

# New South Wales.



ANNO SEXTO DECIMO

## GEORGI VI REGIS.

\*\*\*\*\*

### Act No. 57, 1951.

An Act to amend the Motor Vehicles Taxation Management Act, 1949, and the State Transport (Co-ordination) Act, 1931, in certain respects; and for purposes connected therewith. [Assented to, 28th December, 1951.]

**B**E it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

**1.** (1) This Act may be cited as the "Motor Vehicles Taxation Management (Amendment) Act, 1951."

Short title, citation and commencement.

(2) The Motor Vehicles Taxation Management Act, 1949, as amended by this Act, may be cited as the Motor Vehicles Taxation Management Act, 1949-1951.

---

*Motor Vehicles Taxation Management (Amendment).*

---

(3) The State Transport (Co-ordination) Act, 1931, as amended by subsequent Acts and by this Act, may be cited as the State Transport (Co-ordination) Acts, 1931-1951.

(4) This Act shall, except where otherwise expressly provided, commence upon the date of commencement of the Motor Vehicles (Taxation) Act, 1951.

Amendment of  
Act No. 34,  
1949.

2. The Motor Vehicles Taxation Management Act, 1949, is amended—

Sec. 3.  
(Defini-  
tions.)

(a) (i) by omitting from section three the definition of "Motor omnibus" and by inserting in lieu thereof the following definition—

"Motor omnibus" means a motor vehicle  
(not being a taxi-cab)

(a) plying in a public street for hire for the conveyance of passengers at separate fares, or

(b) fitted or equipped or constructed so as to seat more than eight adult persons and used or let or intended to be used or let for the conveyance of passengers for hire or for any consideration or in the course of any trade or business whatsoever.

(ii) by omitting from the same section the definition of "Tractor" and by inserting in lieu thereof the following definition:—

"Tractor" means any motor vehicle constructed principally for the purpose of supplying motive power for machinery or of hauling any vehicle, but which is not capable of carrying any loading (other than tools, spare parts,

---

*Motor Vehicles Taxation Management (Amendment).*

---

parts, fuel, water, oil or other accessories necessary for use in connection with the vehicle) or any part of the weight of a vehicle being drawn or its load.

- (b) by omitting paragraph (d) of subsection one of section seven; Sec. 7.  
(Exemptions.)
- (c) by inserting in subsection one of section nine after the figures "1949" the words "or any Act imposing motor vehicles tax in lieu of the tax upon motor vehicles imposed by that Act." Sec. 9.  
(Adjustment of tax.)

**3.** (1) The State Transport (Co-ordination) Act, 1931, as amended by subsequent Acts, is amended by omitting subsection seven of section twenty-six and by inserting in lieu thereof the following subsection:— Amendment  
of Act No.  
32, 1931.  
Sec. 26.  
(State  
Transport  
Co-ordina-  
tion Fund.)

(7) The Commissioner for Road Transport and Tramways, with the approval of the Colonial Treasurer, may make from time to time any payments out of the said fund to the Country Main Roads Fund, established under the Main Roads Acts, 1924-1950, the Government Railways Fund, established under the Government Railways Act, 1912-1951, or to the general fund of any transport trust, and moneys so paid shall form part of the fund into which they are paid.

(2) Subsection one of this section shall commence on the first day of July, one thousand nine hundred and fifty-three.

---

By Authority:

A. H. PETTIFER, Government Printer, Sydney, 1952

Main Provisions (continued)

parts, fuel, water, oil or other accessories necessary for use in connection with the vehicle) or any part of the weight of a vehicle being drawn or its load.

(b) by omitting paragraph (b) of subsection one of section seven;

(c) by inserting in subsection one of section nine after the figures "1000" the words "or an amount not exceeding motor vehicle tax in lieu of the tax" and motor vehicles imposed by that Act.

3. (1) The State Transport (Amendment) Act, 1951

is amended by substituting in section 10 the words "or an amount not exceeding motor vehicle tax in lieu of the tax" for the words "or an amount not exceeding motor vehicle tax in lieu of the tax" in the following subsections:-

(a) The Commission for Road Transport and Transport Co-ordination (Amendment) Act, 1951, in section 10, in the proviso to sub-section (1), the words "or an amount not exceeding motor vehicle tax in lieu of the tax" shall be substituted for the words "or an amount not exceeding motor vehicle tax in lieu of the tax";

(b) Subsection one of this section shall commence on the first day of July one thousand nine hundred and fifty-three.

*I certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.*

H. ROBBINS,  
*Clerk of the Legislative Assembly.*

*Legislative Assembly Chamber,  
Sydney, 12 December, 1951.*

## New South Wales.



ANNO SEXTO DECIMO

# GEORGII VI REGIS.

\*\*\*\*\*

### Act No. 57, 1951.

An Act to amend the Motor Vehicles Taxation Management Act, 1949, and the State Transport (Co-ordination) Act, 1931, in certain respects; and for purposes connected therewith. [Assented to, 28th December, 1951.]

**B**E it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows :—

1. (1) This Act may be cited as the "Motor Vehicles Taxation Management (Amendment) Act, 1951."
- (2) The Motor Vehicles Taxation Management Act, 1949, as amended by this Act, may be cited as the Motor Vehicles Taxation Management Act, 1949-1951.

Short title,  
citation and  
commence-  
ment.

(3)

*I have examined this Bill, and find it to correspond in all respects with the Bill as finally passed by both Houses.*

G. BOOTH,  
*Chairman of Committees of the Legislative Assembly.*

---

*Motor Vehicles Taxation Management (Amendment).*

---

(3) The State Transport (Co-ordination) Act, 1931, as amended by subsequent Acts and by this Act, may be cited as the State Transport (Co-ordination) Acts, 1931-1951.

(4) This Act shall, except where otherwise expressly provided, commence upon the date of commencement of the Motor Vehicles (Taxation) Act, 1951.

Amendment of  
Act No. 34,  
1949.

**2.** The Motor Vehicles Taxation Management Act, 1949, is amended—

Sec. 3.  
(Definitions.)

(a) (i) by omitting from section three the definition of "Motor omnibus" and by inserting in lieu thereof the following definition—

"Motor omnibus" means a motor vehicle  
(not being a taxi-cab)

(a) plying in a public street for hire for the conveyance of passengers at separate fares, or

(b) fitted or equipped or constructed so as to seat more than eight adult persons and used or let or intended to be used or let for the conveyance of passengers for hire or for any consideration or in the course of any trade or business whatsoever.

(ii) by omitting from the same section the definition of "Tractor" and by inserting in lieu thereof the following definition:—

"Tractor" means any motor vehicle constructed principally for the purpose of supplying motive power for machinery or of hauling any vehicle, but which is not capable of carrying any loading (other than tools, spare parts,

Motor Vehicles Taxation Management (Amendment).

parts, fuel, water, oil or other accessories necessary for use in connection with the vehicle) or any part of the weight of a vehicle being drawn or its load.

- (b) by omitting paragraph (d) of subsection one of section seven; Sec. 7.  
(Exemptions.)
- (c) by inserting in subsection one of section nine after the figures "1949" the words "or any Act imposing motor vehicles tax in lieu of the tax upon motor vehicles imposed by that Act." Sec. 9.  
(Adjustment of tax.)

3. (1) The State Transport (Co-ordination) Act, 1931, as amended by subsequent Acts, is amended by omitting subsection seven of section twenty-six and by inserting in lieu thereof the following subsection:— Amendment  
of Act No.  
32, 1931.  
Sec. 26.  
(State  
Transport  
Co-ordina-  
tion Fund.)

(7) The Commissioner for Road Transport and Tramways, with the approval of the Colonial Treasurer, may make from time to time any payments out of the said fund to the Country Main Roads Fund, established under the Main Roads Acts, 1924-1950, the Government Railways Fund, established under the Government Railways Act, 1912-1951, or to the general fund of any transport trust, and moneys so paid shall form part of the fund into which they are paid.

(2) Subsection one of this section shall commence on the first day of July, one thousand nine hundred and fifty-three.

*In the name and on behalf of His Majesty I assent to this Act.*

J. NORTHCOTT,  
Governor.

*Government House,  
Sydney, 28th December, 1951.*

Public Law 54-100, 80 Stat. 1017

part, that water, oil, gas, or other mineral resources, for use in connection with the road, and the right of a right-of-way over the land.

Sec. 7.  
Exempt  
Sec. 8.  
Sec. 9.

Amendment  
of Act No.  
22, 1951.  
Sec. 10.  
(State  
Transport  
Co-ordinating  
Fund)

11. (1) The State Department of Transportation is authorized to acquire, by purchase, donation, or otherwise, any real property, including any right-of-way, for the purpose of constructing, maintaining, or operating a road, and to use the same for such purposes. (2) The State Department of Transportation is authorized to acquire, by purchase, donation, or otherwise, any real property, including any right-of-way, for the purpose of constructing, maintaining, or operating a road, and to use the same for such purposes. (3) The State Department of Transportation is authorized to acquire, by purchase, donation, or otherwise, any real property, including any right-of-way, for the purpose of constructing, maintaining, or operating a road, and to use the same for such purposes.

12. (1) The State Department of Transportation is authorized to acquire, by purchase, donation, or otherwise, any real property, including any right-of-way, for the purpose of constructing, maintaining, or operating a road, and to use the same for such purposes. (2) The State Department of Transportation is authorized to acquire, by purchase, donation, or otherwise, any real property, including any right-of-way, for the purpose of constructing, maintaining, or operating a road, and to use the same for such purposes.

13. (1) The State Department of Transportation is authorized to acquire, by purchase, donation, or otherwise, any real property, including any right-of-way, for the purpose of constructing, maintaining, or operating a road, and to use the same for such purposes. (2) The State Department of Transportation is authorized to acquire, by purchase, donation, or otherwise, any real property, including any right-of-way, for the purpose of constructing, maintaining, or operating a road, and to use the same for such purposes.

Approved: \_\_\_\_\_  
Secretary of State

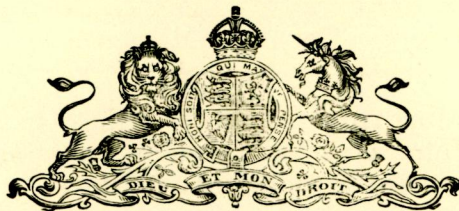


*This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.*

H. ROBBINS,  
*Clerk of the Legislative Assembly.*

*Legislative Assembly Chamber,  
Sydney, 6 December, 1951.*

## New South Wales.



ANNO QUINTO DECIMO

GEORGII VI REGIS.

\*\*\*\*\*

Act No. , 1951.

An Act to amend the Motor Vehicles Taxation Management Act, 1949, and the State Transport (Co-ordination) Act, 1931, in certain respects; and for purposes connected therewith.

**B**E it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of  
5 the same, as follows :—

**1.** (1) This Act may be cited as the "Motor Vehicles Taxation Management (Amendment) Act, 1951."

Short title,  
citation and  
commence-  
ment.

(2) The Motor Vehicles Taxation Management Act, 1949, as amended by this Act, may be cited as the Motor  
10 Vehicles Taxation Management Act, 1949-1951.

*Motor Vehicles Taxation Management (Amendment).*

(3) The State Transport (Co-ordination) Act, 1931, as amended by subsequent Acts and by this Act, may be cited as the State Transport (Co-ordination) Acts, 1931-1951.

5 (4) This Act shall, except where otherwise expressly provided, commence upon the date of commencement of the Motor Vehicles (Taxation) Act, 1951.

2. The Motor Vehicles Taxation Management Act, 1949, is amended—

Amendment of Act No. 34, 1949.

10 (a) (i) by omitting from section three the definition of "Motor omnibus" and by inserting in lieu thereof the following definition—

Sec. 3. (Definitions.)

"Motor omnibus" means a motor vehicle (not being a taxi-cab)

15 (a) plying in a public street for hire for the conveyance of passengers at separate fares, or

20 (b) fitted or equipped or constructed so as to seat more than eight adult persons and used or let or intended to be used or let for the conveyance of passengers for hire or for any consideration or in the course of any trade or business whatsoever.

25 (ii) by omitting from the same section the definition of "Tractor" and by inserting in lieu thereof the following definition:—

30 "Tractor" means any motor vehicle constructed principally for the purpose of supplying motive power for machinery or of hauling any vehicle, but which is not capable of carrying any loading (other than tools, spare parts,

35

*Motor Vehicles Taxation Management (Amendment).*

5 parts, fuel, water, oil or other accessories necessary for use in connection with the vehicle) or any part of the weight of a vehicle being drawn or its load.

(b) by omitting paragraph (d) of subsection one of section seven; Sec. 7.  
(Exemptions.)

10 (c) by inserting in subsection one of section nine after the figures "1949" the words "or any Act imposing motor vehicles tax in lieu of the tax upon motor vehicles imposed by that Act." Sec. 9.  
(Adjustment of tax.)

15 **3.** (1) The State Transport (Co-ordination) Act, 1931, as amended by subsequent Acts, is amended by omitting subsection seven of section twenty-six and by inserting in lieu thereof the following subsection:— Amendment  
of Act No.  
32, 1931.  
Sec. 26.  
(State  
Transport  
Co-ordina-  
tion Fund.)

20 (7) The Commissioner for Road Transport and Tramways, with the approval of the Colonial Treasurer, may make from time to time any payments out of the said fund to the Country Main Roads Fund, established under the Main Roads Acts, 1924-1950, the Government Railways Fund, established under the Government Railways Act, 1912-1951, or to the general fund of any transport trust, and moneys so paid shall form part of the fund into which they are paid.

25 (2) Subsection one of this section shall commence on the first day of July, one thousand nine hundred and fifty-three.

Example

1. A. B. C. D. E. F. G. H. I. J. K. L. M. N. O. P. Q. R. S. T. U. V. W. X. Y. Z.

10

20

# MOTOR VEHICLES TAXATION MANAGEMENT (AMENDMENT) BILL, 1951.

---

## EXPLANATORY NOTE.

THE objects of this Bill are—

- (1) to amend the Motor Vehicles Taxation Management Act, 1949—
  - (a) to substitute the definition of “Omnibus” in the existing Act with a new definition which will permit of the amount of tax prescribed for omnibuses being applied to omnibus type vehicles not used for hire and on which a lesser rate of tax is at present levied;
  - (b) to substitute the definition of “Tractor” with a new definition so that vehicles at present registered as tractors but consisting of lorries which have been adapted by the fitting of a bolster and turntable for drawing a pole-type trailer or jinker will be treated in the same manner as motor lorries for the purpose of taxation;
  - (c) to provide that—
    - (i) trailers owned by timber cutters and used solely for carting timber from forest to mill will be subject to the same tax as prescribed for motor lorries; at present these trailers are exempt from tax;
    - (ii) trailers owned by primary producers will be subject to the same tax as prescribed for primary producers’ motor lorries; at present these trailers are exempt from tax;
- (2) to amend the State Transport (Co-ordination) Act, 1931-1950, to provide that the Commissioner for Road Transport and Tramways, with the approval of the Colonial Treasurer, may make from time to time payments out of the State Transport (Co-ordination) Fund to the Country Main Roads Fund, the Government Railways Fund or to the general fund of any transport trust. At present such payments must be approved by the Minister for Transport and the Country Main Roads Fund is excluded from sharing in any distribution.

The amendment to the State Transport (Co-ordination) Act is to commence on the 1st day of July, one thousand nine hundred and fifty-three.

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC SAFETY

INVESTIGATION REPORT

DATE: \_\_\_\_\_

BY: \_\_\_\_\_

TO: \_\_\_\_\_

RE: \_\_\_\_\_

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

5. \_\_\_\_\_

6. \_\_\_\_\_

7. \_\_\_\_\_

8. \_\_\_\_\_

9. \_\_\_\_\_

10. \_\_\_\_\_

11. \_\_\_\_\_

12. \_\_\_\_\_

13. \_\_\_\_\_

14. \_\_\_\_\_

15. \_\_\_\_\_

16. \_\_\_\_\_

17. \_\_\_\_\_

18. \_\_\_\_\_

19. \_\_\_\_\_

20. \_\_\_\_\_

21. \_\_\_\_\_

22. \_\_\_\_\_

23. \_\_\_\_\_

24. \_\_\_\_\_

25. \_\_\_\_\_

26. \_\_\_\_\_

27. \_\_\_\_\_

28. \_\_\_\_\_

29. \_\_\_\_\_

30. \_\_\_\_\_

31. \_\_\_\_\_

32. \_\_\_\_\_

33. \_\_\_\_\_

34. \_\_\_\_\_

35. \_\_\_\_\_

36. \_\_\_\_\_

37. \_\_\_\_\_

38. \_\_\_\_\_

39. \_\_\_\_\_

40. \_\_\_\_\_

41. \_\_\_\_\_

42. \_\_\_\_\_

43. \_\_\_\_\_

44. \_\_\_\_\_

45. \_\_\_\_\_

46. \_\_\_\_\_

47. \_\_\_\_\_

48. \_\_\_\_\_

49. \_\_\_\_\_

50. \_\_\_\_\_

51. \_\_\_\_\_

52. \_\_\_\_\_

53. \_\_\_\_\_

54. \_\_\_\_\_

55. \_\_\_\_\_

56. \_\_\_\_\_

57. \_\_\_\_\_

58. \_\_\_\_\_

59. \_\_\_\_\_

60. \_\_\_\_\_

61. \_\_\_\_\_

62. \_\_\_\_\_

63. \_\_\_\_\_

64. \_\_\_\_\_

65. \_\_\_\_\_

66. \_\_\_\_\_

67. \_\_\_\_\_

68. \_\_\_\_\_

69. \_\_\_\_\_

70. \_\_\_\_\_

71. \_\_\_\_\_

72. \_\_\_\_\_

73. \_\_\_\_\_

74. \_\_\_\_\_

75. \_\_\_\_\_

76. \_\_\_\_\_

77. \_\_\_\_\_

78. \_\_\_\_\_

79. \_\_\_\_\_

80. \_\_\_\_\_

81. \_\_\_\_\_

82. \_\_\_\_\_

83. \_\_\_\_\_

84. \_\_\_\_\_

85. \_\_\_\_\_

86. \_\_\_\_\_

87. \_\_\_\_\_

88. \_\_\_\_\_

89. \_\_\_\_\_

90. \_\_\_\_\_

91. \_\_\_\_\_

92. \_\_\_\_\_

93. \_\_\_\_\_

94. \_\_\_\_\_

95. \_\_\_\_\_

96. \_\_\_\_\_

97. \_\_\_\_\_

98. \_\_\_\_\_

99. \_\_\_\_\_

100. \_\_\_\_\_

7-10-68

7-10-68

No. , 1951.

---

## A BILL

To amend the Motor Vehicles Taxation Management Act, 1949, and the State Transport (Co-ordination) Act, 1931, in certain respects; and for purposes connected therewith.

[MR. SHEAHAN;—4 December, 1951.]

---

**B**E it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows :—

1. (1) This Act may be cited as the "Motor Vehicles Taxation Management (Amendment) Act, 1951."
- (2) The Motor Vehicles Taxation Management Act, 1949, as amended by this Act, may be cited as the Motor Vehicles Taxation Management Act, 1949-1951.

Short title,  
citation and  
commence-  
ment.

*Motor Vehicles Taxation Management (Amendment).*

(3) The State Transport (Co-ordination) Act, 1931, as amended by subsequent Acts and by this Act, may be cited as the State Transport (Co-ordination) Acts, 1931-1951.

5 (4) This Act shall, except where otherwise expressly provided, commence upon the date of commencement of the Motor Vehicles (Taxation) Act, 1951.

2. The Motor Vehicles Taxation Management Act, 1949, is amended—

Amendment of  
Act No. 34,  
1949.

10 (a) (i) by omitting from section three the definition of "Motor omnibus" and by inserting in lieu thereof the following definition—

Sec. 3.  
(Defini-  
tions.)

"Motor omnibus" means a motor vehicle  
(not being a taxi-cab)

15 (a) plying in a public street for hire for the conveyance of passengers at separate fares, or

20 (b) fitted or equipped or constructed so as to seat more than eight adult persons and used or let or intended to be used or let for the conveyance of passengers for hire or for any consideration or in the course of any trade or business whatsoever.

25 (ii) by omitting from the same section the definition of "Tractor" and by inserting in lieu thereof the following definition:—

30 "Tractor" means any motor vehicle constructed principally for the purpose of supplying motive power for machinery or of hauling any vehicle, but which is not capable of carrying any loading (other than tools, spare parts,

35



Motor Vehicles Taxation Management (Amendment).

parts, fuel, water, oil or other accessories necessary for use in connection with the vehicle) or any part of the weight of a vehicle being drawn or its load.

5

(b) by omitting paragraph (d) of subsection one of section seven; Sec. 7.  
(Exemptions.)

10

(c) by inserting in subsection one of section nine after the figures "1949" the words "or any Act imposing motor vehicles tax in lieu of the tax upon motor vehicles imposed by that Act." Sec. 9.  
(Adjustment of tax.)

3. (1) The State Transport (Co-ordination) Act, 1931, as amended by subsequent Acts, is amended by omitting subsection seven of section twenty-six and by inserting in lieu thereof the following subsection:— Amendment  
of Act No.  
32, 1931.  
Sec. 26.  
(State  
Transport  
Co-ordina-  
tion Fund.)

(7) The Commissioner for Road Transport and Tramways, with the approval of the Colonial Treasurer, may make from time to time any payments out of the said fund to the Country Main Roads Fund, established under the Main Roads Acts, 1924-1950, the Government Railways Fund, established under the Government Railways Act, 1912-1951, or to the general fund of any transport trust, and moneys so paid shall form part of the fund into which they are paid.

(2) Subsection one of this section shall commence on the first day of July, one thousand nine hundred and fifty-three.

