspector and a member of the police force lawfully acting as an inspector;

Amended by sec.
2 of No. 22 of
1926.

“License” means a license granted under this Act, and in Division (1) of Part IV. means and in Part V. includes a license to drive a motor vehicle;

Ibid.

“Local Authority” means a municipality and the council thereof or a road board; and means the Commissioner of Police in respect of outlying land and in the metropolitan area and as the licensing authority therein.

“Local Government Act” means an Act under which a local authority is constituted or a district is governed by a local authority;

“Mechanical Power” includes any motive power not being animal power;

“Minister” means the Minister for Works or such other member of the Executive Council as is for the time being charged by the Governor with the administration of this Act;

Inserted by sec. 2
of No. 37 of 1924,
and amended by
sec. 2 of No. 22 of
1926.

“Motor omnibus” means a motor vehicle used as an omnibus;

“Motor vehicle” means any vehicle propelled by gas, oil, electricity, or any other mechanical power, and used or intended to be used on roads; but the expression does not include a locomotive or traction engine propelled by steam;

- “Omnibus” means and includes any vehicle used as a passenger vehicle to carry passengers at separate fares; Inserted by sec. 2
of No. 22 of 1926.
- “Outlying Land” means land not comprised in any municipal or road district;
- “Owner” means any person who owns a vehicle, or any person who has the use of a vehicle for a period of not less than three months under an agreement for the hire thereof, or under a hire-purchase agreement, or otherwise; *Ibid.*
- “Regulation” means a regulation made under this Act, and includes a by-law made under delegated authority;
- “Road” means and includes any street, road, lane, thoroughfare, footpath, or place open to or used by the public, and all bridges and culverts and other things appurtenant thereto and used in connection therewith;
- “Sub-district” means that portion of a municipal district or road district which is within the boundaries of the metropolitan area, as defined by regulation, where a portion only of any such district is comprised within that area;
- “Vehicle” includes any vehicle mentioned in the Second Schedule to this Act, and every description of vehicle or locomotive engine or machine (whether used for carriage, traction or otherwise) drawn by animal traction, or propelled or drawn by any mechanical power, and used or intended to be used on roads; the term does not include a railway locomotive, railway carriage or wagon, tram motor or tram car;
- “Width of bearing surface” means the actual width of the bearing surface of a tire that would actually come into contact with or bear upon a hard smooth level surface when the wheels are attached to the axle and ready for use.

PART II.—LICENSING OF VEHICLES.

5. (1.) A vehicle license is required for any vehicle described in the Second Schedule to this Act. Licenseg.
Schedule

(2.) If any vehicle for which the owner is not the holder of the requisite vehicle license under this Act is used on any

Traffic.

road, the owner of the vehicle and every person so using the same or causing or permitting such use thereof shall be guilty of an offence against this Act.

Penalty: Twenty pounds.

Provided that it shall be a defence to a charge under this section against any person other than the owner of the vehicle if the defendant proves that he had no knowledge that the owner was not the holder of the requisite license.

(3.) A vehicle which is in any manner drawn or propelled on any road shall be deemed to be used thereon.

Inserted by sec. 3
of No. 22 of 1926.

(4.) On a conviction for an offence under this or the next following section, the court shall order the defendant to pay the license fee that should have been paid in respect of the vehicle, in addition to the penalty imposed, and such order may be enforced as if the amount of such fee was a penalty imposed on the defendant.

No. 20 of 1930.

(5.) Any person who has at any time, after the coming into operation of this Act, committed an offence against this section for which he has not been prosecuted shall be liable to pay to the local authority the license fee which he might have been ordered to pay on conviction of such offence, and such fee shall be recoverable in any court of competent jurisdiction.

Passenger-
vehicle and
carriers' licenses.

6. (1.) A passenger-vehicle license is required for every vehicle used for carriage of passengers for hire or reward.

Amended by
sub. 4 of No. 22
of 1926.

(2.) A carrier's license is required for every vehicle regularly used for the carriage of goods for hire or reward, and a passenger-vehicle license is also required for such vehicle if it is used for the carriage of passengers for hire or reward, except with the permission of the local authority on some special occasion to be stated.

(3.) If any vehicle for which the owner is not the holder of the requisite passenger-vehicle license or carrier's license under this Act is used on any road for the carriage of passengers for hire or reward, or for the carriage of goods for reward, the owner of the vehicle and every person so using the same or causing or permitting such use thereof shall be guilty of an offence against this Act.

Penalty: Twenty pounds.

(4.) Every person to whom a passenger-vehicle or carrier's license is issued under this Part shall cause such license whilst it is being exercised to be kept in the personal custody of the person actually driving the vehicle.

Penalty: Three pounds.

(5.) A person who has a passenger-vehicle or carrier's license in respect of any vehicle shall also be required to have a vehicle license in respect of such vehicle in addition thereto.

(6.) The number of passengers to be carried in a vehicle licensed as a passenger vehicle shall be limited to the number stated in the license.

Inserted by sec. 4 of No. 22 of 1926.

7. (1.) A vehicle license for any vehicle employed or to be employed in, about, or in connection with any business establishment shall be issued by the local authority of the district wherein such establishment exists. A branch establishment shall be deemed an establishment for the purposes of this subsection.

The licensing authority.

(2.) Provided that when public stands for licensed vehicles plying for hire have been appointed and fixed in any district, no license issued by the local authority of any other district shall (unless the local authority of the district in which such stands are established so orders) authorise any person to cause or permit any vehicle to stand or be upon any such public stand; but such stands shall, subject to any such order, be for vehicles licensed by the local authority of such district only.

Public stands.
The first paragraph of this subsection was deleted by sec. 5 of No. 22 of 1926.

Any person who contrary to this subsection causes or permits any vehicle to stand or be upon any such public stand commits an offence against this Act.

Penalty: Ten pounds.

(3.) Save as aforesaid, vehicle licenses shall be granted by the local authority within whose district the owner of the vehicle resides at the time of the application for the license. A body corporate shall be deemed to reside in the district in which its principal place of business is situated.

8. Subject to this Act, every license granted hereunder shall, whilst it is in force, be effective and operative throughout the State. Provided that this section is subject to the provisions of section forty-two relating to omnibuses.

Operation of license.
Proviso added by sec. 6 of No. 22 of 1926.

Application for
license.

9. (1.) Every application for a license under this Part shall be made during the currency of the financial year in which the license is to have effect, or in the month immediately preceding that year; and every such license shall, subject to this Act, have effect for and during that year, or the unexpired portion thereof, and no longer.

(2.) "Financial year" means the period of twelve months ending the thirtieth day of June.

Fees.
schedule 3.

10. Subject to section ten A next following, fees shall be paid to local authorities for licenses as set out in the Third Schedule to this Act:

Amended by sec.
7 of No. 22 of 1928,
and No. 20 of 1930.

Provided that any vehicle license required for any vehicle belonging to the Crown or to any local authority, or belonging to any fire brigades' board or used exclusively for purposes connected with protection against fire or ambulance work, or for any vehicle used solely on a farm or pastoral holding and not on any road otherwise than in passing from one portion of the farm or holding to another portion thereof, such portions being separated only by a road, or for any locomotive or traction engine or machine or other vehicle used solely for ploughing, reaping, threshing, or other agricultural purpose, shall be granted without any fee being paid therefor, but such exemption from fees shall not extend to locomotive and traction engines or machines drawn or driven over roads from farm to farm for use, for hire or reward.

Provided also that any minister of religion shall be entitled to obtain a license for one vehicle owned and kept by him for his own personal use, free of charge.

Provided also that a local authority may, in exceptional circumstances, and with the approval of the Minister, grant a license to the owner of a particular vehicle therein mentioned without payment of the prescribed fee, under and subject to such conditions, if any, as may be stated in the license.

Additional fees to
be paid for cer-
tain vehicles used
on roads in Fifth
schedule.
No. 20 of 1930, s. 5.

10A. (1.) Until the thirty-first day of December, one thousand nine hundred and thirty-two, but subject as herein-after provided, every person using any vehicle, mentioned in Part II. of the Fifth Schedule, for the carriage of goods, which term does not include personal effects or articles of domestic use or requirement, upon any road mentioned in Part I. of the Fifth Schedule to this Act shall pay the additional license fee set out in Part II. of the said schedule:

Provided that this section shall not apply to vehicles used—

- (a) for carrying the produce of farms or forests or farming requisites or requisites for the production of timber between any farm or forest and the railway station or town nearest to such farm or forest;
- (b) for carrying grain in a vehicle owned by the producer of such grain to a flour mill for the purpose of being gristed, milled or treated, and carrying from such mill flour, meal, bran, pollard or offal received in exchange for such grain for use on the farm where the grain was produced;
- (c) solely for carrying livestock, poultry, fruit, vegetables, dairy produce or other perishable commodities from the place where they are produced to any other place, and for carrying on the return journey any farmers' requisites for domestic use or for use in producing the commodities named herein, and not intended for sale;
- (d) principally for carrying the ore from mines and mining requisites within any prescribed mining district;
- (e) principally for carrying produce and goods between the station property of any person engaged in the pastoral industry between such property and the railway station or town nearest to such property;
- (f) by the Crown or a local authority for its own purposes:

Provided also, that in exceptional cases the Minister may exempt the owner of a particular vehicle from liability to pay the prescribed additional license fee, either wholly or partially, to such extent as the Minister in the circumstances shall think reasonable.

(2.) The Governor may by regulation add additional roads to Part I. of the said Fifth Schedule, and by regulation at any time remove therefrom any road added thereto as aforesaid.

(3.) The additional license fee prescribed in Part II. of the Fifth Schedule shall be a debt due to the Minister, and shall be payable to the Commissioner of Police, or to any other person authorised by the Minister to receive the same from the licensee, and shall be recoverable by action in any court of competent jurisdiction.

(4.) No vehicle to which this section applies shall be used on any road mentioned in Part I. of the Fifth Schedule until the additional license fee prescribed in Part II. of the said schedule has been paid, and a receipt for such payment has been endorsed on the license by the Commissioner of Police or by a person authorised by the Minister to receive such additional license fee and endorse such receipt.

Penalty: Fifty pounds.

(5.) On a conviction for an offence under the next preceding subsection, the court shall order the defendant to pay the additional license fee which should have been paid, in addition to the penalty imposed, and such order may be enforced as if the amount of such additional fee was a penalty imposed on the defendant.

(6.) All additional license fees received by the Minister under this section shall be paid by him to the credit of a special account at the Treasury, and be applied, firstly, in payment of the cost of collection and administration, and secondly, towards the maintenance, repair, and improvement of the roads mentioned in Part I. of the Fifth Schedule, as the Minister shall think fit.

(7.) The warrant of the Minister shall be sufficient authority to the Treasurer to make any payment provided for by this section.

(8.) For the purposes of this section, subject as in this section previously provided, the term "goods" means chattels of every kind capable of physical transport, but does not include live animals or chattels when the same are being conveyed to or from agricultural shows for show purposes.

Apportionment
of fees.

No. 20 of 1930, s. 7.

11. If, and according as the term of an annual license granted under this part in respect of a vehicle not previously licensed shall commence in the financial year on or after the first day of the fourth month, but before the first day of the seventh month, or on or after the first day of the seventh month but before the first day of the tenth month, or on or after the first day of the tenth month, the licensee shall, except in so far as it may be otherwise prescribed, pay only three-quarters, or one-half, or one-quarter, as the case may be, of the prescribed fee for such license.

Apportionment
of fees between
districts.

12. (1.) The local authority of any district which has, after the commencement of this Act, received any vehicle or other license fee for a vehicle used for the carriage of pas-

sengers for hire, or the carriage of goods for reward shall, if the license has been wholly or mainly exercised in another district, pay such fee on demand to the local authority of such other district.

(2.) If any dispute shall arise between local authorities touching the question as to which district a license has been wholly or mainly exercised in, the question shall be tried and determined by a police or resident magistrate in accordance with the prescribed procedure.

13. (1.) Subject to section ten A, but otherwise not withstanding anything hereinbefore contained, the Commissioner of Police shall be the licensing authority for every district and sub-district comprising the metropolitan area, and shall have and may exercise therein such powers and discretions (under this Act or any regulation) of or concerning the issue and transfer of licenses, and the effecting of registrations, as are in other districts or subdistricts vested in the local authorities.

The Commissioner of Police to be the licensing authority for metropolitan area.

Amended by sec. 2 of No. 16 of 1922, and sec. 8 of No. 22 of 1926, and sec. 2 of No. 11 of 1927, and No. 20 of 1930, s. 8.

(2.) Subject to section ten A, all fees paid each year for licenses or transfers of licenses or registrations in the metropolitan area under this Act or any regulations—

(a) shall be paid into the Treasury to the credit of an account to be called the Metropolitan Traffic Trust Account,

(b) shall be chargeable with the costs of collection as certified by the Minister, and as to one-half of the net balance of the said fees, to deduct therefrom the costs incurred by the Minister under section eighty-six of the Public Works Act, 1902, in any financial year in repairing the Perth-Fremantle road from Ferdinand road to North Fremantle bridge; the roadway or decking (exclusive of the tramway) of the Perth causeway; the roadway or decking (exclusive of the tramway) of the North Fremantle bridge; that portion of road (known as Guildford road) starting at the present north-east boundary of the City of Perth and proceeding thence along roads Nos. 1448 and 2 to Johnson street, along Johnson street to James street, along James street to Meadow street, along Meadow street to Swan street, along Swan street to Terrace road, along Terrace road to York road (No. 28), along York

road (No. 28) to the present eastern boundary of the metropolitan area; that portion of the Perth-Albany road (No. 122) from the present boundary of the city of Perth to the junction with the Bunbury road at the Old Narogin inn; and that portion of road (known as Canning Road No. 124 and Lower Canning Road Nos. 780 and 9) from the present boundary of the city of Perth to the eastern boundary of the municipality of East Fremantle.

Inserted by sec. 8
of No. 22 of 1926.
Amended by sec. 2
of No. 11 of 1927.

- (c) The remaining half of the net balance of the said fees shall, together with any moneys remaining unexpended out of the said first-mentioned half of the net balance of the said fees, be annually paid to and divided amongst the local authorities of the districts and sub-districts comprised in the metropolitan area and the Board controlling Reserve A1720 (the King's Park), in such shares and proportions as the Minister may determine.*

(3.) The warrant of the Minister shall be sufficient authority to the Colonial Treasurer to make any payment provided for by this section.

(4.) The metropolitan area shall be prescribed by regulation.

Inserted by sec. 8
of No. 22 of 1926.

(5.) If money is appropriated by Parliament for the construction, reconstruction, improvement, or widening of any main road within the metropolitan area which is not within the scope of the Federal Aid Roads Agreement Act, 1926, an amount sufficient to provide for interest and sinking fund on one-half of the amount so appropriated (but not to exceed nine per centum) shall be charged annually against the said one-half of the net balance of said fees, so far as the same shall be available after providing for the deductions aforesaid:

Provided that the sum to be charged as aforesaid shall not exceed in any year one-fifth of the net amount available for distribution under paragraph (c) of subsection (2).

*The first paragraph of Section 8 of the Amending Act, No. 22 of 1926, enacts that Section 13 of the Principal Act is amended by adding to paragraph (c) of subsection 2 the words "and if so required by the Governor shall be expended on specified roads."

By the second paragraph of Section 8 of the same Amending Act, paragraph (c) of subsection 2 of Section 13 of the Principal Act, is repealed, and a new paragraph (c) inserted as printed.

14. (1.) Except as hereinafter provided it shall not be competent for a local authority to refuse to grant any license under this Part of this Act, in respect of any vehicle, to an applicant tendering the proper fee or not bound to pay any fee, unless—

Obligation to
grant licenses.
As amended by sec.
3 of No. 22 of 1928.

- (a) the vehicle is unfit to be used or driven on a road; or
- (b) the vehicle is unfit for the purpose for which the license is desired; or
- (c) the vehicle is not constructed and equipped in conformity with the provisions of this Act; or
- (d) the license applied for is not one that is appropriate to the vehicle; or
- (e) two convictions for offences against this Act have been obtained against the applicant during the preceding twelve months; or
- (f) in the case of an application for a passenger vehicle or a carrier's license, the applicant is of bad repute, or is not a fit and proper person to be the holder of such a license, or, in the opinion of the local authority, the reasonable requirements of the public do not justify the granting of the license.

Provided that this section is subject to the provisions of section forty-two relating to omnibuses.

(2.) If in the opinion of the local authority any motor vehicle for which a license to carry passengers is held is so out of repair as to be unfit for use on a road, the local authority may, by complaint and summons in a court of summary jurisdiction, require the licensee to show cause why his license should not be cancelled, and the court may cancel the license, or suspend the license until the vehicle is repaired to the satisfaction of the court:

A license so suspended shall, during the period of suspension, be of no effect.

15. (1.) If any person to whom a license in respect of a vehicle has been granted in any district shall cease to be the owner of the licensed vehicle, the licensing inspector or licensing officer of the district shall, on payment of the prescribed fee by the person who has become owner of the vehicle, indorse on the license a transfer thereof to him, and that person shall thereupon become the licensee.

Transfer of
licen. sec.

(2.) No such transfer shall be made to any person other than the executor or administrator of the licensee unless the inspector or officer is satisfied that the licensee or his executor or administrator has received notice of the application, provided that such notice may be dispensed with in the prescribed cases.

(3.) An application for a transfer may be refused for any reason for which an application for a license by the same person for the same vehicle might be refused.

Cancellation of licenses.

16. (1.) If two convictions for offences against this Act shall be recorded or pronounced against the holder of a license granted under this Part during the currency of the license, then the justices before whom the licensee is convicted on the second occasion may, in lieu of or in addition to any other penalty provided by law which they may see fit to impose, order that the license be cancelled and the same shall thereupon become void.

(2.) When any license has been so cancelled, the licensee shall be disqualified during the period for which the license was granted from obtaining a license under this Part in respect of any vehicle of the kind for which the forfeited license was granted.

Appeal.

17. (1.) There shall be an appeal to a court of petty sessions, whose order shall be final, in any case where a license, or a transfer of a license, under this Part of this Act is refused.

(2.) On the hearing of the appeal the court may order that the license shall be granted, or may dismiss the appeal, and may order either party to the appeal to pay such costs as in its discretion the court may think fit.

Exemptions.

18. Notwithstanding anything hereinbefore contained,—

(a) a person shall not be liable to a penalty under section five in respect of any vehicle if he proves that he has had no reasonable opportunity of obtaining a license for the vehicle, and that the same is being driven on a road direct to the office of the local authority for the purpose of obtaining a license;

**Amended by sec.
10 of No. 22 of 1926.**

- (b) the local authority of any district in which the business premises, of any manufacturer, of or dealer in motor vehicles are situated may, on payment of such annual fee not exceeding five pounds as may be prescribed, assign annually to that manufacturer or dealer a general identification disc or tablet which may be used for any motor vehicle on trial after completion or on trial by an intending purchaser, and a person shall not be liable to a penalty under section five while so using the vehicle if the disc or tablet so assigned is fixed upon the vehicle in the prescribed manner, provided that any such disc or tablet heretofore assigned by any local authority to a manufacturer or dealer shall, whilst the period for which it was assigned is unexpired, be deemed to have been assigned under this Act.

18A. (1.) Every licensing authority shall keep a register of vehicle licenses, and enter therein as prescribed particulars of every vehicle license issued by such authority; and shall upon payment of the prescribed fee issue to every applicant for a vehicle license a certificate of such registration of such license.

Provision for registration of licensed vehicles.

No. 20 of 1930, s. 9.

(2.) A certificate of registration shall have effect only whilst the license in respect of which it is issued remains in operation.

(3.) Every owner of a licensed vehicle shall at all times whilst the license for such vehicle remains in operation affix and keep affixed to the vehicle the certificate of registration issued to him under this section by such means in such manner and in such place in the vehicle as may be prescribed.

18B. Any person who drives or causes or permits to be driven upon any road a vehicle—

Offences.

No. 20 of 1930, s. 9.

- (a) not having the proper certificate of registration as required by section eighteen A of this Act, affixed thereto; or
- (b) not having such certificate of registration properly affixed thereto; or
- (c) having such certificate of registration obscured so that the same is not clearly visible; or
- (d) having such certificate of registration obliterated by any material; or

(e) having such certificate of registration so damaged that the same is not completely and distinctly visible,

shall be guilty of an offence under this Act.

Penalty: Twenty pounds.

PART III.—TRAFFIC INSPECTORS.

Traffic Inspectors.

Amended by sec. 12
of No. 22 of 1926.

19. (1.) In each district there shall be a traffic inspector or two or more traffic inspectors appointed by the local authority.

(2.) Every such inspector—

(a) may by virtue of his office, and without receiving express authority from the local authority, institute and carry on any proceedings against any person for any alleged offence against this Act or any breach of the regulations thereunder;

(b) may exercise all such powers and shall perform all such duties as are vested or imposed in or upon him by this Act;

(c) shall be re-imbursed out of the ordinary revenue of the local authority all costs and expenses which he may incur or be put to in or about the premises;

(d) may be dismissed from office by the local authority.

(3.) The power to appoint an inspector includes the power to appoint assistant inspectors.

(4.) It shall be the duty of every police officer to aid and assist inspectors in the exercise and discharge of their powers and duties, and members of the police force may exercise such powers and shall perform such duties of inspectors (except the granting or transfer of licenses or the effecting of registrations) as the Commissioner of Police may by general or special order published in the *Gazette* think fit for the time being to vest in or impose upon them.

(5.) The Minister may appoint any person to be an inspector who shall, in respect of any road to which his appointment extends, have such powers and perform such duties of an inspector as the Minister may from time to time direct.

(6.) The local authority may review any action or decision of any inspector (not being a police officer or an inspector appointed by the Minister) in its district, and the Minister may review any act or decision of any inspector appointed by him.

(7.) Every inspector appointed under this Act or the regulations thereunder (not being a member of the police force) shall be furnished with the prescribed certificate of his appointment, and shall produce such certificate whenever required so to do by any person in respect of whom he has exercised or is about to exercise any of his powers under this Act.

Penalty: Five pounds.

Provided that within the metropolitan area the regulation and control of traffic shall, subject to the next following proviso, be administered solely by the Commissioner of Police and the members of the police force; such area to be defined by regulation.

Provided also that the Minister may appoint officers of the Main Roads Board to regulate and control traffic within the metropolitan area, on roads under construction or maintained by the said Board under the provisions of the Main Roads Act, 1925.

PART IV.—REGULATION OF TRAFFIC.

Division 1.—Motor and other Vehicles.

20. (1.) The Commissioner of Police and any member of the police force acting with his authority may, subject to this Act, on the application of any person, grant and issue an annual license to such person to drive any motor vehicle of the kind or kinds to be therein specified:

Licensing of
drivers.
Amended by sec.
13 of No. 22 of
1926.

Provided that no license shall be granted until the applicant has proved to the reasonable satisfaction of an examiner, to be appointed by the Commissioner of Police, that the applicant is qualified to drive a motor vehicle of the kind for which the license is required.

(2.) A fee of five shillings per annum shall be payable for such license.

(3.) Every license shall, subject to the provisions of this Act, remain in force until the thirtieth day of June in the year for which it was granted.

(4.) Every applicant for a driver's license may be required by regulation to submit himself to a sight and hearing test, and in the case of an application for a license to drive a passenger vehicle, to such medical examination as may be prescribed.

No. 20 of 1930,
s. 10.

(5.) Any person aggrieved by the refusal of the Commissioner of Police or any member of the police force acting with his authority to grant and issue to such person an annual license under this section may, subject to regulations, appeal against such refusal to the resident magistrate exercising jurisdiction under the Local Courts Act, 1904-1921, in the district in which such license was applied for and refused, and such resident magistrate shall, by virtue of this section but subject to section twenty-eight of this Act, have jurisdiction to hear and determine such appeal, and to make such order in relation thereto as he may think fit; and any such order shall be final and conclusive and binding upon all parties concerned.

Penalty for driving
without license.

21. No person shall—

- (a) drive a motor vehicle on a road without being duly licensed under this Division for that purpose; or
- (b) employ or permit any person not so licensed to drive a motor vehicle on a road.

Penalty: For a first offence—Twenty pounds; for any subsequent offence—Fifty pounds, or imprisonment for three months.

Provided that nothing herein contained shall prevent an unlicensed person, being a person learning to drive a motor vehicle, from driving a motor vehicle upon a road if such unlicensed person has sitting beside him a licensed driver, and in such case the licensed driver shall be deemed to be driving such motor vehicle.

Production of
license.

Amended by sec.
14 of No. 22 of
1928.

22. Any driver of a vehicle who, when required by a member of the police force or a traffic inspector to produce his license or to state his name and place of abode, refuses to do so, or states a false name or place of abode, or refuses or fails to stop his vehicle when called upon to do so by a member of the police force or an inspector, shall be guilty of an offence under this Act.

Penalty: Ten pounds.

Motor vehicle to
be numbered.

Amended by sec.
14 of No. 22 of
1928.

23. (1.) Any person who drives or causes or permits to be driven upon any road a vehicle—

- (a) not having the number plates properly affixed there-
to; or

- (b) having the number plates obscured so that the number or letter and number upon such plates are not clearly visible; or
- (c) having the original number or letter and number upon the number plates obliterated by any material; or
- (d) having the number of plates so damaged that the original number or letter and number are not completely and distinctly visible.

shall be guilty of an offence under this Act.

Penalty: Ten pounds.

(2.) No person shall be liable to a penalty for any breach of this section if he proves to the satisfaction of the court hearing the case that such breach was the result of an accident.

(3.) "Number plate" means the identification tablet or number plate issued by a local authority on the licensing of a vehicle.

24. (1.) No driver of any motor vehicle shall pass any horse being driven, ridden, or led, or any drove of animals, in such a manner or at such a rate as is likely to endanger the safety of such horse or drove of animals or the driver, rider, or leader thereof.

Driver of motor vehicle to pass horse-driven vehicles, etc., with caution.

Inserted by sec. 15 of No. 22 of 1926.

Penalty: Five pounds.

25. Any person driving or riding a vehicle shall, in any case, if an accident occurs to any person, or to any animal or vehicle under the care of any person, caused by such vehicle, or owing to the presence of the vehicle upon the road, stop, and, if required, produce his license and give his name and address and also the name and address of the owner of the vehicle to any person who has been injured, or whose vehicle or animal has been injured, or to a member of the police force or an inspector, or to any person representing an injured person.

Duty to stop in case of accident, etc.

Amended by sec. 16 of No. 22 of 1926.

Penalty: Fifty pounds, or imprisonment for any term not exceeding six months.

26. (1.) If any person drives a vehicle on a road recklessly or negligently, or at a speed or in a manner which is dangerous to the public, having regard to all the circumstances of the case, including the nature, condition, and use

Reckless driving.

Amended by sec. 3 of No. 16 of 1922.

of the road and to the amount of traffic which actually is at the time, or which might reasonably be expected to be, on the road, that person shall be guilty of an offence under this Act.

Penalty: For a first offence, Twenty pounds; for any subsequent offence, Fifty pounds, or imprisonment for three months.

(2.) Any member of the police force may apprehend without warrant the driver of any vehicle who commits an offence under this section within his view, if he refuses to give his name and address, or if he does not produce his license on demand, or if the vehicle does not bear the prescribed number plate.

Driving under
influence of
liquor.
No. 20 of 1930,
s. 11.

27. (1.) Any person who, when driving or attempting to drive, or when in charge of a motor vehicle in motion on a road, or when in charge of a horse or other animal or drove of animals on a road, is under the influence of drink or drugs to such an extent as to be incapable of having proper control of the vehicle or the horse or other animal or drove of animals, shall be guilty of an offence under this Act.

(2.) Such person may be apprehended without warrant by any member of the police force or an inspector, and charged with such offence, and the vehicle, or the horse or other animal or drove of animals may be driven or conveyed to and detained at any police station or other place of security pending the hearing of the charge against such person.

(3.) Such person, upon conviction for such offence, shall be liable to a penalty of fifty pounds, or to imprisonment with or without hard labour for three months.

Suspension of
license and dis-
qualification.

28. (1.) Any court before whom a person is convicted of any offence in connection with the driving of a motor vehicle—

- (a) may, if the person convicted holds a license under this Division, suspend such license for such time as the court thinks fit, and may also declare the person convicted disqualified for obtaining a license for such time as the court thinks fit; and
- (b) may, if the person convicted does not hold a license, declare him disqualified for obtaining a license for such time as the court thinks fit; and

(c) if the person convicted holds any such license shall cause particulars of the conviction and of any order of the court made under this section to be endorsed thereon, and shall cause a copy of those particulars to be sent to the Commissioner of Police.

(2.) A license so suspended by the court shall, during the term of suspension, be of no effect, and a person whose license is suspended, or who is declared by the court to be disqualified for obtaining a license, shall, during the period of suspension or disqualification, be disqualified for obtaining a license under this Division.

29. Any owner of a vehicle shall, if required by a member of the police force, or an inspector, give any information which it is in his power to give, which may lead to the identification of any person who was driving such vehicle when an offence under this Act is alleged to have been committed.

Duty of owner to identify offending driver.

Amended by sec. 3 of No. 16 of 1922.

Penalty: Ten pounds.

30. (1.) Any person being in the State merely as a tourist and having in his possession a motor car belonging to himself, may apply to the Minister for a license under this section, and the Minister may, in his absolute discretion, issue to the applicant a license in the prescribed form which shall, in respect of the said motor car, have effect as a vehicle license and also as a driver's license to the applicant and any person in his employ named therein

Special licenses for travellers with motor cars.

(2.) No fee shall be charged for such license.

(3.) Such license shall not be for a longer period than three months, and no more than one such license shall be granted for the same car or to the same applicant during any period of twelve months.

(4.) Subject as aforesaid, the provisions of this Act, applicable to motor cars and to vehicle and drivers' licenses and to licensed persons, shall, according to their tenor, apply *mutatis mutandis* to such cars and licenses as are mentioned in this section and to any person making use of such licenses; any license granted hereunder may be forfeited for any cause for which a vehicle license or driver's license might be forfeited, and, in addition, shall be liable to revocation by the Minister at any time in his absolute discretion.

Division 2.—Locomotive and Traction Engines.

Drivers' licenses.

Amended by sec.
18 of No. 22 of
1926.

31. (1.) No person shall drive a locomotive or traction engine or other vehicle propelled by steam on a road unless such person is the holder of a locomotive or traction engine-driver's certificate under the Inspection of Machinery Act, 1904.

Penalty: For a first offence, Twenty pounds; for any subsequent offence, Fifty pounds or imprisonment for three months.

(2.) No person shall drive a locomotive or traction engine propelled by any mechanical power except steam unless he is duly licensed under Division 1 of this Part.

Not to be liable
for damage to
traction engine.

32. No local authority shall be liable for any damage done to any locomotive or traction engine, or anything carried, drawn, or impelled thereby by reason of the same falling through or from any bridge or culvert, or by reason of any defect in any road.

Driver to stop
when requested.
Amended by sec.
19 of No. 22 of
1926.

33. The driver of any locomotive or traction engine when travelling on a road shall, when requested or signalled so to do by any person driving a horse in any vehicle, or riding a horse, or in charge of a horse or other animal or drove of animals, stop until the vehicle, horse, animal, or drove of animals has passed the locomotive or traction engine, or such person as aforesaid signals that the vehicle which has been stopped may pass.

Penalty: Twenty pounds.

*Division 3.—Width of Tyres.*Application of
this Division.

34. (1.) The Governor may by Order in Council, published in the *Gazette*, declare that the provisions of this Division shall apply to and be in force and effect in any district from and after a date to be specified, and thereupon such provisions shall come into force in such district, and the Width of Tyres Act, 1895, and section eighty-nine of the Public Works Act, 1902, shall cease to have effect therein.

(2.) Except in pursuance of an Order in Council under this section, this Division shall not have any force or effect in any district.

(3.) This Division shall not apply to any motor vehicle or cycle using only pneumatic tyres or other tyres of elastic material.

35. No person shall carry or cause or permit to be carried on any road by any vehicle a greater weight, including the weight of the vehicle, than that prescribed by the Fourth Schedule, for each inch or portion of an inch of the width of the bearing surface of the tire of each wheel of the vehicle.

Maximum weight
of vehicles.

Penalty: Twenty pounds.

Provided that this section shall not apply where the tires of the wheels of a vehicle are not less than six inches in width.

Provided also that owners of vehicles having tires under the regulation size shall be allowed twelve months from the passing of this Act to alter their tires to the regulation size.

36. (1.) No owner of any cart, motor wagon, goods vehicle, or locomotive or traction engine shall use or cause or permit the use of such vehicle on any road unless the correct weight of the vehicle is painted and displayed on some conspicuous part on the off-side in white letters of the prescribed size on a black ground.

Weight of vehicle
to be displayed.

Penalty: Five pounds.

(2.) As from a date to be fixed by proclamation, no person shall sell or offer or exhibit for sale or import any new vehicle of the kind specified in subsection one hereof unless the correct weight of the vehicle is painted in some conspicuous part on the off-side thereof, in white letters, of the prescribed size on a black ground.

Penalty: Five pounds.

37. (1.) Every person in charge of a vehicle shall, at the request of any member of the police force or an inspector or other officer of a local authority, allow such member of the police force, inspector, or officer to ascertain the weight of the load on the vehicle by measurement or otherwise in accordance with the appropriate regulation.

Load may be
measured.

Penalty: Five pounds.

(2.) The result ascertained shall be conclusively taken for the purposes of this Division to be the actual weight of the load, unless the owner or person in charge of the vehicle shall at the time give notice to the member of the police force, officer, inspector, or other officer of his intention to have the load weighed, and shall forthwith at his own expense have the same weighed in the presence of the member of the police force, inspector, or other officer.

Weighing machines.

38. (1.) Local authorities may erect weighing machines with suitable houses or structures for the weighing of vehicles, goods, or merchandise for the purpose of this Division.

(2.) Local authorities may also, for the purposes of this Act, by resolution recognise any weighing machine as fit and accurate, and may in like manner withdraw any such recognition.

Vehicles and load to be weighed if required.

39. Every person in charge of a vehicle shall, if required by a member of the police force or an inspector or other officer of the local authority, forthwith cause such vehicle with the load (if any) thereon to be weighed at the most convenient weighing machine erected or recognised by a local authority within one mile of the place where the requisition is made.

Penalty: Ten pounds.

Vehicle to be weighed if required.

40. (1.) The owner of any vehicle being served with a notice in the prescribed form signed by an inspector and a justice of the peace, requiring him with all practicable speed to cause the vehicle to be weighed unladen on any weighing machine erected or recognised by a local authority, shall obey such order, and shall forthwith forward the document showing the result of the weighing to such inspector.

Penalty: Ten pounds.

(2.) This section shall not apply if the owner has a certificate of the weight of such wagon from any inspector, and the distance to the nearest weighing machine erected, or recognised by, the local authority is greater than two miles.

Division 4.—Regulations.

Regulations.

Amended by sec. 4 of No. 16 of 1922, and by sec. 20 of No. 22 of 1926

41. (1.) Subject to this Act, the Governor may by regulations—

- (i) Regulate traffic and the use of vehicles upon roads and the use of footpaths, and for that purpose may—
 - (a) prescribe the rules to be observed in respect of any vehicle being driven or used on roads and the use of footpaths;
 - (b) prohibit the use on roads of any vehicles that cannot be safely used;

- (c) determine what number and kind of lights shall be carried by any vehicles, and the times when and the positions in which such lights shall be carried, and prohibit the use of unsuitable lights;
- (d) prescribe the use on any vehicle of efficient brakes and similar appliances;
- (e) provide for the issue at a prescribed charge by the local authority of identification tablets or number plates for vehicles, and require any person owning or in charge of any vehicle (whether a license is required therefor or not) to keep such a tablet or number plate displayed thereon in any manner; and enabling an officer duly authorised by the local authority to take possession of an identification tablet or number plate if the officer has reason to believe that it was not issued by a local authority in connection with a current license, or is in use on a vehicle for which it was not issued;
- (f) prescribe and regulate the use on any vehicles of bells and alarms;
- (g) prohibit or restrict the driving of any specified kinds of vehicles on any road on which, in the opinion of the Governor, such traffic would be especially dangerous; and regulate, prohibit, or restrict the driving, or hauling of agricultural machines (including tractors and ploughs) on roads;
- (h) provide for minimising the noise and the issue of fumes or smoke from the working of motor vehicles and locomotive or traction engines;
- (i) prescribe the hours during which and the conditions on which locomotive or traction engines, jinkers, and whins may proceed over any road;
- (j) regulate the manner in which horses or other animals in teams shall be driven, yoked, or harnessed;
- (k) regulate the use of roads by travelling stock;
- (l) regulate the use of trailers;
- (m) require persons in charge of vehicles or animals on roads to duly secure or be in attendance on the same; and authorising unattended vehicles or horses in streets or public places to be seized and taken charge of, and for the recovery of any expense thereby incurred;
- (n) prohibit or regulate processions on roads;

Traffic.

- (o) define the powers and duties of inspectors with regard to traffic on roads;
- (p) prohibit the use of any specified road by any vehicle, or by any person riding, driving, or in charge of any animal;
- (q) prohibit the use of any specified road by any vehicle, or by any person riding, driving, or in charge of any animal, except when proceeding in a prescribed direction;
- (r) prescribe the routes to be followed by all classes of traffic, or of any particular class of traffic or vehicle, from one specified point to another, either generally or between any specified times;
- (s) regulate the relative position in the roadway of traffic of different speeds or types;
- (t) prescribe the places where vehicles or vehicles of any particular class or description may not be turned so as to face in the opposite direction to that in which they were proceeding, or where they may only be so turned under the conditions prescribed;
- (u) prohibit the driving on any road of a vehicle exceeding seven feet six inches in width or containing a load exceeding such width;
- (v) prohibit the use for heavy traffic of all roads within a defined area, except certain defined roads on which by such regulation heavy traffic is permitted, and the use on any road of a vehicle the weight of which exceeds a prescribed weight;
- (ii) Regulate the use, management, and equipment of passenger vehicles, and for that purpose may—
 - (a) prevent any person not being of a prescribed age acting as driver or conductor;
 - (b) provide for the issue (subject to sections twenty, twenty-one, and thirty-one) of licenses to drivers and conductors, and prohibit any unlicensed person from acting or being employed as a driver or conductor, and prescribe the fees to be paid for such licenses;
 - (c) limit the number of passengers and the quantity of baggage and goods to be carried;
 - (d) prescribe rules for the taking up and setting down of passengers;

- (e) prescribe how vehicles are to be equipped and maintained in proper order and condition;
- (f) provide for the disposal of articles left in such vehicles;
- (g) prevent smoking in or on any such vehicle;
- (h) prohibit the conveyance of any corpse in or on any such vehicle;
- (i) regulate the routes to be observed by such vehicles plying as omnibuses; and require the licensee of the vehicle to have a route endorsed on his license and prohibit the use of vehicles as omnibuses on any route other than that endorsed on the license;
- (j) require the carrying of inside lights after sunset;
- (k) require the rates of fares to be kept displayed inside such vehicles;
- (l) prevent what is called the nursing or shepherding of passenger vehicles by other passenger vehicles and prevent one passenger vehicle being persistently driven before or after another passenger vehicle;
- (m) provide for the punishment of persons hiring passenger vehicles or riding therein, and evading or attempting to evade payment of fares; and provide that any fare shall be recoverable summarily before justices either in proceedings to inflict punishment or otherwise;
- (n) prevent touting on roads or in public places for passenger vehicles;
- (o) impose an obligation on owners and drivers to convey passengers on demand;
- (iii) Fix the rates and fares which may be taken by the drivers and owners of passenger and goods vehicles;
- (iv) Regulate, subject to section seven, the use of public stands appointed for the use of any passenger or goods vehicles, and prohibit the driver of any passenger or goods vehicle loitering or standing for hire therewith in any road except on a place which may lawfully be used as a stand for that particular vehicle;
- (v) Regulate the conduct of drivers and conductors of and persons attending any passenger or goods vehicle, and for that purpose may prohibit careless or furious driving or racing, or the demand or receipt of more than the legal fare or rate;

Traffic.

- (vi) Impose an obligation on the owners and drivers of any goods vehicles to carry merchandise and goods on demand;
- (vii) Regulate the use of roads with a view to the prevention of undue damage thereto or obstruction thereof, and for that purpose may—
 - (a) define what shall be deemed heavy traffic for the purposes of this Act;
 - (b) prohibit the passage of heavy or obstructive traffic over any specified road, either generally or during certain months of the year;
 - (c) prescribe the maximum weight which may be taken across any bridge or culvert;
 - (d) prohibit or regulate the use on any road of any vehicle not having the nails in the wheels counter-sunk in such a manner as may be specified in the regulation, or having on any wheel any bars, spikes, or projections specified in the regulation;
 - (e) prohibit or regulate the drawing or trailing of any sledge, timber, or heavy material on any road;
 - (f) prohibit or regulate the use on any road of any vehicle with a locked wheel;
 - (g) provide for the ascertainment by measurement or otherwise of the weight of any vehicle or the load carried by any vehicle on a road;
 - (h) prescribe by what distance or length of axle-tree any wheel of a vehicle shall be separated from the opposite wheel;
 - (i) limit the weight of loads to be carried or drawn by jinkers, or whims, and prohibiting the use of jinkers and whims on any road or portion of a road either generally or during certain months in the year;
 - (j) prescribe special rules for requiring the tires of jinkers and whims to be of a special width, and to be suitably protected or covered;
 - (k) regulate the maximum weight of the load that may be carried by any vehicle (inclusive of the weight of the vehicle) on roads other than such roads as are specifically prescribed in any prescribed area, and prohibiting the carriage of any such load exceeding the prescribed maximum weight;

- (l) prohibit the carriage by any vehicle on the roads or any specified roads in a prescribed area, of a load (including the weight of the vehicle) exceeding the weight prescribed as the maximum load that may be lawfully carried on such roads or specified roads;
- (viii) Provide for the suspension and cancellation of licenses granted under any regulation;
- (ix) Prescribe the method by which the horse power, carrying power, and any other matter may be determined in regard to any particular kind of vehicle for the purposes of this Act;
- (x) Prescribe any rule that may be deemed necessary or conducive to the exercise of any of the foregoing powers, or to the exercise of any powers vested in the Governor or the Minister or any local authority;
- (xi) Prescribe that any manufacturer of or dealer in vehicles shall, within a prescribed time after any sale or purchase, give to the local authority notice thereof, with a description of the vehicle and the name and address of the purchaser or seller, as the case may be;
- (xii) Enable a license obtained by misrepresentation or fraud to be cancelled, and its return to be required or enforced;
- (xiii) Prescribe all matters which by this Act are required or permitted to be prescribed or which may be necessary or convenient to be prescribed for giving effect to this Part of this Act;
- (xiv) Impose a penalty not exceeding twenty pounds or imprisonment not exceeding one month with or without hard labour for the breach of any regulation;
- (xv) Prescribe the fee and regulate other matters for any vehicle not otherwise provided for in this Act;
- (xvi) Regulate the driving or leading of cattle (within the meaning of that word in the Municipal Corporations Act, 1906) on roads and the use and driving of camels, and for that purpose may—
- (a) limit the number of camels to be driven by one driver;
 - (b) require the annual registration of camels and the payment of an annual registration for pack camels.
- (2.) The mention herein of any means or method of exercising a power of regulation hereby conferred shall not be

deemed to imply that, in the exercise of that power, the Governor is to be debarred from the use and employment of appropriate means and methods not specifically mentioned.

(3.) Regulations under this Division may, if the Governor deems it necessary or expedient, be of a local nature and limited in their application to a particular area, and may be restricted in their operation either to any specified class or kind of vehicle, or to vehicles with the exception of any specified class or kind.

(4.) The power of making regulations under this Division extends to Government roads.

Regulations as to
motor omnibuses.
Inserted by sec. 21
of No. 22 of 1926.

42. (1.) The Governor, by regulations made under this Act, may prescribe the routes within the metropolitan area, or in any other defined parts of the State, to be observed by omnibuses, and prohibit the use of omnibuses elsewhere than along a prescribed route; and may prescribe—

(a) sections and terminal points of such routes;

(a1) that prescribed routes shall be classified as “continuous routes” in cases where it appears that a continuous service is necessary for the benefit of the travelling public, and as “non-continuous routes” in cases where it appears that such a continuous service is not so necessary;

(b) that timetables, approved by the local authority, shall be framed and observed by owners and drivers of omnibuses plying for hire on prescribed routes or sections thereof;

and that such timetables, in so far as they relate to continuous routes, shall make provision for one or more omnibuses running continuously on the route to which the particular timetable relates.

(c) the maximum fares for prescribed routes or sections thereof to be charged for passengers carried by omnibuses;

(d) the maximum number of omnibuses which may be licensed to ply for hire on any prescribed route; and

(e) stopping places on such routes, and prohibit the taking up or setting down of passengers elsewhere than at a prescribed stopping place, or within a prescribed distance from the junction or intersection of prescribed roads:

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ibid.

Provided that before any route as aforesaid is so prescribed, the Minister—

- (i) shall take into consideration the maximum number of omnibuses proposed to be licensed for the route;
- (ii) shall confer with any local authority concerned; and
- (iii) shall satisfy himself that the condition of the roads to be included in the route is such as to be capable of carrying omnibus traffic thereon without unreasonable damage to the roads, and that there are not sufficient other facilities for the conveyance of passengers to, from, or within the district proposed to be served.

(2.) The Governor may, by regulations under this Act, prohibit the use of vehicles as omnibuses within the metropolitan area, or in any other defined part of the State, unless a prescribed route is specified in or indorsed on the license for the vehicle by the local authority, and on any route other than the route so specified in or indorsed on the license.

(3.) The Governor may, by regulations under this Act, prescribe—

- (a) that a passenger vehicle license for an omnibus shall be a "regular service" license or a "special service" license;
- (b) that a "regular service" license shall authorise the omnibus for which it is granted to ply for hire for the purpose only of maintaining a regular service upon a prescribed route to be specified in the license (including any authorised temporary deviation from such a route), except in cases where the local authority may consent in writing to such omnibus plying for hire for the purpose only of maintaining a regular service on such other prescribed route and for such period, as specified in the consent; and except where a special consent is granted by the local authority to authorise the omnibus to ply elsewhere on specified days;
- (c) that in any case where such a consent is granted, the omnibus shall not ply for hire during the period so specified on any route other than the prescribed route specified in the consent;

Traffic.

- (d) that a "regular service" license shall not be granted, and a consent as aforesaid under such a license shall not be granted, in respect of any prescribed route for any omnibus in excess of the number of omnibuses prescribed for that route;
- (e) that a "special service" license shall authorise the omnibus for which it is granted to ply for hire in accordance only with permits in writing to be issued from time to time by the local authority, permitting the omnibus to ply for hire to and from such places, and on such special occasions, and on such dates as are specified in the permit; and that no such permit shall be granted more than twenty-one days before the date of the special occasion for which it is granted;
- (f) that a license shall not be granted for any omnibus unless the provisions of this Act or of any regulations under this Act, so far as they apply to such omnibus, have been complied with;
- (g) that a permit under a "special service" license shall not be granted unless the local authority is satisfied that there are not other sufficient facilities for the conveyance of passengers; and
- (h) that any license, consent, or permit granted pursuant to such regulations may be granted subject to such further conditions (if any) as the local authority thinks fit.

(4.) The Governor may, by regulations under this Act,—

- (a) prescribe that the owner of an omnibus for which a "regular service" license is granted shall (except with the permission in writing of the local authority) maintain a regular service in accordance with the license and any relevant regulation, unless such failure is due to circumstances which could not reasonably have been avoided by him; and that if such service is not maintained, the license shall be liable to forfeiture; and
- (b) enable permission to be granted by the local authority for temporary deviations from prescribed routes and temporary alterations of any sections or terminal points thereof or stopping places thereon.

(5.) The Governor may, by regulations under this Act, prescribe—

- (a) the maximum, height, length, and breadth of omnibuses and motor wagons;
- (b) the maximum weight of and the maximum load for omnibuses and motor wagons;
- (c) that tires other than rubber tires shall not be used on motor omnibuses, and the thickness and condition of tires used on motor omnibuses and motor wagons;
- (d) the design and construction of omnibuses so as to secure the safety, comfort, and convenience of passengers and the public, and to minimise damage to roads;
- (e) for the maintenance and repair of omnibuses;
- (f) for the provision and regulation of efficient brakes and steering gear on motor omnibuses;
- (g) for the supply to the Minister by owners of omnibuses of such statistics as are prescribed;
- (h) the limit of speed that shall not be exceeded whether generally or in any specified locality or any specified street or road or part thereof by omnibuses; and
- (i) generally, all such matters and things as are authorised or permitted to be prescribed for carrying this Act into effect.

(6.) The Governor, by regulations made under this section,—

- (a) may prescribe that the holder of a passenger vehicle license for an omnibus in force at the commencement of the first regulations made under this section shall surrender such license, and may be granted in lieu thereof a passenger vehicle license to be issued in accordance with such regulations on payment of a proportional part of the additional fee prescribed by Part II. of the Third Schedule to this Act; and
- (b) may impose a penalty not exceeding twenty pounds, or imprisonment not exceeding one month with or without hard labour, for the breach of any regulation.

(7.) When routes within the metropolitan area or other defined part of the State have been prescribed under this section as the routes to be observed by omnibuses, and the use of vehicles as omnibuses has been prohibited unless a prescribed route is specified in or indorsed on the license for the vehicle, any owner of, or person in charge of, a vehicle who uses the vehicle or suffers or permits the vehicle to be used within the metropolitan area or other defined part of the State as an omnibus without a prescribed route being specified in or indorsed on the license, or on any route other than that specified in or indorsed on the license, or in a consent granted by the local authority under a regulation prescribed pursuant to subsection (3) of this section, or on any road within the metropolitan area or such defined part of the State as aforesaid which is not a prescribed route, shall be guilty of an offence against this Act and shall be liable on conviction to a penalty not exceeding twenty pounds, or to imprisonment with or without hard labour for not exceeding one month.

(8.) This section shall apply to all vehicles used as omnibuses in the metropolitan area as prescribed by regulation or other defined part of the State as aforesaid, notwithstanding that the license for the vehicle may have been obtained in any other part of the State.

Delegation of powers
to local authorities.

43. (1.) The Governor may, by Order in Council, empower a local authority to exercise, within its district, any power of making regulations which the Governor could exercise under this Division.

(2.) The order shall define any power conferred in the words used in the definition of such power in this Division: provided that the word "by-law" may be substituted for "regulation," and "local authority" for "Governor."

(3.) Such order may, until revoked, be acted on by the local authority in the manner and subject to the conditions and restrictions (if any) therein set out.

Effect of regula-
tions and by-laws.

Amended by sec.
23 of No. 22 of
1928.

No. 20 of 1930,
s. 13.

44. Every license or registration to be granted or effected under any regulation shall be granted or effected by the local authority as prescribed, to whom all lawful fees, save and except additional license fees provided for by section ten a of this Act, shall be paid, and every such license or registration shall, subject to this Act and the regulations made by the Governor, be effective throughout the State.

45. Any license granted in respect of an omnibus or passenger vehicle shall, during such time or times as such omnibus or vehicle is under repair, authorise the holder of such license, with the previous consent in writing of the Commissioner of Police or any officer acting for him, to substitute another omnibus or vehicle for the bus or vehicle under repair, and to ply for hire therewith without being required to pay a further license fee, during only such period or periods as the first-mentioned omnibus or vehicle is under repair and not plying for hire or otherwise being used for profit.

Substitution of vehicle for license passenger vehicle whilst under repair

Inserted by sec. 2. of No. 22 of 1926.

46. Whenever any number of persons, or any club or clubs, intimate to the local authority that they desire to hold race meetings or speed tests in any particular place or locality on a day to be fixed, the local authority may temporarily suspend the operation of any regulations under this Act for such purpose, and may define the conditions under which such race meetings or speed tests shall be conducted.

Special regulations as to speed.

Amended by sec. 24 of No. 22 of 1926.

47. Local authorities shall give public notice of any regulation of the Governor made in pursuance of this Act prohibiting or restricting the use of vehicles on any road or limiting the speed of vehicles within any limits or place, and for the purpose of giving effect to any such regulation shall place notices in conspicuous places on or near the road, limits, or place to which the regulation refers.

Notice of regulations.

Amended by sec. 23 of No. 22 of 1926.

48. On the commencement of this Act, all by-laws and regulations theretofore made by any local authority under any statutory provision repealed by this Act shall be deemed to be repealed but so that all licenses and registrations granted or effected thereunder shall be operative and have effect as if granted under this Act.

Existing by-laws.

49. When any by-law or regulation made by any local or other authority or any Minister of the Crown or other person is inconsistent with any regulation made under this Act, the latter shall prevail, and the former shall, to the extent of the inconsistency, be void.

By-laws under this Act to prevail.

PART V.—MISCELLANEOUS.

50. (1.) The owner of a vehicle shall be liable in damages to any local authority for any extraordinary damage or injury caused or happening to any road under the control of

Liability for damage.

Amended by sec. 25 of No. 22 of 1926.

such local authority by such vehicle in consequence of the use or passage thereof or of anything carried, drawn, or propelled thereby on or along such road.

(2.) If any such damage or injury as aforesaid is caused to any bridge or culvert, the person in charge of the vehicle shall immediately place a conspicuous warning mark or sign, in accordance with the regulations, on or near such bridge or culvert, and shall forthwith send notice of the damage or injury to the town clerk or secretary of the local authority in whose district the damage or injury was done.

Penalty: Ten pounds.

Power of road authority to recover expenses of heavy or extraordinary traffic.

Amended by sec. 27 of No. 22 of 1926.

51. (1.) Where it appears to a local authority which is liable or authorised or has undertaken to repair any road that, having regard to the average expense of repairing roads in the neighbourhood, extraordinary expenses have been incurred by such authority in repairing such road by reason of the damage caused by heavy traffic passing along the same, or extraordinary traffic thereon, such authority may recover in any court of competent jurisdiction from any person by or in consequence of whose order such traffic has been conducted the amount of such expenses as may be proved to the satisfaction of the court having cognisance of the case to have been incurred by such authority by reason of the damage arising from such traffic as aforesaid:

Provided that any person against whom expenses are or may be recoverable under this section may enter into an agreement with such authority as is mentioned in this section for the payment to them of a composition in respect of such traffic, and thereupon the person so paying the same shall not be subject to any proceedings under this section.

(2.) For the purposes of this section the Minister shall be deemed the authority which is liable or authorised or has undertaken to repair any Government road, and he may in his name of office bring an action for recovery of expenses under this section accordingly: provided that any moneys recovered by him shall be paid into the consolidated revenue fund.

(3.) Proceedings for the recovery of any expenses hereunder shall be commenced within twelve months of the time when the damage has been done, or where the damage is the consequence of any particular building contract or work extending over a long period, shall be commenced not later than six months after the completion of the contract or work.

52. (1.) The owner of any motor vehicle used for the carriage of passengers for hire or reward shall insure himself, and at all times keep himself insured during the currency of the license therefor, with an insurance office doing business within the State which has complied with the provisions of the Insurance Companies Act, 1918, against liability for damages in respect of such vehicle in case of injury to persons.

Insurance by
owners of motor
omnibuses

Inserted by sec.
28 of No. 22 of
1926.

(2.) The amount of insurance against such liability in respect of every such vehicle shall be one hundred pounds for each passenger the vehicle is licensed to carry, and not less than one thousand pounds, during the currency of the license therefor: Provided that in the case of an owner of more than one vehicle, if such owner during the currency of his licenses insures himself and keeps himself insured for not less than five thousand pounds in the aggregate, such insurance shall be deemed a compliance with the requirements of this section.

(3.) Before or on the granting or the renewal of any license for a motor vehicle used for the carriage of passengers for hire or reward, and forthwith after any further insurance is effected during the currency of the license, the owner of the vehicle shall deposit with the Minister a policy of insurance together with a receipt for all premiums payable thereon during the currency of the license.

(4.) If any owner of a motor vehicle used for the carriage of passengers for hire or reward neglects to effect an insurance in accordance with this section, or fails to deposit with the Minister the policy of insurance and the receipt for the premiums, the Minister may, by notice served on such owner and published in the *Gazette*, suspend any license under this Act held by such owner until the requirements of this section are complied with by him; and during such period of suspension the license shall be of no effect, and the person whose license is suspended shall, during the period of suspension, be disqualified from obtaining a license.

53. Subject to this Act, no person shall, without the consent of the owner or person in charge of a vehicle, drive or otherwise assume control of or use such vehicle.

Unauthorized use
of vehicles.

Amended by sec.
29 of No. 22 of
1926.

Penalty: One hundred pounds; or imprisonment with or without hard labour for one year.

No. 20 of 1930,
s. 14.

Unlawful interference with mechanism of motor vehicles.

54. Any person who unlawfully interferes with the mechanism or parts of any motor vehicle or locomotive or traction engine shall be guilty of an offence under this Act.

Penalty: Fifty pounds; or imprisonment with or without hard labour for three months.

Procuring or hire of car by fraud, etc.

Amended by sec. 30 of No. 22 of 1928.

55. Any person who procures the use or hire of any vehicle by fraud or misrepresentation, and any person who aids or abets any such person, shall be guilty of an offence under this Act.

Penalty: Fifty pounds; or imprisonment with or without hard labour for three months.

Roads may be closed.

Amended by sec. 31 of No. 22 of 1928.

56. (1.) The Minister may, if he considers any road unsafe for public traffic, cause the same to be closed for such period as he considers necessary.

(2.) A local authority for a period of one month may exercise a similar power with regard to any road under its control, but the exercise of such power shall not extend beyond such period except with the approval in writing of the Minister.

(3.) No person shall drive, take, or use any vehicle on to or on any road while such road is closed under this section.

Penalty: Twenty pounds.

Production of license.

57. (1.) Every holder of a license shall, whenever he is charged with an offence under this Act, produce his license to the justices hearing the charge.

Penalty: Three pounds.

(2.) If such person is convicted, the justices shall indorse a memorandum of the conviction on the license.

Forfeited license to be delivered up.

58. When any license is forfeited the licensee shall, on demand made by an inspector or licensing officer, deliver such license to him.

Penalty: Five pounds.

Lost license.

59. Whenever a license is lost or destroyed, a duplicate or certified copy thereof shall, on payment of the prescribed fee, be issued by the licensing authority, and shall serve and be available in lieu of the original.

60. No person shall—

Offences.

No. 20 of 1930,
s. 15.

- (a) Whilst disqualified for obtaining any particular license apply for or obtain any such license; or
- (b) Wilfully mislead any inspector, police officer, or licensing officer in any particular likely to affect the discharge of his duty under this Act; or
- (c) Forge or fraudulently alter any license or any identification tablet or number plate or certificate of registration for any vehicle or animal; or
- (d) Use any forged or fraudulently altered license or identification tablet or number plate or certificate of registration, or any license or identification tablet or number plate or certificate of registration to which he is not entitled; or
- (e) Fraudulently permit his license or identification tablet or number plate or certificate of registration to be used by any other person; or
- (f) Drive any vehicle or cause or permit any vehicle to be driven on any road whilst it has on it any forged or fraudulently altered identification tablet or number plate or certificate of registration, or any identification tablet or number plate other than one issued for such vehicle; or
- (g) Without lawful excuse have in his possession a license or any article resembling a license, or a certificate of registration or any article resembling a certificate of registration and calculated to deceive; or
- (h) Lend or allow to be used by any other person any license or any identification tablet or number plate or certificate of registration.

Penalty: Twenty-five pounds.

61. In any prosecution under this Act an averment in the complaint that any person is or was the owner of a vehicle or is or was unlicensed, or that any person is or was not the holder of any particular license (either personal or in respect of any vehicle), or that the vehicle was used on a road shall be deemed to be proved in the absence of proof to the contrary.

Proof of person
being unlicensed.

Amended by sec.
32 of No. 22 of
1928.

Savings.

62. Nothing in this Act shall take away or diminish any liability of the driver or owner of a vehicle by virtue of any other Act or at common law.

Application of Act to Crown and local authorities.

63. This Act applies to persons in the public service of the Crown, or of any local authority.

Protection of Minister, local authorities, and officers.

64. No matter or thing done by the Minister or any person acting with the authority of the Minister or by the Commissioner of Police or any local authority, inspector, or member of the police force in good faith for the purpose of executing this Act shall subject the Crown or the Minister, or any person acting with the authority of the Minister or the Commissioner of Police, local authority, inspector, or member of the police force to any liability in respect thereof.

Amended by sec. 33 of No. 22 of 1926.

Repeal of sec. 237 of Act No. 32 of 1906, and sec. 147 of Act No. 29 of 1911.

65. Subsection (a) of section two hundred and thirty-seven of the Municipal Corporations Act, 1906, and subsection (a) of section one hundred and forty-seven of the Roads Act, 1911, are hereby repealed.

Regulations.

66. The Governor may, in addition to the powers conferred by Division 4 of Part IV., make such regulations as may be necessary or convenient for carrying out or giving effect to the provisions of this Act, and by such regulations may prescribe forms for use under this Act.

Repeal of sec. 6 of No. 27 of 1924.

67. Section five of the Traffic Act Amendment Act, 1924, is hereby repealed, and such Act shall continue in operation as if that section had not been enacted.*

Reprinting of principal Act with amendments.

68. All copies of the principal Act hereafter printed by the Government Printer shall be printed as amended by the Acts amending the same, under the supervision of the Clerk of Parliaments, and all necessary reference to the amending Acts shall be made in the margin, and in any such reprint the short title shall be the *Traffic Act, 1919-1930*; and the sections may be renumbered in arithmetical order and cross-references adjusted.

*Note.—The following is the section referred to:—

Duration.

5. This Act shall continue in force until the thirty-first day of December, 1925, and no longer.

First Schedule.

Section 3.

REPEALS.

Date and Number.	Short Title.	Extent of Repeal.
40 Vict., No. 5 ...	The Cart and Carriage Licensing Act, 1876	The whole.
No. 32 of 1906 ...	The Municipal Corporations Act, 1906	The following portions of Section 179, namely:—Paragraphs 6 and 30 (except sub-paragraphs e and x); Sub-paragraphs f, i, n, o, p, and u of paragraph 42, and the words “and carriage” in sub-paragraph m of paragraph 42, and sub-paragraph t of paragraph 42, except in so far as it relates to perambulators, and paragraph 46.
No. 29 of 1911 ...	The Roads Act, 1911	The following portions of Section 181, namely:—Paragraphs a, b, and c. The following portion of the 12th Schedule, namely:—Part VII. (except subdivision 3 relating to porters). The following portions of Section 179, namely:—Paragraphs 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 24, 25, 52, 53, and 54.

Section 5.

Second Schedule.

Amended by sec.
34 of No. 27 of
1926.

No. 20 of 1930,
s. 16.

Vehicle.	Description.
"Carriage"	Any description of vehicle with springs drawn or propelled by animal but not human power, and mainly used for the carriage of persons;
"Cart"	Any description of vehicle drawn or propelled by animal but not human power, and solely or mainly used for the carriage of goods, the term includes jinker and whim;
"Cycle"	A bicycle, tricycle, or velocipede driven or propelled by human power only;
"Hand-cart"	A cart drawn or propelled by human power;
"Locomotive or traction engine"	Any road locomotive driven by steam and used for the carriage of passengers or goods or passengers and goods, and any engine propelled by any mechanical power and used for haulage purposes, or as a road roller, and not being a motor wagon as defined, and any other road tractor not within the meaning of the term "motor wagon";
"Motor car"	Any motor vehicle other than a motor carrier, motor cycle, or motor wagon;
"Motor carrier"	A motor vehicle designed to travel on three wheels and weighing unladen not more than twenty hundred-weight;
"Motor cycle"	A motor vehicle designed to travel on two wheels and includes a side car attached to the vehicle;
"Motor omnibus"	A motor vehicle used as an omnibus.
"Motor wagon"	A motor vehicle, other than a motor carrier or motor cycle, which is solely or mainly used for the carriage of goods, and includes a wagon driven by steam if fitted with wheels similar to those of a motor vehicle or a "sentinel" or similar vehicle;
"Omnibus"	A vehicle used as a passenger vehicle to carry passengers at separate fares.
"Trailer"	A vehicle drawn by another vehicle, but does not include an attachment of a motor cycle, but includes a semi-trailer.
"Semi-trailer"	A vehicle drawn by another vehicle, but so constructed and by partial superimposition attached to the vehicle drawing the same in such a manner as to cause a substantial part of the weight of the trailer to be borne by the vehicle drawing the same.

Traffic.

	£	s.	d.
For a locomotive or traction engine:—			
Not exceeding 3 tons in weight with load (if any) per wheel per ton	1	0	0
Exceeding 3 tons but not exceeding 5 tons in weight with load (if any), per ton per wheel	1	10	0
Over 5 tons in weight with load (if any) but not exceeding 7 tons, per ton per wheel	2	0	0
Over 7 tons in weight with load (if any), per ton per wheel	3	0	0

No. 20 of 1930,
s. 17.

As from and including the first day of January, 1931, for a trailer or semi-trailer:—			
Up to 1 ton 5 cwt., including the weight of the trailer or semi-trailer, plus declared maximum load	4	0	0
Exceeding 1 ton 5 cwt., but not exceeding 2 tons	6	0	0
„ 2 tons, but not exceeding 3 tons	9	10	0
„ 3 tons, but not exceeding 4 tons	13	10	0
„ 4 tons, but not exceeding 5 tons	18	0	0
„ 5 tons, but not exceeding 6 tons	23	0	0
„ 6 tons, but not exceeding 7 tons	28	10	0
„ 7 tons, but not exceeding 8 tons	34	10	0
„ 8 tons, but not exceeding 9 tons	41	0	0
„ 9 tons, but not exceeding 10 tons	48	0	0
For every additional ton	4	0	0

Provided that only one half of the prescribed fee shall be payable for a trailer or semi-trailer which is used or intended to be used exclusively on roads outside the South-West Land Division of the State.

All motor vehicles and all wagons or engines using approved cushion tyres (neither solid nor pneumatic) to be charged an additional 10 per cent.

No. 20 of 1930,
s. 18.

As from and including the first day of January, 1931, all motor vehicles (other than motor omnibuses) and all wagons or engines fitted with solid rubber tyres, to be charged an additional 40 per cent. of the above fees.

As from and including the first day of January, 1931, all motor vehicles (other than motor omnibuses) and all wagons or engines fitted with metal tyres, to be charged an additional 80 per cent. of the above fees.

If any substance other than petrol is used for power for motor vehicles, motor or steam wagons, or locomotive or traction engines, an additional 20 per cent. of the above fees shall be charged.

PASSENGER VEHICLE AND CARRIERS' LICENSES.

	£	s.	d.
Fee for a passenger vehicle license, per wheel	0	10	0
Fee for a carrier's license, per wheel	0	10	0

Provided that if the owner of several vehicles for which carriers' licenses have been obtained, proves to the satisfaction of the licensing authority that the number of drivers employed (including himself if a driver) was at no time during the currency of such licenses equal to the number of such licensed vehicles, the licensing authority shall allow a rebate of the fees paid for any licenses in excess of the drivers employed.

For the purposes of this Schedule "load" means the greatest load which is within the limits of the vehicle's capacity, as ascertained according to the prescribed method.

All the above fees are payable annually.

TRANSFERS.

The following fees are payable on transfers of licenses:—

	£	s.	d.
Transfer of license of—			
Motor car, motor carrier, motor wagon, locomotive or traction engine	0	10	0
Motor cycle	0	5	0
Trailer	0	5	0
Carriage or cart	0	5	0
Hand cart	0	2	6
Transfer of passenger vehicle or carrier's license	0	5	0

PART II.

In the case of a motor omnibus for which a passenger vehicle license is granted or held, the following additional license fees shall be payable, namely:—

No. 20 of 1930,
s. 18.

(1.) If a motor omnibus is used within the metropolitan area as prescribed under section thirteen, and within two miles of the Town Hall, Perth, or the Town Hall, Fremantle, the additional fee shall be—

(a) if the motor omnibus is fitted with tyres other than pneumatic tyres, a fee calculated at the rate of £4 for each passenger the motor omnibus is licensed to carry ;

(b.) if the motor omnibus is fitted with no tyres other than pneumatic tyres, a fee calculated at the rate of £3 for each passenger the motor omnibus is licensed to carry ;

when the omnibus is used on a continuous route, and one-half of the said rates respectively when the omnibus is used on a non-continuous route.

(2.) If the motor omnibus is used within the metropolitan area, but not within two miles of the Town Hall of Perth, or the Town Hall of Fremantle, the additional fee shall be a fee calculated at the rate of two-thirds of the respective fees above-mentioned, according to whether the motor omnibus is, or is not, fitted with any tyres other than pneumatic tyres.

(3.) If a motor omnibus is used in a prescribed route outside the metropolitan area, prescribed as aforesaid, an additional fee of £1 10s. shall be payable ;

Such additional license fees shall be apportioned so that, if and according as the license is granted in the financial year on or after the first day of the fourth month but before the first day of the seventh month, or on or after the first day of the seventh month but before the first day of the tenth month, or on or after the first day of the tenth month, the licensee shall be required to pay only three-quarters, or one-half, or one-quarter, as the case may be, of the prescribed additional fee ;

The amount of the additional license fees provided for by clauses (1) and (2) shall be a debt due to the Minister and payable for him to the Commissioner of Police, and the additional license fee provided for by clause (3) shall be a debt due to the local authority in whose district the prescribed route is situate ; and such fees shall be recoverable by the Minister or the local authority, as the case may be, by action in any court of competent jurisdiction.

This part shall apply notwithstanding that the passenger vehicle license for the motor omnibus is a "regular service license" ; but in the case of a motor omnibus for which a passenger vehicle license is granted as a "special service" license, such fee for the license and for every permit issued thereunder shall be payable as prescribed by regulations made under this Act.

PART III.

RULES FOR ASCERTAINING POWER WEIGHT AND POWER LOAD WEIGHT FOR THE PURPOSES OF THIS SCHEDULE.

1. The Power Weight (P.W.) of a motor vehicle is ascertained by adding the weight expressed in hundredweights (cwt.) of the car (complete and ready for use, including the tools, oil, spare parts, tyres and other accessories usually carried) to the horse-power calculated on the Dendy Marshall formula.

2. The Power Load Weight of a motor wagon is ascertained by adding to the Power Weight of the vehicle the carrying capacity (expressed in hundredweights) as verified by statutory declaration when application is made for the license.

3. The horse-power (H.P.) of a motor vehicle is ascertained according to the Dendy Marshall formula by multiplying the square of the diameter of the cylinders (expressed in inches) by the number of cylinders, and the length of stroke (expressed in inches) and dividing the result by 12.

The formula is as follows:—

- d = diameter of a cylinder in inches.
- n = number of cylinders.
- s = length of stroke in inches.

$$\text{H.P.} = \frac{d^2 \times n \times s}{12}$$

Or H.P. = $\frac{d^2 \times n \times s}{200000}$ when d and s are taken in millimetres.

4. If in any case the result obtained by applying the above rules contains a fraction, then the result shall be taken to be the next higher integral figure.

The horse-power of any mechanically propelled vehicle driving its power wholly from a steam-engine shall be taken to be proportional to the effective heating surface of the boiler supplying steam to such engine, at the rate of one horse-power for every three square feet in such effective heating surface, and the effective heating surface shall be taken to be—

- (a) In the case of a boiler having horizontal or approximately horizontal tubes, the whole of that surface of the tubes which is exposed to the flame or hot gases;
- (b) in the case of a boiler having vertical or approximately vertical tubes, half of that surface of the tubes which is exposed to the flame or hot gases.

Fourth Schedule.

The following is the scale of weights referred to in Section 35 of the Act, regulating load (including the weight of vehicle) to be carried according to width of tyre:—

Vehicle.	Width of Tyre.	Weight per inch, in hundred-weights.	Load.
wheels.			tons. cwt. qrs.
2	For Tyres of $1\frac{1}{2}$ inches ...	4	0 12 0
4	" " $1\frac{3}{4}$ " ...	$4\frac{1}{2}$	1 5 2
2	" " $1\frac{3}{4}$ " ...	$4\frac{1}{2}$	0 15 3
4	" " $1\frac{3}{4}$ " ...	$4\frac{3}{4}$	1 13 1
2	" " 2 " ...	5	1 0 0
4	" " 2 " ...	$5\frac{1}{4}$	2 2 0
2	" " $2\frac{1}{2}$ " ...	$5\frac{1}{2}$	1 7 2
4	" " $2\frac{1}{2}$ " ...	$5\frac{3}{4}$	2 17 2
2	" " 3 " ...	6	1 16 0
4	" " 3 " ...	$6\frac{1}{4}$	3 15 0
2	" " $3\frac{1}{2}$ " ...	$6\frac{1}{2}$	2 5 2
4	" " $3\frac{1}{2}$ " ...	$6\frac{3}{4}$	4 14 2
2	" " 4 " ...	7	2 16 0
4	" " 4 " ...	$7\frac{1}{4}$	5 16 0
2	" " $4\frac{1}{2}$ " ...	$7\frac{1}{2}$	3 7 2
4	" " $4\frac{1}{2}$ " ...	$7\frac{3}{4}$	6 19 2
2	" " 5 " ...	8	4 0 0
4	" " 5 " ...	$8\frac{1}{4}$	8 5 0
2	" " $5\frac{1}{2}$ " ...	$8\frac{1}{2}$	4 13 2
4	" " $5\frac{1}{2}$ " ...	$8\frac{3}{4}$	9 12 2

The width of bearing surface as defined by Section 4 of the Act is for the tyres as originally made, and does not permit of any extra weight by increased width owing to any spread of tyre occasioned by wear or otherwise.

FIFTH SCHEDULE.

PART I.

Inserted by No. 20
of 1930, s. 6, sub-
ject to section 10a.

The following are the roads to which the provisions of Section 10a shall apply:—

1. Perth-Bunbury Road
2. Bunbury-Bridgetown Road
3. Perth-Albany Road.
4. Albany-Denmark Road
5. Perth-Cranbrook Road, *via* Northam and York.
6. Perth-Merredin Road.
7. Northam-Merredin Road, *via* Goomalling, Dowerin, Wyal-katchem and Kununoppin.
8. Perth-Wiluna Road.
9. Perth-Geraldton Road
10. Clackline-Miling Road.
11. Northam-Mullewa Road.
12. Geraldton-Mullewa Road
13. Geraldton-Northampton Road.

as more particularly described hereunder:—

PERTH-BUNBURY ROAD.

ROUTE 1

That portion of the Armadale-Pemberton Road, as described in the *Government Gazette* of Western Australia of the 17/6/1927, 6/7/1928, and 23/11/1928, commencing at the Southern boundary of the Metropolitan Area and extending to a point 6 miles North-East of Picton Junction as shown on Plan M.R.B., W.A., 1030.

BUNBURY-BRIDGETOWN ROAD.

ROUTE 2.

That portion of the Armadale-Pemberton Road commencing at a point 6 miles South of Picton Junction and extending to Boyanup as described in the *Government Gazette* of Western Australia of 24/3/1928, and as shown on Plan M.R.B., W.A., 1030; thence passing through the Capel, Preston, Balingup, and Greenbushes Road Districts as follows:—

Capel Road District.

That portion of a public road, as shown on Lands Department Lithograph 411D/40, commencing at the boundary between the Capel and Dardanup Road Districts at the most Southerly corner of Wellington Location 322; thence South-Westerly along Bridge Street to Preston Road; thence Southerly along the said Preston Road to the Southern boundary of the Townsite of Boyanup; thence Southerly and South-Easterly through Wellington Location 54 to the North-Western corner of Location 478; thence South-Easterly along the South-Western boundary of said Location 478 to its Southern corner on the boundary between the Capel and Preston Road Districts, as shown on Plan M.R.B., W.A., 1030.

Preston Road District.

That portion of a public road, as shown on Lands Department Lithographs 411D/40 and 414A/40, commencing at the most Southerly corner of Wellington

Location 478 on the boundary between the Capel and Preston Road Districts; thence South-Easterly following the Eastern boundary of the Bunbury-Bridgetown Railway Reserve to a point about 10 chains East of the Western boundary of Location 279; thence Southerly crossing the aforesaid railway to its Western side; thence South-Easterly generally following the said Bunbury-Bridgetown Railway Reserve on its Western side for a distance of 3 miles, approximately, to the North-Western corner of Reserve 12518; thence Southerly along the Western boundary of said Reserve 12518 and Location 2789 to the South-Western corner of said Location 2789; thence Easterly generally along the Southern boundary of Location 2789 aforesaid to the Western boundary of the Bunbury-Bridgetown Railway Reserve; thence North-Easterly crossing the said Railway Reserve to its Eastern side; thence South-Easterly, Easterly, and South-Easterly following the aforesaid Railway Reserve on its Eastern side for a distance of $2\frac{3}{4}$ miles to the Western boundary of Location 396; thence South-Easterly generally passing through the said Location 396 and Locations 218 and 441 to the North-Eastern corner of the Donnybrook Station Yard; thence South-Easterly, Easterly, and South-Easterly following the Bunbury-Bridgetown Railway Reserve generally, along its Eastern side to the South-West corner of Lot 176 in the Donnybrook Townsite Extension; thence Southerly crossing the aforesaid Railway Reserve to its Western side; thence South-Easterly and Southerly to the Southern boundary of the Townsite of Donnybrook; thence South-Easterly generally along Road No. 51 for a distance of $6\frac{1}{4}$ miles, approximately, to the South-Eastern corner of Location 1055 on the boundary between the Preston and Balingup Road Districts, as shown on Plan M.R.B., W.A., 1030.

Balingup Road District.

That portion of a public road, as shown on Lands Department Lithographs 414A/40, 414D/40, and 414C/40, commencing at the South-Eastern corner of Wellington Location 1055, on the boundary between the Preston and Balingup Road Districts; thence South-Easterly along the Eastern boundary of the following:—Location 3693, Lot 8 of the Townsite of Newlands, Location 2923, part of Pastoral Lease 3921/93, and Locations 2917 and 2184 to the 35-mile peg; thence South-Easterly through part of Pastoral Lease 3921/93 aforesaid, and Location 2233 to the Northern boundary of the Townsite of Kirup; thence South-Easterly passing through the said Townsite along the Western boundaries of Lots 72 and 73, Reserve 15023, Lot 57, and Lots 47 to 43 inclusive, to the South-Western corner of said Lot 43; thence South-Easterly along the Western side of the Bunbury-Bridgetown Railway Reserve for a distance of six chains, approximately, crossing the said railway at this point in a South-Easterly direction to its Eastern side; thence along the main Donnybrook to Bridgetown road, as shown on the Townsite of Kirup Lithograph, to the South-Western corner of Reserve 7703; thence South-Easterly, crossing the Eastern boundary of the aforesaid Townsite and continuing to the most Western corner of Reserve 15703; thence South-Easterly along the South-Western boundary of said Reserve 15703 and the Southern boundary of Location 1034 to its South-Eastern corner; thence South-Easterly generally, along Road No. 51, and passing through the Townsite of Balingup and continuing along the said Road No. 51, to the boundary between the Balingup and Greenbushes Road Districts at the North-Eastern corner of Location 6367, as shown on Plan M.R.B., W.A., 1030.

Greenbushes Road District.

That portion of Road No. 51, as shown on Lands Department Lithographs 414C/40 and 439B/40, commencing at the boundary between the Balingup and Greenbushes Road Districts at the North-Easterly corner of Location 6367; thence South-Easterly generally, following the said Road No. 51 to a point 8 miles North-West of Bridgetown, as shown on Plan M.R.B., W.A., 1030.

PERTH-ALBANY ROAD.

ROUTE 3.

That portion of the Perth-Albany Road between the Southern boundary of the Metropolitan Area and the 244-mile peg on the Perth-Albany Road, as described in the *Government Gazette* of Western Australia of 17/6/1927, 24/6/1927, and as shown on Plan M.R.B., W.A., 1030.

ALBANY-DENMARK ROAD.

ROUTE 4.

That portion of the Albany-Denmark Road as described in the *Government Gazette* of Western Australia of 17/6/1927 and 11/10/1929, commencing at a point 8 miles West of Albany and extending to a point 8 miles East of Denmark, as shown on Plan M.R.B., W.A., 1030.

PERTH-CRANBROOK ROAD, via NORTHAM AND YORK.

ROUTE 5.

That portion of the Midland Junction-Merredin Road commencing at the Eastern boundary of the Metropolitan Area and extending as described in the *Government Gazette* of Western Australia of 2/3/1928 and 27/7/1928 to a point 8 miles West of Northam, recommencing at a point 8 miles South of Northam, on the Northam-York-Cranbrook Road; thence South-Easterly along Road No. 31 to a point 8 miles North of York, recommencing at a point 8 miles South of York on the Northam-York-Cranbrook Road; thence Southerly generally along the said Northam-York-Cranbrook Road as described in the *Government Gazette* of Western Australia of 16/9/1927 to a point 8 miles North of Narrogin; commencing again at a point 8 miles South of Narrogin on the Western side of the Narrogin-Cranbrook Railway Reserve; thence Southerly along the Western side of the said Railway Reserve to the most Northern angle of Location 6041, leaving the aforesaid Railway Reserve at this point; thence Southerly along the Western boundary of Locations 6040, 4145, 2797, 2798, 10562, 10541, 9364, and 1681 to the South-Western corner of said Location 1681; thence Easterly along the Northern boundary of Reserve 8098; thence crossing the Arthur River and continuing Easterly to the Western side of the Narrogin-Cranbrook Railway Reserve; thence South-Easterly and Southerly following the said Railway Reserve on its Western side to a point 8 miles North of Wagin; commencing again at a point 8 miles South of Wagin on the Western side of the Narrogin-Cranbrook Railway Reserve thence South-Easterly along the Western side of the said Railway Reserve to the Northern boundary of the Boyerine Townsite Reserve; thence South-Easterly passing through the said Boyerine Townsite Reserve to Brazier Road; thence South-Easterly and Southerly along Brazier Road to Onslow Road; thence South-Easterly along Road No. 1819 to the North-Western corner of Location 480; thence Easterly to the North-Eastern corner of Location 4207; thence South-Easterly to the South-Eastern corner of Reserve 6650; thence Easterly to the Western side of the Narrogin-Cranbrook Railway Reserve; thence South-Easterly, generally, following the Western side of the said Railway Reserve to the Northern boundary of the Townsite of Peringillup; thence South-Westerly along Road No. 7060 to the Southern boundary of the said Townsite Reserve; thence South-Westerly and South-Easterly rejoining the Western side of the Narrogin Railway Reserve at the South-Eastern corner of Location 2512; thence South-Easterly along the Western side of the said Railway Reserve to North Terrace within the Townsite of Tambellup; thence Easterly crossing the aforesaid Railway Reserve to its Eastern side; thence Southerly along Nerrish Street to Henry Street; thence along Henry Street to its junction with Road No. 863; thence South-Easterly along said Road No. 863 and Road No. 1294 to the junction with Road No. 3736; thence Southerly along said Road No. 3736 to Road No. 2611; thence South-Easterly along said Road No. 2611 to the South-Western corner of Location 613; crossing the Narrogin-Cranbrook Railway Reserve at this point to its Western side; thence South-Westerly generally, along the Western side of the said Railway Reserve to the Southern boundary of the Townsite of Pootenup, leaving the aforesaid Railway Reserve at this point; thence Westerly and Southerly along Road No. 215 to the Western boundary of the Narrogin-Cranbrook Railway Reserve; thence South-Westerly along the Western boundary of the said Railway Reserve to the North-Eastern boundary of the Cranbrook Townsite Reserve; thence South-Westerly passing through the said Townsite Reserve and along Road No. 792 to the Perth-Albany Road as shown on Plan M.R.B., W.A., 1030.

PERTH-MERREDIN ROAD.**ROUTE 6.**

That portion of the Midland Junction-Merredin Road as described in the *Government Gazette* of Western Australia of 2/3/1928, 27/7/1928, 12/10/1928, and 20/12/1929, commencing at the Eastern boundary of the Metropolitan Area and extending to a point 8 miles West of Northam, recommencing at a point 8 miles East of Northam and extending to a point 8 miles West of Merredin, as shown on Plan M.R.B., W.A., 1030.

**NORTHAM-MERREDIN ROAD, via GOOMALLING, DOWERIN,
WYALKATCHEM AND KUNUNOPPIN.****ROUTE 7.**

That portion of the Quelquelling Road commencing at a point 8 miles from Northam at the most Eastern corner of Location 2039; thence North-Easterly along the South-Eastern boundary of Locations 17731, 2064 and 7061 to the South-Eastern corner of said Location 7061; thence North-Easterly through Location 701 to the North-Western corner of Location 2131; thence North-Easterly along the North-Western boundary of Locations 20591, 2237, 2286 and 17485 to the most Western corner of Reserve 13755; thence North-Easterly along the South-Eastern boundary of Location 18131 to the Western boundary of Reserve 737; thence North-Easterly passing through said Reserve 737 to its North-Eastern corner; thence North-Easterly along part of the North-Western boundary of Location 18132 to its North-Eastern corner; thence North-Easterly along part of the North-Western boundary of, and through Location 2597 to its North-Eastern boundary; thence North-Easterly crossing a public road and passing through part of Location 3239 to its North-Western boundary; thence North-Easterly along part of the North-Western boundary of said Location 3239 to its North-Eastern corner; thence North-Easterly and Northerly along the North-Western boundary of Locations 3584, 2356 and 2354 to the most Western angle of Location 2800; thence as described in the *Government Gazette* of Western Australia of 13/9/1929; thence North-Westerly along Throssel Street to the Southern boundary of the Northam-Pithara Railway Reserve; thence North-Westerly crossing the said Railway Reserve to join Main Street on its Northern side; thence North-Easterly along Main Street to the North-Eastern corner of the aforesaid Townsite Reserve; thence North-Easterly along the North-Western boundary of Location 1545 to the Western side of the aforesaid Railway Reserve; thence North-Easterly crossing the said Railway Reserve to its Eastern side; thence North-Easterly along the North-Western boundary of Location 3309 to the junction with Road No. 1803 at the South-Western corner of Location 1076; thence Easterly to the Southern end of Berring Siding; thence Easterly, North-Easterly, and Northerly to Nambling Siding; thence North-Easterly along the Goomalling-Merredin Railway Reserve to Dowerin; thence North-Easterly, generally, along the Southern side of the said Railway Reserve to Minnivale; thence South-Easterly passing through the Minnivale Townsite Reserve to its South-Eastern corner; thence Easterly for 4 miles to the South-Eastern corner of Location S942; thence Northerly to the Southern side of the aforesaid Railway Reserve; thence Easterly along the Southern side of the said Railway Reserve to Benjaberring Siding; thence Southerly along Road No. 3944 to its junction with Road No. 2769; thence Easterly along said Road No. 2769 for a distance of $9\frac{1}{4}$ miles to the North-West corner of Reserve 689A; thence South-Easterly, Southerly and Easterly to Korrelocking and crossing the Goomalling-Merredin Railway Reserve to its Southern side; thence Easterly along the Southern side of the said Railway Reserve to Nembudding; thence North-Easterly, Easterly, and South-Easterly along the said Railway Reserve to Nukarni; thence North-Easterly and Easterly along Road No. 4677 to the North-Eastern corner of Location 15175; thence South-Easterly to a point 8 miles North of Merredin as shown on Plan, M.R.B., W.A., 1030.

PERTH-WILUNA ROAD.**ROUTE 8.**

That portion of the Midland Junction-Meekatharra Road as described in the *Government Gazette* of Western Australia of 22/10/1926 and 17/6/1927, commencing at the Northern boundary of the Metropolitan Area and extending

to the Southern boundary of the Chittering Road District; thence North-Westerly along Road 14 through Location 1352 to the intersection with Road 4345 near the 35-mile peg; thence North-Easterly along an Undeclared Road through said Location 1352 and Reserve 209 to the South-Eastern corner of Location 761; thence North-Easterly along Road 15 shown on said Lithograph 23/80 to the North-Eastern corner of Reserve 2302; thence Northerly and North-Easterly through Location 1371 to the intersection with Road 1394; thence Northerly through said Location 1371 to the South-Eastern corner of Reserve 42; thence North-Easterly to the intersection with Road 1650; thence North-Easterly and North-Westerly to the intersection with Road 5365; thence North-Easterly and Easterly to the intersection with Road 4780; thence North-Easterly along Road 4472 shown on Lands Department Lithograph 31/80 to the North-Eastern corner of Location 324; thence Northerly along Road 67 shown on said Lithograph 31/80, over the Bindoon Hill to the intersection with Road 4995; thence Northerly to the intersection with Road 1262; thence Northerly and North-Easterly to the Northern boundary of Location 791; thence as described in the *Government Gazette* of 21/6/1929 and 13/9/1929; thence Northerly generally along Road No. 67 to its junction with Road No. 3407; thence North-Westerly to Welbing; thence North-Westerly for a distance of 8 miles to the Southern boundary of Location 2472; thence Northerly and North-Westerly to the junction with Road No. 3682; thence North-Easterly generally along said Road No. 3682 for a distance of 18 miles to the North-Western corner of Reserve 12140; thence Easterly for a distance of $11\frac{1}{2}$ miles to the North-Western corner of Location 3056; thence North-Easterly to Pithara; thence Northerly along the Pithara-Wubin Railway Reserve to Wubin; thence North-Easterly for a distance of 14 miles to the Eastern boundary of Location 4449, at the Rabbit-proof Fence; thence North-Easterly and North-Westerly for a distance of $5\frac{1}{2}$ miles, approximately, to the Southern boundary of Location 410; thence North-Easterly for a distance of 15 miles to the junction with a surveyed road; thence North-Easterly and Northerly along the said surveyed road as shown on Lands Department Original Plans 4122, 4121, 4120, 3792, 3793, 3794, 3573, and 3574 to Hepburn Street within the Townsite of Mount Magnet; thence Northerly along Hepburn Street to its junction with Road No. 1809; thence Northerly, generally, along said Road No. 1809 to its junction with Road No. 993; thence Easterly crossing the Mount Magnet-Meekatharra Railway Reserve to Lemmonville; thence Northerly generally along the Eastern side of the Mount Magnet-Meekatharra Railway Reserve to the Townsite of Austin; thence North-Easterly generally along Road No. 8103 for a distance of $3\frac{1}{2}$ miles; thence North-Easterly and Northerly joining Road No. 3456 at the North-Eastern corner of Reserve 11772; thence North-Westerly along Road No. 3456 for a distance of $2\frac{1}{2}$ miles; thence North-Westerly crossing the aforesaid Railway Reserve at the Southern end of Day Dawn Station Yard and continuing to Heffernan Street; thence North-Easterly passing along Heffernan Street and Road No. 1327 to Austin Street within the Cue Townsite; thence North-Easterly along Austin Street to Road No. 845; thence North-Easterly along said Road No. 845 to Nallan, crossing the Mount Magnet-Meekatharra Railway Reserve at this point to its Eastern side; thence North-Easterly along the Eastern side of the said Railway Reserve for 5 miles approximately, crossing the aforesaid Railway Reserve to its Western side at this point; thence North-Easterly along the Western side of the Mount Magnet-Meekatharra Railway Reserve to the 302-mile peg on the said railway; thence as described in the *Government Gazette* of 17/1/1930 to the 313-mile peg crossing the aforesaid Railway Reserve to its Eastern side at this point; thence North-Easterly to Meekatharra; thence Easterly generally along Road No. 7583 to a point 8 miles West of Wiluna, as shown on Plan M.R.B., W.A., 1030.

PERTH-GERALDTON ROAD.

ROUTE 9.

That portion of the Midland Junction-Meekatharra Road as described in the *Government Gazette* of Western Australia of 22/10/1926 and 17/6/1927, commencing at the Northern boundary of the Metropolitan Area and extending to the Southern boundary of the Chittering Road District; thence North-Westerly along Road No. 14 through Location 1352 to the intersection with Road No. 4345 near the 35-mile peg; thence North-Easterly through said Location 1352 and Reserve 209 to the South-Eastern corner of Location 761; thence North-Easterly

along Road No. 15 as shown on said Lithograph 28/80 to the North-Eastern corner of Reserve 2302; thence Northerly and North-Easterly through Location 1371 to the intersection with Road No. 1394; thence Northerly through said Location 1371 to the South-Eastern corner of Reserve 42; thence North-Easterly to the intersection with Road No. 1650; thence North-Easterly and North-Westerly to the intersection with Road No. 5365; thence North-Easterly and Easterly to the intersection with Road No. 813, 2½ miles South-West of Bindoon Hill; thence Westerly along said Road No. 813 to the junction with Road No. 4856; thence Northerly along said Road No. 4856 to the junction with Road No. 1262; thence Easterly along said Road No. 1262 to the junction with Road No. 2062; thence Northerly generally along said Road No. 2062 and Road No. 2446 to the Townsite of Mogumber, crossing the Midland Railway Reserve to its Western side at this point; thence Northerly along Road No. 2447 to the Townsite of Koojan, crossing the said Railway Reserve to its Eastern side at this point; thence Northerly along Road No. 2446 to a Railway Crossing at the Southern boundary of the Moora Railway Yard; thence Westerly crossing the aforesaid Railway Reserve to Padbury Street; thence Northerly along the Moora-Geraldton Road as described in the *Government Gazette* of Western Australia of 3/1/1930; thence Northerly generally, along Road No. 2447 to the junction with Road No. 1836 about half a mile North of Watheroo Townsite Reserve; thence Easterly along said Road No. 1836 to the junction with Road No. 7932; thence North-Westerly along said Road No. 7932 to the junction with Road No. 7481 on the Western boundary of Location 2364; thence Northerly generally along said Road No. 7481 to the South-Eastern corner of Location 3129; thence Northerly along Road No. 2475 to a Railway crossing at a point on the Eastern boundary of Location 3735, crossing the Midland Railway Reserve to its Eastern side at this point to meet Road No. 7487; thence North-Easterly and Northerly generally along said Road No. 7487 to the junction with Road No. 3605; thence Westerly along said Road No. 3605 to the Eastern side of the aforesaid Railway Reserve; thence Northerly to the North-Western corner of Location 385; thence Northerly and North-Westerly passing through Location 1274 to its Northern boundary; thence North-Westerly for a distance of five miles along the Western side of the telegraph line; thence Westerly to the Eastern side of the Midland Railway Reserve; thence North-Westerly along the Eastern side of the said Railway Reserve rejoining the road on the Western side of the aforesaid telegraph line at the 183¼-mile peg; thence North-Westerly generally to the peg at 190¼ miles; thence Westerly to the Eastern side of the aforesaid Railway Reserve; thence North-Westerly along the Eastern side of the Midland Railway Reserve to the Southern end of the Three Springs Station Yard, crossing the said Railway Reserve to its Western side at this point; thence North-Westerly along the Western side of the aforesaid Railway Reserve to the North-Eastern corner of Lot 3, Kadathinni Agricultural Area; thence Westerly along the Southern boundary of Lot 1, Kadathinni Agricultural Area, to the South-Eastern corner of Location 3461; thence North-Westerly for a distance of five miles to the most Northerly angle of Location 6850; thence Northerly along the Eastern boundary of Location 1489 to a Railway Crossing; thence Northerly crossing the Midland Railway Reserve to its Eastern side at this point; thence Northerly and North-Westerly along Road No. 2131 to the Southern end of the Arrino Station Yard; thence Easterly crossing the said Railway Reserve to its Western side; thence North-Westerly along the Western side of the aforesaid Railway Reserve to the South-Eastern corner of Location 3056; thence North-Westerly along Road No. 8423 to the North-Eastern corner of Lot 106, Yandanooka Estate; thence North-Westerly through Yandanooka Townsite Reserve and along the North-Eastern boundary of Location 2883 to the South-Eastern corner of Location 3018 crossing the Midland Railway Reserve to its Eastern side at this point; thence Northerly and North-Westerly along Road No. 2289 to the junction with Road No. 2836 within the Mingenew Hill Townsite Reserve; thence Westerly and Southerly along said Road No. 2836 to the junction with Road No. 950 on Western boundary of the said Mingenew Hill Townsite Reserve; thence Westerly and South-Westerly along Road No. 950 to the junction with Road No. 1236 within Location 553; thence South-Easterly along said Road No. 1236 to the junction with Road No. 217 within Location 2107; thence South-Westerly, Westerly, and North-Westerly along said Road No. 217 to the junction with Road No. 1151 on the Western boundary of Location 2440; thence North-Westerly along said Road No. 1151 crossing the Irwin River and continuing to the South-Eastern corner of Location 2304; thence Westerly along the Southern boundary and Northerly along the Western boundary of said Location 2304 to the junction with Road No. 1101 at the North-Western corner of aforesaid Location 2304; thence South-

Westerly, North-Westerly, and Westerly along the said Road No. 1101 and Road No. 1102 to the junction with Church Street at the South-Eastern corner of Lot 1 within the Townsite of Dongara; thence North-Westerly along Road No. 176 to the North-Western corner of Location 1714; thence North-Westerly along a surveyed road to the junction with Road No. 71 on the South-Western boundary of Location 1244; thence North-Westerly along said Road No. 71 to the intersection with Wakeford Street; thence Westerly through Location 2579 to meet Company Road; thence North-Westerly along Company Road to its junction with Padbury Road; thence North-Easterly along Padbury Road to its junction with Road No. 71; thence North-Westerly along said Road No. 71 and Roads No. 317 and 69 to the most Southern angle of Location 1035 as shown on Plan M.R.B., W.A., 1030.

CLACKLINE-MILING ROAD.

ROUTE 10.

That portion of the Clackline-Miling Road as shown on Lands Department Lithographs 27/80, 32/80, and 57/80, commencing at the most Southerly corner of Location 764, approximately 8 miles North-West of Clackline; thence Northerly through said Location 764 to join the Eastern side of the Clackline-Piawaning Railway Reserve near the 61 mile peg; thence North-Easterly crossing the said Railway Reserve to its Western side; thence in a Northerly direction to join the Western side of aforesaid Railway Reserve at Lloyd crossing; thence North-Easterly crossing said Railway Reserve and continuing to the junction with Road No. 106; thence North-Westerly along said Road No. 106 and Road No. 1147 to the junction with Road No. 146; thence North-Westerly and North-Easterly along said Road No. 146 to the junction with Road No. 5309 on the South-Western boundary of the Townsite of Bejoording; thence North-Easterly along Third Road to the junction with Seventh Road; thence North-Westerly along the said Seventh Road to the junction with Tenth Road; thence North-Easterly along the said Tenth Road to the junction with Road No. 1155 at the North-Eastern boundary of the Townsite of Bejoording; thence North-Easterly, North-Westerly, North-Easterly and North-Westerly along said Road No. 1155 to the junction with Lindsay Road on the boundary between the Victoria Plains and the Toodyay Road Districts; thence Easterly and Northerly, generally, along Roads No. 1463 and 2148 to the junction with Road No. 3314; thence North-Westerly, generally, along said Road No. 3314 to the South-Western corner of Location 15017; thence Northerly to the junction with Road No. 4789; thence Northerly, generally, along said Road No. 4789, and Roads No. 6488, 7056, and 7064 to the junction with Road No. 5766; thence Westerly along said Road No. 5766 to Carani Siding; thence Northerly along the Eastern side of the Clackline-Miling Railway Reserve to Piawaning; thence Northerly following the said Railway Reserve to a point 8 miles South of Miling, as shown on Plan, M.R.B., W.A., 1030.

NORTHAM-MULLEWA ROAD.

ROUTE 11.

Northam Road District.

That portion of the Quelquelling Road commencing at a point 8 miles from Northam at the most Eastern corner of Location 2039; thence North-Easterly along the South-Eastern boundary of Locations 17731, 2064 and 7061 to the South-Eastern corner of said Location 7031; thence North-Easterly through Location 701 to the North-Western corner of Location 2131; thence North-Easterly along the North-Western boundary of Locations 20591, 2287, 2286 and 17485 to the most Western corner of Reserve 13755, on the boundary between the Northam and Goomalling Road Districts as shown on Plan, M.R.B., W.A., 1030.

Goomalling Road District.

That portion of a public road as shown on Lands Department Lithograph 27/80 commencing at the most Western corner of Reserve 13755, on the boundary between the Northam and Goomalling Road Districts; thence North-Easterly along the South-Eastern boundary of Location 18131 to the Western boundary of Reserve 737; thence North-Easterly passing through said Reserve 737 to its North-Eastern corner; thence North-Easterly along part of the North-Western boundary of Location 18132 to its North-Eastern corner; thence North-Easterly along part of the North-Western boundary of, and through Location 2597 to its North-Eastern boundary; thence North-Easterly crossing a public road and passing through part of Location 3239 to its North-Western

boundary; thence North-Easterly along part of the North-Western boundary of said Location 3239 to its North-Eastern corner; thence North-Easterly and Northerly along the North-Western boundary of Locations 3584, 2356 and 2354 to the most Western angle of Location 2800; thence as described in the *Government Gazette* of Western Australia of 13/9/1929; thence North-Westerly along Throssel Street to the Southern boundary of the Northam-Pithara Railway Reserve; thence North-Westerly crossing the said Railway Reserve to join Main Street on its Northern side; thence North-Easterly along Main Street to the North-Eastern corner of the aforesaid Townsite Reserve; thence North-Easterly along the North-Western boundary of Location 1545 to the Western side of the aforesaid Railway Reserve; thence North-Easterly crossing the said Railway Reserve to its Eastern side; thence North-Easterly along the North-Western boundary of Location 3309 to the junction with Road No. 1803 at the South-Western corner of Location 1076; thence North-Westerly along said Road No. 1803 to the Southern boundary of Location 21592; thence North-Easterly along the South-Eastern boundary of said Location 21592 to the Western boundary of Location 18992; thence North-Easterly and North-Westerly passing through the said Location 18992 to its North-Western boundary; thence in a Northerly direction passing through Location 2590 to the South-Eastern angle of Location 2421; thence North-Easterly generally, along Road No. 1803 aforesaid to the South-Eastern boundary of Location 6375; thence North-Easterly through said Location 6375 to the South-Eastern boundary of Location 5925; thence North-Westerly along the Eastern boundary of the Northam-Pithara Railway Reserve and through said Location 5925 to the South-Eastern corner of Location 4547; thence North-Westerly along the North-Eastern boundary of said Location 4547 and Location 20677 to the South-Eastern angle of Location 5097; thence North-Westerly along the Eastern boundary of the said Location 5097 to its North-Eastern corner; thence North-Westerly along the Western boundary of Location 13104 to its junction with the Eastern boundary of the Northam-Pithara Railway Reserve; thence in a Northerly direction along the Eastern boundary of said Railway Reserve to the Easternmost angle of Reserve 15992; thence North-Westerly and North-Easterly along part of the Eastern boundary of Location 6329 to the North-Western corner of Location 5390; thence North-Westerly along the Western boundary of Locations 9904, 6437, 6382, 6436 and 4237 to the North-Western angle of said Location 4237; thence North-Easterly along the Western boundary of Location 6518 to the South-Western corner of Location 3003, on the boundary between the Goomalling and Wongan-Ballidu Road Districts, as shown on Plan, M.R.B., W.A., 1030.

Wongan-Ballidu Road District.

That portion of a public road as shown on Lands Department Lithographs 57/80 and 64/80, commencing at the South-Western corner of Avon Location 3003, on the boundary between the Goomalling and Wongan-Ballidu Road Districts; thence North-Westerly following the Western boundary of said Location 3003 to its North-Western corner; thence North-Easterly passing through Location 4176 to the Western boundary of Location 1077; thence North-Westerly along part of the Western boundary of said Location 1077 to its North-Western corner; thence North-Westerly crossing the Goomalling-Pithara Railway Reserve to its Western side; thence Northerly passing through said Location 4176 to the South-Western corner of the Kalgluddering Station Yard; thence North-Westerly along the Western boundary of Location 8262 to the Western boundary of the said Goomalling-Pithara Railway Reserve; thence Northerly crossing the said Railway Reserve to its Eastern side; thence North-Westerly along the Western boundary of Locations 18228, 11648, and 8250, to the junction with Road No. 5616; thence North-Westerly along the said Road 5616 to the Southern boundary of the Wongan Hills Townsite Reserve; thence North-Westerly and Northerly along the Western boundary of Lots 168 and 169 to the most Northern angle of said Lot 169; thence North-Westerly to Coomer Street, within the Townsite of Goomalling; thence North-Westerly along Coomer and Ganzer Street to Quinlan Street; thence South-Westerly along Quinlan Street to Fenton Street; thence North-Westerly along Fenton Street to the North-Western corner of Lot 95; thence Westerly crossing the said Goomalling-Pithara Railway to its Western side and continuing to the Western boundary of the said Wongan Hills Townsite Reserve; thence Northerly along the Western boundary of the said Townsite Reserve to its North-Western corner; thence Northerly passing through part of Reserve 16418 to the Western boundary of the said Railway Reserve; thence Northerly crossing the said Railway Reserve to its Eastern side; thence Northerly and North-Easterly continuing through the said Reserve 16418 to its Northern boundary; thence North-Easterly, through and along part of the Northern boundary of Reserve 18672 to the junction with Road No. 6567; thence Northerly and North-Easterly along said Road No. 6567 to the South-Western corner of Location 2207; thence Northerly parallel and adjacent to the said Goomalling-Pithara Railway Reserve and passing through the Townsite of Kondut to the Northern boundary of Reserve 15286; thence Westerly crossing the said Railway Reserve to its Western

side; thence Northerly and North-Westerly generally along said Road No. 6567, and Road No. 6041 to the Southern boundary of Reserve 16272, on the boundary between the Wongan-Ballidu and Dalwallinu Road Districts; thence North-Westerly generally along said Road No. 6041 to its junction with the Midland Junction-Meekatharra Road on the Western boundary of Melbourne Location 1543.

Dalwallinu Road District.

That portion of Road No. 6041 as shown on Lands Department Lithograph 64/80 commencing at the Southern boundary of Reserve 16272 on the boundary between the Wongan-Ballidu and Dalwallinu Road Districts; thence North-Westerly generally along said Road No. 6041 to its junction with the Midland Junction-Meekatharra Road on the Western boundary of Melbourne Location 1543.

Also that portion of a public road as shown on Lands Department Lithograph 89/80 leaving the Midland Junction-Meekatharra Road at the South-Western corner of Nugadong Agricultural Area Lot 117; thence North-Westerly along the Eastern side of the Wubin-Perenjori Railway Reserve to the South-Western corner of Location 7677; thence South-Westerly crossing the said Railway Reserve to its Western side; thence North-Westerly along the Eastern boundary of Location 7785 to its North-Eastern corner; thence North-Westerly and Northerly through Locations 8519 and 5774 to the South-Eastern corner of Location 7866; thence Northerly along part of the Eastern boundary of the said Location 7866 to the intersection with the Western boundary of the Wubin-Perenjori Railway Reserve; thence North-Easterly crossing the said Railway Reserve to its Eastern side; thence Northerly and North-Westerly along the Eastern boundary of said Railway Reserve to the North-Western corner of Location 3654 on the boundary between the Dalwallinu and the Perenjori Road Districts as shown on Plan, M.R.B., W.A., 1030.

Perenjori-Morawa and Mullewa Road Districts.

That portion of a public road as shown on Lands Department Lithographs 89/80, 96/80, 95/80, and 122/80 commencing at the North-Western corner of Location 3654 on the boundary between the Dalwallinu and the Perenjori Road Districts; thence North-Westerly along the Eastern boundary of the Wubin-Perenjori Railway Reserve to a crossing about midway on the Western boundary of Location 6393, crossing the said Railway Reserve to its Western side at this point; thence North-Westerly along the Western side of the said Railway Reserve to the South-Eastern corner of Location 6878; thence North-Westerly along the Eastern boundary of said Location 6878 to its North-Eastern corner; thence North-Westerly along the Western side of the said Railway Reserve to the 110 mile peg within Location 5671; thence North-Easterly across said Railway Reserve to its Eastern side; thence North-Westerly, Northerly, North-Westerly, and Northerly along the Eastern side of said Railway Reserve to the Southernmost angle of Location 6760; thence Northerly and North-Westerly along the North-Eastern boundary of said Location 6760 and Location 6762 to the junction with the Wubin-Perenjori Railway Reserve at the Northern angle of said Location 6762; thence North-Westerly along the Eastern boundary of said Railway Reserve to a Railway Crossing on the Western boundary of Location 6758 and crossing the said Railway Reserve to its Western side at this point; thence North-Westerly along the Western boundary of Location 6757 to the Southernmost angle of Location 4178; thence along the South-Western boundary of said Location 4178 to its Westernmost angle; thence North-Westerly along part of the Eastern boundary of Location 6756 and Reserves 14060 and 16759 to the North-Eastern corner of said Reserve 16759; thence North-Westerly through Location 6460 to the Southern boundary of the Bunjil Townsite Reserve; thence North-Westerly to the junction with the Eastern boundary of the Wubin-Perenjori Railway Reserve at the North-Western corner of the Bunjil Station Yard; thence North-Westerly along the Western boundary of the Wubin-Perenjori Railway Reserve to the South-Eastern corner of Location 4169; thence Easterly crossing the said Railway Reserve to its Eastern side; thence Northerly generally along the Eastern side of the said Railway Reserve to the Southern boundary of the Townsite of Perenjori; thence North-Westerly along Fowler Street to the junction with Road No. 5240; thence North-Westerly and Westerly along said Road No. 5240 to the North-Western corner of Location 7746; thence North-Westerly passing through Locations 7807, 5477, and 5476 to the South-Western corner of Location 7583; thence North-Westerly along the Western boundary of said Location 7583 and through Locations 5471, 5472, and 5470 to the South-Western corner of the Townsite of Bowgada; thence North-Westerly as described in the *Government Gazette* of Western Australia of 17/6/1927 to a point 8 miles South-East of Mullewa as shown on Plan, M.R.B., W.A., 1030.

GERALDTON-MULLEWA ROAD.**ROUTE 12.**

That portion of Road No. 353 commencing at a point 8 miles East of Geraldton; thence Easterly along said Road No. 353 to its most Easterly point; thence North-Easterly along the Northern boundary of the Geraldton-Mullewa Railway Reserve for a distance of 14 miles, crossing the said Railway Reserve at this point to its Southern side; thence Easterly to the Greenough River; thence North-Easterly joining Road No. 354 on the Southern side of the said Railway Reserve at a point $9\frac{1}{2}$ miles West of Indarra Siding; thence North-Easterly along the Southern side of the aforesaid Railway Reserve to a point 8 miles West of Mullewa as shown on Plan, M.R.B., W.A., 1030.

GERALDTON-NORTHAMPTON ROAD.**ROUTE 13.**

That portion of Road No. 1977 commencing at a point 8 miles North of Geraldton; thence Northerly along said Road No. 1977 to its junction with Road No. 1646, 8 miles South of Northampton, as shown on Plan No. M.R.B., W.A., 1030.

Provided that for the purposes of this schedule any portions of any of the roads named in this Part which are situate within the Metropolitan Area prescribed under this Act shall not be included in such roads.

PART II.

Subject to section ten A in the case of vehicles used for carriage of goods upon the roads mentioned in Part I. of this Schedule, additional license fees shall be payable as follows:—

- (a) In respect of a motor or steam wagon, an additional fee of 7s. 6d. per power-load-weight, exclusive of the license fee prescribed and payable in respect of such vehicle under the Third Schedule;
- (b) In respect of a trailer used with a motor or steam wagon, an additional fee equal in amount to three times the license fee prescribed and payable in respect of such trailer under the Third Schedule, exclusive of such last-mentioned license fee.

2. Such additional license fees shall, in the case of licenses in force at the date of coming into operation of this schedule, be apportioned so that the amount payable shall bear to the additional fees prescribed by this schedule the same ratio as the unexpired portion of the term of the license worked to the nearest month bears to the whole term of such license; and in the case of licenses granted after the commencement of this schedule, the said additional license fees shall be apportioned so that if and according as a license is granted in the financial year on or after the first day of the fourth month, but before the first day of the seventh month, or on or after the first day of the seventh month but before the first day of the tenth month, or on or after the first day of the tenth month, the licensee shall be required to pay only three-quarters, or one-half, or one-quarter, as the case may be, of the prescribed additional license fee.