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NATIONAL SECURITY (EMERGENCY POWERS) ACTS.

*At the Executive Council Chamber, Melbourne, the
ninth day of August, 1943.*

PRESENT:

His Excellency the Governor of Victoria.

Mr. Bailey
Mr. Hyland

Mr. Tuckett.

REGULATIONS RELATING TO THE DUPLICATION OF PORTIONS OF CERTAIN TRAMWAYS.

AT the request of the Government of the Commonwealth of Australia His Excellency the Governor of the State of Victoria, in pursuance of the powers conferred by the National Security (Emergency Powers) Acts, by and with the advice of the Executive Council thereof, doth make the following Regulations, that is to say:—

1. These Regulations may be cited as the National Security (West Maribyrnong Tramway Duplication) Regulations. Citation.

2. In these Regulations—

“Board” means the Melbourne and Metropolitan Tramways Board.

Interpretation
“Board.”

3. (1) Subject to these Regulations the Board is hereby authorized to the extent indicated in the Schedule to these Regulations to duplicate portions of the tramways referred to in that Schedule, and for the purposes of the Melbourne and Metropolitan Tramways Acts every such duplication shall be deemed to be the conversion into a double line of track of a tramway in the case of which the construction of a single line of track was heretofore authorized. Authority to Board to duplicate certain tramways to extent indicated in Schedule.
See No. 3732,
8th Sch. cl. 2.

(2) Any tramway track necessary to be constructed for the purposes of any such duplication may where such track is referred to in the said Schedule as “open track” be constructed of open ballast railway design.

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(3) Any land (including the surface of any bridge) made available by the Commonwealth for the purposes of any such duplication shall be deemed to be set apart as a tramway reserve and shall be used exclusively for tramway purposes.

As to grants
and loans
by the
Common-
wealth.

4. Notwithstanding anything in the Melbourne and Metropolitan Tramways Acts—

(a) all moneys paid to the Board by the Commonwealth by way of grant or loan in respect of the duplication of portions of the said tramways shall be paid into the general fund of the Board and credited to a special account, to be kept in the books of the Board, of all sums received and expended in connection with such duplication and matters incidental thereto; and

(b) the Board may, with the consent of the Governor in Council, accept any such moneys from the Commonwealth subject to such terms and conditions and to the giving of such securities as are agreed to by the Commonwealth and the Board.

Provision
for sinking
fund in
relation to
loans by
Common-
wealth in
respect of
tramway.

5. (1) Notwithstanding anything in the Melbourne and Metropolitan Tramways Acts, the Board shall provide a sinking fund in relation to such moneys as are paid to the Board by the Commonwealth by way of loan in respect of the duplication of portions of the said tramways and the Board shall on the thirtieth day of June in each year pay to such sinking fund out of revenue in the general fund of the Board an amount of at least Four per centum of the Board's total liability to the Commonwealth in respect of the said duplication.

(2) Such sinking fund shall be available for the discharge of the Board's liability to the Commonwealth in respect of the said duplication and insofar as such liability cannot be met out of such sinking fund it shall be met out of moneys (other than revenue) in the general fund of the Board or out of moneys borrowed pursuant to the powers conferred by section twenty-eight of the *Melbourne and Metropolitan Tramways Act 1928*.

SCHEDULE.

1. Duplication of portion of the tramway authorized in Order-in-Council dated 4th May, 1904, and portion of the tramway described as No. 28 in Part II. of the Sixth Schedule of the Melbourne and Metropolitan Tramways Act 1928: Commencing on the western closed track of the existing tramway in Union-road at a point approximately 144 feet south of the southern boundary of Maribyrnong road, thence northerly by a single closed track along Union-road for a distance of approximately 96 feet thence north-westerly by a single closed curve around the south-western corner of the intersection of Union-road and Maribyrnong-road, and joining with the southern closed track of the existing tramway in Maribyrnong-road at a point approximately 48 feet west of the western boundary of Union-road; a total distance of approximately 208 feet.

2. Duplication of portion of the tramways authorized in Orders-in-Council dated 4th May, 1904, and 8th October, 1940: Commencing on the southern closed track of the existing tramway in Maribyrnong-road at a point approximately 266 feet east of the eastern boundary of Wood's-street thence westerly by a single closed track for a distance of approximately 335 feet, thence westerly by a single open track across the Maribyrnong River by a bridge to be provided by the Commonwealth, for a distance of approximately 548 feet; thence westerly by a single closed track along Raleigh-road for a distance of approximately 95 feet and joining with the south closed track of the existing tramway in Raleigh-road at a point approximately 145 feet east of the eastern boundary of Clyde-street; a total distance of approximately 978 feet.

3. Duplication of portion of a tramway authorized in National Security (Munition Works Tramways) Regulations dated 22nd May, 1941: Commencing on the southern open track of the existing tramway in the tramway reserve parallel to and north of Raleigh-road at a point approximately 415 feet east of the eastern boundary of West-road, thence westerly by a single open track along the said tramway reserve for a distance of approximately 177 feet, thence south-westerly by a closed single track curve across Raleigh-road for approximately 90 feet, thence southerly by a single open track along an existing tramway reserve for a distance of approximately 200 feet, joining with the eastern track of the existing tramway in the tramway reserve parallel to and east of West-road; a total distance of approximately 467 feet.

4. Duplication of portion of a tramway authorised in Order-in-Council dated 8th October, 1940 and National Security (Munitions Works Tramways) Regulations dated 22nd May, 1941: Commencing on the southern open track of the existing tramway in the tramway reserve parallel to and north of Raleigh-road at a point approximately 286 feet east of the eastern boundary of West-road, thence westerly by a single open track along existing tramway reserves for a distance of approximately 477 feet, and joining with the northern open track in the existing tramway reserve parallel to and north of Cordite-avenue at a point approximately 191 feet west of the eastern boundary of West-road.

And the Honorable Albert Arthur Dunstan, His Majesty's Premier of the State of Victoria, shall give the necessary directions herein accordingly.

C. W. KINSMAN,
Clerk of the Executive Council.

No. 160.

NATIONAL SECURITY (EMERGENCY POWERS) ACTS.

At the Executive Council Chamber, Melbourne, the
ninth day of August, 1943.

PRESENT:

His Excellency the Governor of Victoria.

Mr. Bailey
Mr. Hyland

Mr. Tuckett.

REGULATIONS RELATING TO THE RATIONING OF FUEL.

IN pursuance of the powers conferred by the National Security (Emergency Powers) Acts, His Excellency the Governor of Victoria, by and with the advice of the Executive Council thereof, doth make the following Regulations, that is to say:—

1. These Regulations may be cited as the National Security (Fuel Citation. Rationing) Regulations (No. 3).

2. In clause two of the National Security (Fuel Rationing) Regulations, for the interpretation of "Supplier" there shall be substituted the following interpretation:—

"Supplier" means a person who sells fuel whether on one or more occasions."

Amendment
of National
Security
(Fuel
Rationing)
Regulations
clause 2.
Interpretation.

And the Honorable Albert Arthur Dunstan, His Majesty's Premier for the State of Victoria, shall give the necessary directions herein accordingly.

C. W. KINSMAN,
Clerk of the Executive Council.

No. 161.

