

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.

ALLAN PICKERING,
Clerk of the Legislative Assembly.

*Legislative Assembly Chamber,
Sydney, 4 December, 1958.*

New South Wales



ANNO SEPTIMO

ELIZABETHÆ II REGINÆ

Act No. , 1958.

An Act to approve an Agreement between the Commonwealth of Australia and the States of New South Wales and Victoria in relation to the standardisation of a Railway between Sydney and Melbourne; and for purposes connected therewith.

WHEREAS the Prime Minister of the Commonwealth and Preamble.
the Premiers of the States of New South Wales and Victoria have entered into an Agreement, a copy of which is set out in the Schedule to this Act, subject to the same being
5 approved by the Parliament of the Commonwealth and by the Parliaments of the said States : And WHEREAS it is desirable to approve and to provide for carrying into effect the said

Sydney to Melbourne Railway Standardisation Agreement.

Agreement so far as the State of New South Wales is concerned: Be it therefore enacted by the Queen'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. This Act may be cited as the "Sydney to Melbourne Railway Standardisation Agreement Act, 1958." Short title.

2. (1) The Agreement, a copy of which is set out in the Schedule to this Act, is hereby approved and may be carried into effect notwithstanding the provisions of any other Act. Approval of Agreement.

(2) All matters and things by the Agreement agreed to be done by or on behalf of the State of New South Wales are hereby sanctioned and authorised.

3. The Commissioner for Railways shall, out of the Government Railways Fund, indemnify the Consolidated Revenue Fund against all claims and demands which may be made by the Commonwealth against the State of New South Wales under the Agreement. Indemnity in respect of certain payments by the State.

20

THE SCHEDULE.

Sec. 2.

AGREEMENT made the Twelfth day of September One thousand nine hundred and fifty-eight BETWEEN the COMMONWEALTH OF AUSTRALIA of the first part the STATE OF NEW SOUTH WALES of the second part and the STATE OF VICTORIA of the third part:

25

WHEREAS there are differences in gauge between the railways of the States:

AND WHEREAS, in order to assist in the defence and development of Australia, to facilitate interstate trade and commerce and to secure maximum efficiency and economy in railway operation, it

30

is

Sydney to Melbourne Railway Standardisation Agreement.

is desirable that there should be a uniform gauge railway between Sydney in the State of New South Wales and Melbourne in the State of Victoria:

AND WHEREAS it is necessary, as part of the process of securing the uniform gauge railway, that a standard gauge railway be provided between Albury in the State of New South Wales and Melbourne aforesaid as hereinafter appears:

NOW THIS AGREEMENT WITNESSETH AS FOLLOWS:—

PART I.—PRELIMINARY.

- 10 1.—(1.) In this agreement, unless the context otherwise requires— **Definitions.**
 “betterment” means the provision of capacity or equipment in excess of appropriate standards established under this agreement and which, although not essential to or necessary for the standardisation work, may conveniently or desirably be provided in conjunction with that work ;
 15 “party” means party to this agreement ;
 “standard gauge” means a gauge of four feet eight and one-half inches ;
 “standardisation work” means any work specified in the Second
 20 Schedule to this agreement ;
 “the Commonwealth” means the Commonwealth of Australia ;
 “the Minister” means the Minister of State for Shipping and Transport of the Commonwealth ;
 “the standard gauge railway” means the standard gauge railway
 25 between Albury and Melbourne to be constructed under this agreement ; and
 “the States” means the State of New South Wales and the State of Victoria.
 (2.) Where in this agreement any Minister is referred to, that
 30 reference shall be deemed to include any member of the Executive Council for the time being acting for and on behalf of that Minister.
- 2.—(1.) This agreement shall have no force or effect and shall not be binding upon any party until it is approved by the Parliaments of the Commonwealth and each of the States. **Ratification of agreement.**
- 35 (2.) Each party agrees to take every practicable step to have this agreement approved by its Parliament without restrictions or amendments as soon as practicable.
- (3.) Each party, so far as its power extends, agrees to provide for and secure the carrying out of this agreement and of any legisla-
 40 tion by which it is approved.

Sydney to Melbourne Railway Standardisation Agreement.

3. Where agreement among the parties on any matter is necessary for the purposes of this agreement and the parties fail to reach agreement, the matter shall be decided by the Minister in agreement with the Minister for Transport in the State or States and, failing any such decision, shall be determined by the Treasurer of the Commonwealth. Decision in default of agreement between the parties.

PART II.—STANDARDISATION WORK.

4.—(1.) Subject to the observance of the standards specified in the Second Schedule to this agreement and any variation thereof as hereinafter provided, the parties shall, in collaboration and agreement with each other, establish common standards of design and construction in all matters and things essential to the establishment of the standard gauge railway. Standards, plans, specifications and estimates.

(2.) Each of the States shall, in collaboration with the Commonwealth—

- 15 (a) prepare detailed plans, specifications and estimates of cost for all works to be carried out by it in pursuance of this agreement ;
- 20 (b) incorporate in all such plans, specifications and estimates the standards of design and construction established under this agreement ;
- (c) supply or make available to the Minister as soon as possible copies of the plans, specifications and estimates ; and
- 25 (d) make the plans, specifications and estimates available to the other State and will not proceed with the implementation of the plans, specifications and estimates during the period of one calendar month following the date of despatch of the plans, specifications and estimates without the approval of the other State and of the Commonwealth.

(3.) In the event of the other State advising the State proposing to carry out the work covered by the plans, specifications and estimates that it does not agree with the proposal or proposals, the matter shall be treated as a disagreement and decided or determined as provided in clause 3 of this agreement. Each such advice shall be submitted in writing to the other State and to the Minister within the period of one calendar month referred to in paragraph (d) of the last preceding sub-clause and shall set out in full the reasons for not agreeing with the proposal or proposals.

5. The route of the standard gauge railway is specified in the First Schedule to this agreement. Route of railway.

40 6.—(1.) Particulars of the standardisation work to be carried out by the States under this agreement and estimates of the cost of the work are set out in the Second Schedule to this agreement. Particulars of work.

(2.)

Sydney to Melbourne Railway Standardisation Agreement.

(2.) To the extent that it is necessary for the more efficient fulfilment of the objectives of this agreement, the Second Schedule may be varied in such manner and to such extent as the Minister, with the concurrence of the States, approves and all references in this agreement to the Second Schedule shall be deemed to be to that Schedule as so varied.

(3.) The States or either of them may convert to standard gauge or replace existing locomotives or rolling stock and purchase such spares as may be considered necessary provided that notwithstanding anything contained in clause 14 of this agreement the Commonwealth shall not be liable to provide funds for the purposes of this sub-clause in excess of the amount of £504,000 specified in Item 12 of the Second Schedule to this agreement.

7. The work to be carried out under clause 6 of this agreement shall include the purchase of land, the purchase, construction, alteration and conversion of railway lines, bridges, buildings, structures, workshops, plant, locomotives, rolling stock and all matters and things which are essential to the standardisation work but shall not include—

Works involved in conversion.

- (a) operation or maintenance of the standard gauge railway ;
- (b) betterments ; or
- (c) any work being undertaken or proposed to be undertaken by the States or either of them in any rehabilitation programme which would be necessary independently of the standardisation work.

8. The States or either of them may at their own expense carry out betterments in conjunction with the standardisation work.

Betterments.

9. Each of the States shall permit any person thereto authorised by the Minister or by the other State to enter upon and inspect any standardisation work being carried out by that State and to inspect, take copies of or extracts from any plans, designs, accounts, records or documents relating to any standardisation work.

Inspection.

10.—(1.) Subject to the next succeeding clause, the States shall carry out and execute the standardisation work as expeditiously as, and in the most economical manner, possible.

Prompt execution of work.

(2.) Except where it is established to the satisfaction of the Minister that it is undesirable to do so, the State or States shall call public tenders for the carrying out of the standardisation work.

11. A party shall not incur any expenditure under this agreement until the Minister has given that party authority to incur the expenditure provided that the expenditure incurred by the State of Victoria prior to the execution of this agreement on work included in the Second Schedule to this agreement shall be deemed to have been executed with the authority of the Minister.

No expenditure without consent.

PART

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PART III.—FINANCE.

12.—(1.) Subject to clauses 14 and 15 of this agreement, the Commonwealth shall bear fourteen-twentieths of the cost of the standardisation work and the States shall each bear three-twentieths of the said cost. Liability for cost of work.

(2.) For the purposes of this clause the cost of any work shall be deemed to include the administrative expenses necessary or incidental to the carrying out of that work.

(3.) The cost of the standardisation work shall be credited with the disposal value of plant, stores, materials and equipment which are purchased for the standardisation work and not used, which are replaced as a charge to the standardisation work, or which are rendered surplus as a result of the standardisation work.

(4.) The cost of the standardisation work shall be deemed to be the estimated cost set forth in the Second Schedule to this agreement subject to any variation thereof approved by the Minister in pursuance of sub-clause (2.) of clause 14 of this agreement.

13.—(1.) Subject to the provisions of this agreement, the Commonwealth shall provide all funds to meet expenditure on the standardisation work as and when required by the States. Provision of funds and State contributions.

(2.) Each of the States shall, in respect of so much of the expenditure by the Commonwealth in any financial year as is to be borne by that State under clause 12 of this agreement, pay to the Commonwealth from revenue during the period of fifty years after the year of expenditure—

- (a) equal annual contributions of such amounts as will liquidate the expenditure so to be borne by it; and
- (b) interest on the amount of that expenditure outstanding at the end of each financial year.

(3.) For the purpose of the preceding sub-clause the rate of interest shall be the rate payable on the last Commonwealth long-term loan raised in Australia for public subscription in the relevant year of expenditure.

14.—(1.) The estimated cost of the standardisation work is based upon the cost of materials and labour at the date of execution of this agreement. Estimation of costs.

(2.) In the event of a variation in the cost of either materials or labour or both or in the cost of any portion or portions of the standardisation work through unforeseeable circumstances at any time

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time during progress of the standardisation work, the amount of any such variation shall, subject to the approval of the Minister, be regarded as a variation of the cost of the standardisation work.

15. Except with the authority of the Minister, the Commonwealth shall not be obliged to meet expenditure on any of the standardisation work incurred at any time subsequent to twelve calendar months after the commencement of a regular service on the standard gauge railway. **Limit on Commonwealth expenditure.**

16.—(1.) The State or States shall prepare and submit to the Minister and to the other State not later than the 31st day of May in each year a budget of proposed expenditure during the forthcoming financial year. **Annual budgets.**

(2.) The budget shall be prepared so as to show the estimated expenditure in reasonable detail and shall be supported by such explanations as may be considered necessary by the Minister and the other State or either of them.

17.—(1.) The accounts, books, vouchers, documents and other records of each State relating to the receipt or payment of money or to the receipt, custody or disposal of plant, stores, materials and equipment in connexion with the standardisation work shall be subject to audit by the Auditor-General for that State. **Audit.**

(2.) A report on the audit and on the financial statements shall be furnished by each Auditor-General to the Auditor-General for the Commonwealth at least once every year and such report shall indicate, inter alia,—

- (a) whether the financial statements are based on proper accounts and records and are in agreement with those accounts and records; and
- (b) whether the receipt and expenditure of monies are in accordance with this agreement,

and shall include reference to such other matters arising out of the audit and financial statements as each Auditor-General considers should be reported to the Auditor-General for the Commonwealth.

(3.) Each of the States shall supply such further information as may be required by the Auditor-General for the Commonwealth and if he considers it necessary shall permit him to inspect and take copies or extracts from the accounts, books, vouchers, documents and other records of the State in connexion with the standardisation work.

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18. Each of the States shall—
- (a) keep full accounts and records of all financial transactions, work done, and plant, stores, materials and equipment bought, used or disposed of, in connexion with the standardisation work ;
- (b) inform the Minister as soon as possible after it becomes apparent of any material change in the estimated cost of the standardisation work ;
- (c) furnish to the Minister at intervals of not more than six months progress reports and expenditure statements of each section of the standardisation work and revised estimates of the cost of the work ; and
- (d) supply to the Minister from time to time such further information as he may require.
19. Any notice or other communication to be given hereunder by the Commonwealth to the States or either of them shall be deemed sufficiently given if signed by or on behalf of the Minister and any notice or other communication to be given by the States or either of them to the Commonwealth or the other State shall be deemed sufficiently given if signed by or on behalf of the Ministers or Minister for Transport of the States or State respectively.

Accounts,
reports and
records.

Notices.

FIRST SCHEDULE.

ROUTE OF STANDARD GAUGE RAILWAY.

The route begins at the Albury Railway Station and follows the existing 5' 3" gauge railway:

- Albury-Wodonga
- Wodonga-Broadmeadows
- Broadmeadows-Albion
- Albion-West Footscray
- West Footscray-South Kensington via Bunbury Street and Dynon Road
- South Kensington-Melbourne (Spencer Street).

The route of the standard gauge railway shall, so far as is practicable, be parallel to and on the same grade as the existing 5' 3" gauge railway and shall at no point be more than five (5) chains distant from the existing railway.

SECOND

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SECOND SCHEDULE.

STANDARDISATION WORK.

ITEM 5 No.	PARTICULARS	ESTIMATED COST (£)
10	1. Main line permanent way comprising new 4'8½" gauge track from Albury to Broadmeadows; conversion to 4'8½" gauge of one track Broadmeadows to Albion; new 4'8½" gauge track Albion to West Footscray; conversion to 4'8½" gauge of one track West Footscray-South Kensington; new 4'8½" gauge passenger line South Kensington to Spencer Street; including flyover near Broadmeadows	5,375,000
	2. Crossing loops, 18 locations between Melbourne and Albury..	416,000
	3. Bridges and culverts	1,482,000
15	4. Station yard alterations	350,000
	5. Land resumption	30,000
	6. Contribution to grade separation at locations recommended by the Victorian Interdepartmental Committee on Abolition of Level Crossings and approved by the Victorian Government..	240,000
20	7. Locomotives, carriage and waggon maintenance facilities (4'8½" gauge) at Dynon Road, including trackwork, structures and equipment	350,000
	8. Freight handling facilities (4'8½" gauge) at Dynon Road, including track, structures and equipment	215,000
25	9. Level crossing protection	143,000
	10. Alterations and adjustments to the existing signalling system—	
	Melbourne-Broadmeadows	£109,000
	Broadmeadows-Albury	204,000
30		<u>313,000</u>
	11. Automatic power signalling with Centralised Traffic Control, Melbourne-Albury, including—	
	Signalling	£570,000
35	C.T.C. machines, including carrier, repeating and field units	96,000
	Line work including C.T.C. control lines, signalling power supply and signal controls..	471,000
40	Telecommunication and inductive co-ordination of lines	<u>171,000</u>
		1,308,000
	12. Rollingstock:	
	Construction, conversion and spares	504,000
		<u>£10,726,000</u>

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STANDARDS

Earthworks:	Except where it is necessary to provide from cuttings additional fill to banks, existing banks and cuttings shall be widened by sixteen (16) feet.
5 Grading:	As on the existing route.
Sleepers:	Hardwood 10" x 5" x 8'6"; 2464 to the mile.
Ballast:	1½" crushed stone; 2900 cubic yards to the mile.
Rail:	A.S. 94-lb. in 90 ft. lengths.
Dogspikes:	6" x ¾".
10 Sleeper Plates:	A.S. Double Shoulder for 94-lb. Rail.
Rail Anchors:	2100 to the mile.
Bridges:	Steel and concrete: to Coopers E.60 loading. One of existing Goulburn River Bridges to be used for 4'8½" gauge track.
15 Culverts:	To suit earthworks and to Coopers E.60 loading.
Crossing Loops:	As for main line track; 2900 feet long in the clear with cripple road at each end of approximately 300 feet standing room; centres 13 ft. to 16 ft.
Signalling:	Automatic power signalling.
20 Trackwork in Yards and Depots:	Rails and fastenings as for main line. Ballast 6" to 8" gravel.

IN WITNESS whereof the Prime Minister of the Commonwealth of Australia, the Premier of the State of New South Wales and the Premier of the State of Victoria have signed this agreement for and
 25 on behalf of the Commonwealth of Australia, the State of New South Wales and the State of Victoria respectively.

SIGNED by the Prime Minister
 of the Commonwealth of Australia
 for and on behalf of the said
 30 Commonwealth in the presence
 of
 SHANE PALTRIDGE

ROBERT MENZIES

SIGNED by the Premier of the
 35 State of New South Wales for and
 on behalf of the said State in the
 presence of—
 K. COMMENS

J. J. CAHILL

SIGNED

Sydney to Melbourne Railway Standardisation Agreement.

SIGNED by the Premier of the
State of Victoria for and on behalf
of the said State in the presence
of—

5 W. JUNGWIRTH.) HENRY E. BOLTE

[1s.]

System to Melbourne Railway Station Agreement

SIGNED by the Premier of the State of Victoria for and on behalf of the said State in the presence of

HENRY F. BOLTE

W. JUNGWIRTH

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Witness V. C. M. Deane, Government Printer-1928

No. , 1958.

A BILL

To approve an Agreement between the Commonwealth of Australia and the States of New South Wales and Victoria in relation to the standardisation of a Railway between Sydney and Melbourne; and for purposes connected therewith.

[MR. ENTICKNAP;—26 November, 1958.]

WHEREAS the Prime Minister of the Commonwealth and Preamble.
the Premiers of the States of New South Wales and
Victoria have entered into an Agreement, a copy of which
is set out in the Schedule to this Act, subject to the same being
5 approved by the Parliament of the Commonwealth and by the
Parliaments of the said States : And WHEREAS it is desirable
to approve and to provide for carrying into effect the said

Sydney to Melbourne Railway Standardisation Agreement.

Agreement so far as the State of New South Wales is concerned: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South
5 Wales in Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as the "Sydney to Melbourne Short title. Railway Standardisation Agreement Act, 1958."

2. (1) The Agreement, a copy of which is set out in the Approval of
10 Schedule to this Act, is hereby approved and may be carried Agreement.
into effect notwithstanding the provisions of any other Act.

(2) All matters and things by the Agreement agreed to be done by or on behalf of the State of New South Wales are hereby sanctioned and authorised.

15 3. The Commissioner for Railways shall, out of the Indemnity in Government Railways Fund, indemnify the Consolidated respect of Revenue Fund against all claims and demands which may be certain payments made by the Commonwealth against the State of New South by the State.
Wales under the Agreement.

20

THE SCHEDULE.

Sec. 2.

AGREEMENT made the Twelfth day of September One thousand nine hundred and fifty-eight BETWEEN the COMMONWEALTH OF AUSTRALIA of the first part the STATE OF NEW SOUTH WALES of the second part and the STATE OF VICTORIA of the third
25 part:

WHEREAS there are differences in gauge between the railways of the States:

AND WHEREAS, in order to assist in the defence and development of Australia, to facilitate interstate trade and commerce and
30 to secure maximum efficiency and economy in railway operation, it
is

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is desirable that there should be a uniform gauge railway between Sydney in the State of New South Wales and Melbourne in the State of Victoria:

AND WHEREAS it is necessary, as part of the process of securing the uniform gauge railway, that a standard gauge railway be provided between Albury in the State of New South Wales and Melbourne aforesaid as hereinafter appears:

NOW THIS AGREEMENT WITNESSETH AS FOLLOWS:—

PART I.—PRELIMINARY.

10 1.—(1.) In this agreement, unless the context otherwise requires— **Definitions.**

“betterment” means the provision of capacity or equipment in excess of appropriate standards established under this agreement and which, although not essential to or necessary for the standardisation work, may conveniently or desirably be provided in conjunction with that work ;

15 “party” means party to this agreement ;

“standard gauge” means a gauge of four feet eight and one-half inches ;

20 “standardisation work” means any work specified in the Second Schedule to this agreement ;

“the Commonwealth” means the Commonwealth of Australia ;

“the Minister” means the Minister of State for Shipping and Transport of the Commonwealth ;

25 “the standard gauge railway” means the standard gauge railway between Albury and Melbourne to be constructed under this agreement ; and

“the States” means the State of New South Wales and the State of Victoria.

30 (2.) Where in this agreement any Minister is referred to, that reference shall be deemed to include any member of the Executive Council for the time being acting for and on behalf of that Minister.

2.—(1.) This agreement shall have no force or effect and shall not be binding upon any party until it is approved by the Parliaments of the Commonwealth and each of the States. **Ratification of agreement.**

35 (2.) Each party agrees to take every practicable step to have this agreement approved by its Parliament without restrictions or amendments as soon as practicable.

40 (3.) Each party, so far as its power extends, agrees to provide for and secure the carrying out of this agreement and of any legislation by which it is approved.

Sydney to Melbourne Railway Standardisation Agreement.

3. Where agreement among the parties on any matter is necessary for the purposes of this agreement and the parties fail to reach agreement, the matter shall be decided by the Minister in agreement with the Minister for Transport in the State or States and, failing any such decision, shall be determined by the Treasurer of the Commonwealth. Decision in default of agreement between the parties.

PART II.—STANDARDISATION WORK.

4.—(1.) Subject to the observance of the standards specified in the Second Schedule to this agreement and any variation thereof as hereinafter provided, the parties shall, in collaboration and agreement with each other, establish common standards of design and construction in all matters and things essential to the establishment of the standard gauge railway. Standards, plans, specifications and estimates.

(2.) Each of the States shall, in collaboration with the Commonwealth—

- 15 (a) prepare detailed plans, specifications and estimates of cost for all works to be carried out by it in pursuance of this agreement ;
- 20 (b) incorporate in all such plans, specifications and estimates the standards of design and construction established under this agreement ;
- (c) supply or make available to the Minister as soon as possible copies of the plans, specifications and estimates ; and
- 25 (d) make the plans, specifications and estimates available to the other State and will not proceed with the implementation of the plans, specifications and estimates during the period of one calendar month following the date of despatch of the plans, specifications and estimates without the approval of the other State and of the Commonwealth.

(3.) In the event of the other State advising the State proposing to carry out the work covered by the plans, specifications and estimates that it does not agree with the proposal or proposals, the matter shall be treated as a disagreement and decided or determined as provided in clause 3 of this agreement. Each such advice shall be submitted in writing to the other State and to the Minister within the period of 35 one calendar month referred to in paragraph (d) of the last preceding sub-clause and shall set out in full the reasons for not agreeing with the proposal or proposals.

5. The route of the standard gauge railway is specified in the First Schedule to this agreement. Route of railway.

40 6.—(1.) Particulars of the standardisation work to be carried out by the States under this agreement and estimates of the cost of the work are set out in the Second Schedule to this agreement. Particulars of work.

(2.)

Sydney to Melbourne Railway Standardisation Agreement.

(2.) To the extent that it is necessary for the more efficient fulfilment of the objectives of this agreement, the Second Schedule may be varied in such manner and to such extent as the Minister, with the concurrence of the States, approves and all references in this agreement
5 to the Second Schedule shall be deemed to be to that Schedule as so varied.

(3.) The States or either of them may convert to standard gauge or replace existing locomotives or rolling stock and purchase such spares as may be considered necessary provided that notwithstanding
10 anything contained in clause 14 of this agreement the Commonwealth shall not be liable to provide funds for the purposes of this sub-clause in excess of the amount of £504,000 specified in Item 12 of the Second Schedule to this agreement.

7. The work to be carried out under clause 6 of this agreement shall
15 include the purchase of land, the purchase, construction, alteration and conversion of railway lines, bridges, buildings, structures, workshops, plant, locomotives, rolling stock and all matters and things which are essential to the standardisation work but shall not include—

- (a) operation or maintenance of the standard gauge railway ;
- 20 (b) betterments ; or
- (c) any work being undertaken or proposed to be undertaken by the States or either of them in any rehabilitation programme which would be necessary independently of the standardisation work.

8. The States or either of them may at their own expense carry out
25 betterments in conjunction with the standardisation work.

9. Each of the States shall permit any person thereto authorised by
the Minister or by the other State to enter upon and inspect any
standardisation work being carried out by that State and to inspect,
30 take copies of or extracts from any plans, designs, accounts, records or documents relating to any standardisation work.

10.—(1.) Subject to the next succeeding clause, the States shall
carry out and execute the standardisation work as expeditiously as,
and in the most economical manner, possible.

(2.) Except where it is established to the satisfaction of the
35 Minister that it is undesirable to do so, the State or States shall call public tenders for the carrying out of the standardisation work.

11. A party shall not incur any expenditure under this agreement
until the Minister has given that party authority to incur the expendi-
40 ture provided that the expenditure incurred by the State of Victoria prior to the execution of this agreement on work included in the Second Schedule to this agreement shall be deemed to have been executed with the authority of the Minister.

PART

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PART III.—FINANCE.

12.—(1.) Subject to clauses 14 and 15 of this agreement, the Commonwealth shall bear fourteen-twentieths of the cost of the standardisation work and the States shall each bear three-twentieths of the said cost. Liability for cost of work.

(2.) For the purposes of this clause the cost of any work shall be deemed to include the administrative expenses necessary or incidental to the carrying out of that work.

(3.) The cost of the standardisation work shall be credited with the disposal value of plant, stores, materials and equipment which are purchased for the standardisation work and not used, which are replaced as a charge to the standardisation work, or which are rendered surplus as a result of the standardisation work.

(4.) The cost of the standardisation work shall be deemed to be the estimated cost set forth in the Second Schedule to this agreement subject to any variation thereof approved by the Minister in pursuance of sub-clause (2.) of clause 14 of this agreement.

13.—(1.) Subject to the provisions of this agreement, the Commonwealth shall provide all funds to meet expenditure on the standardisation work as and when required by the States. Provision of funds and State contributions.

(2.) Each of the States shall, in respect of so much of the expenditure by the Commonwealth in any financial year as is to be borne by that State under clause 12 of this agreement, pay to the Commonwealth from revenue during the period of fifty years after the year of expenditure—

- (a) equal annual contributions of such amounts as will liquidate the expenditure so to be borne by it; and
- (b) interest on the amount of that expenditure outstanding at the end of each financial year.

(3.) For the purpose of the preceding sub-clause the rate of interest shall be the rate payable on the last Commonwealth long-term loan raised in Australia for public subscription in the relevant year of expenditure.

14.—(1.) The estimated cost of the standardisation work is based upon the cost of materials and labour at the date of execution of this agreement. Estimation of costs.

(2.) In the event of a variation in the cost of either materials or labour or both or in the cost of any portion or portions of the standardisation work through unforeseeable circumstances at any time

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time during progress of the standardisation work, the amount of any such variation shall, subject to the approval of the Minister, be regarded as a variation of the cost of the standardisation work.

15 Except with the authority of the Minister, the Commonwealth shall not be obliged to meet expenditure on any of the standardisation work incurred at any time subsequent to twelve calendar months after the commencement of a regular service on the standard gauge railway. Limit on Commonwealth expenditure.

16.—(1.) The State or States shall prepare and submit to the Minister and to the other State not later than the 31st day of May in each year a budget of proposed expenditure during the forthcoming financial year. Annual budgets.

15 (2.) The budget shall be prepared so as to show the estimated expenditure in reasonable detail and shall be supported by such explanations as may be considered necessary by the Minister and the other State or either of them.

20 17.—(1.) The accounts, books, vouchers, documents and other records of each State relating to the receipt or payment of money or to the receipt, custody or disposal of plant, stores, materials and equipment in connexion with the standardisation work shall be subject to audit by the Auditor-General for that State. Audit.

25 (2.) A report on the audit and on the financial statements shall be furnished by each Auditor-General to the Auditor-General for the Commonwealth at least once every year and such report shall indicate, inter alia,—

(a) whether the financial statements are based on proper accounts and records and are in agreement with those accounts and records; and

30 (b) whether the receipt and expenditure of monies are in accordance with this agreement,

and shall include reference to such other matters arising out of the audit and financial statements as each Auditor-General considers should be reported to the Auditor-General for the Commonwealth.

35 (3.) Each of the States shall supply such further information as may be required by the Auditor-General for the Commonwealth and if he considers it necessary shall permit him to inspect and take copies or extracts from the accounts, books, vouchers, documents and other records of the State in connexion with the standardisation work.

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18. Each of the States shall—
- (a) keep full accounts and records of all financial transactions, work done, and plant, stores, materials and equipment bought, used or disposed of, in connexion with the standardisation work ;
- (b) inform the Minister as soon as possible after it becomes apparent of any material change in the estimated cost of the standardisation work ;
- (c) furnish to the Minister at intervals of not more than six months progress reports and expenditure statements of each section of the standardisation work and revised estimates of the cost of the work ; and
- (d) supply to the Minister from time to time such further information as he may require.
19. Any notice or other communication to be given hereunder by the Commonwealth to the States or either of them shall be deemed sufficiently given if signed by or on behalf of the Minister and any notice or other communication to be given by the States or either of them to the Commonwealth or the other State shall be deemed sufficiently given if signed by or on behalf of the Ministers or Minister for Transport of the States or State respectively.

Accounts,
reports and
records.

FIRST SCHEDULE.

ROUTE OF STANDARD GAUGE RAILWAY.

The route begins at the Albury Railway Station and follows the existing 5' 3" gauge railway:

- Albury-Wodonga
- Wodonga-Broadmeadows
- Broadmeadows-Albion
- Albion-West Footscray
- West Footscray-South Kensington via Bunbury Street and Dynon Road
- South Kensington-Melbourne (Spencer Street).

The route of the standard gauge railway shall, so far as is practicable, be parallel to and on the same grade as the existing 5' 3" gauge railway and shall at no point be more than five (5) chains distant from the existing railway.

SECOND

Sydney to Melbourne Railway Standardisation Agreement.

SECOND SCHEDULE.

STANDARDISATION WORK.

ITEM No.	PARTICULARS	ESTIMATED COST (£)
5	1. Main line permanent way comprising new 4'8½" gauge track from Albury to Broadmeadows; conversion to 4'8½" gauge of one track Broadmeadows to Albion; new 4'8½" gauge track Albion to West Footscray; conversion to 4'8½" gauge of one track West Footscray-South Kensington; new 4'8½" gauge passenger line South Kensington to Spencer Street; including flyover near Broadmeadows	5,375,000
10	2. Crossing loops, 18 locations between Melbourne and Albury..	416,000
	3. Bridges and culverts	1,482,000
15	4. Station yard alterations	350,000
	5. Land resumption	30,000
	6. Contribution to grade separation at locations recommended by the Victorian Interdepartmental Committee on Abolition of Level Crossings and approved by the Victorian Government..	240,000
20	7. Locomotives, carriage and waggon maintenance facilities (4'8½" gauge) at Dynon Road, including trackwork, structures and equipment	350,000
	8. Freight handling facilities (4'8½" gauge) at Dynon Road, including track, structures and equipment	215,000
25	9. Level crossing protection	143,000
	10. Alterations and adjustments to the existing signalling system—	
	Melbourne-Broadmeadows	£109,000
	Broadmeadows-Albury	204,000
30		313,000
	11. Automatic power signalling with Centralised Traffic Control, Melbourne-Albury, including—	
	Signalling	£570,000
35	C.T.C. machines, including carrier, repeating and field units	96,000
	Line work including C.T.C. control lines, signalling power supply and signal controls..	471,000
	Telecommunication and inductive co-ordination of lines	171,000
40		1,308,000
	12. Rollingstock: Construction, conversion and spares	504,000
		£10,726,000

Sydney to Melbourne Railway Standardisation Agreement.

STANDARDS

- Earthworks: Except where it is necessary to provide from cuttings additional fill to banks, existing banks and cuttings shall be widened by sixteen (16) feet.
- 5 Grading: As on the existing route.
- Sleepers: Hardwood 10" x 5" x 8'6"; 2464 to the mile.
- Ballast: 1½" crushed stone; 2900 cubic yards to the mile.
- Rail: A.S. 94-lb. in 90 ft. lengths.
- Dogspikes: 6" x ¾".
- 10 Sleeper Plates: A.S. Double Shoulder for 94-lb. Rail.
- Rail Anchors: 2100 to the mile.
- Bridges: Steel and concrete: to Coopers E.60 loading. One of existing Goulburn River Bridges to be used for 4'8½" gauge track.
- 15 Culverts: To suit earthworks and to Coopers E.60 loading.
- Crossing Loops: As for main line track; 2900 feet long in the clear with cripple road at each end of approximately 300 feet standing room; centres 13 ft. to 16 ft.
- Signalling: Automatic power signalling.
- 20 Trackwork in Yards and Depots: Rails and fastenings as for main line. Ballast 6" to 8" gravel.

IN WITNESS whereof the Prime Minister of the Commonwealth of Australia, the Premier of the State of New South Wales and the Premier of the State of Victoria have signed this agreement for and
 25 on behalf of the Commonwealth of Australia, the State of New South Wales and the State of Victoria respectively.

SIGNED by the Prime Minister of the Commonwealth of Australia for and on behalf of the said
 30 Commonwealth in the presence of
 SHANE PALTRIDGE } ROBERT MENZIES

SIGNED by the Premier of the State of New South Wales for and on behalf of the said State in the presence of—
 K. COMMENS } J. J. CAHILL

SIGNED

Sydney to Melbourne Railway Standardisation Agreement.

SIGNED by the Premier of the
State of Victoria for and on behalf
of the said State in the presence
of—

5 W. JUNGWIRTH. } HENRY E. BOLTE

Act No. 1938.

2. Act to Amend the Law of the State of Michigan

and to amend the Code of Laws of the State of Michigan

HENRY B. BULL

W. JORDAN

Printed by the State of Michigan, 1938

**SYDNEY TO MELBOURNE RAILWAY STANDARDISATION
AGREEMENT BILL, 1958.**

EXPLANATORY NOTE

THE object of this Bill is to ratify an Agreement which has been signed for and on behalf of the Commonwealth of Australia and the States of New South Wales and Victoria in relation to the construction and financing of a standard gauge railway between Albury in the State of New South Wales and Melbourne in the State of Victoria.

The terms of the Agreement are detailed in the Schedule to the Bill.

SYDNEY TO MELBOURNE RAILWAY STANDARDIZATION
AGREEMENT 1913

EXPLANATORY NOTE

The object of the Bill is to carry out the Agreement which has been entered into and on behalf of the Commonwealth of Australia and the States of New South Wales and Victoria in relation to the construction and working of a standard gauge railway between Albany in the State of Western Australia and Melbourne in the State of Victoria.

The terms of the Agreement are attached to the Schedule to the Bill.

Agreement so far as the State of New South Wales is concerned: Be it therefore enacted by the Queen'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. This Act may be cited as the "Sydney to Melbourne Railway Standardisation Agreement Act, 1958."

2. (1) The Agreement, a copy of which is set out in the Schedule to this Act, is hereby approved and may be carried into effect notwithstanding the provisions of any other Act.

(2) All matters and things by the Agreement agreed to be done by or on behalf of the State of New South Wales are hereby sanctioned and authorised.

No. 1958.

A BILL

To approve an Agreement between the Commonwealth of Australia and the States of New South Wales and Victoria in relation to the standardisation of a Railway between Sydney and Melbourne; and for purposes connected therewith.

[Mr. ENTICKNAP;—26 November, 1958.]

WHEREAS the Prime Minister of the Commonwealth and the Premiers of the States of New South Wales and Victoria have entered into an Agreement, a copy of which is set out in the Schedule to this Act, subject to the same being approved by the Parliament of the Commonwealth and by the Parliaments of the said States: And **WHEREAS** it is desirable to approve and to provide for carrying into effect the said

Sydney to Melbourne Railway Standardisation Agreement.

Agreement so far as the State of New South Wales is concerned: Be it therefore enacted by the Queen'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. This Act may be cited as the "Sydney to Melbourne Railway Standardisation Agreement Act, 1958." Short title.

2. (1) The Agreement, a copy of which is set out in the Schedule to this Act, is hereby approved and may be carried into effect notwithstanding the provisions of any other Act. Approval of Agreement.

(2) All matters and things by the Agreement agreed to be done by or on behalf of the State of New South Wales are hereby sanctioned and authorised.

3. The Commissioner for Railways shall, out of the Government Railways Fund, indemnify the Consolidated Revenue Fund against all claims and demands which may be made by the Commonwealth against the State of New South Wales under the Agreement. Indemnity in respect of certain payments by the State.

20

THE SCHEDULE.

Sec. 2.

AGREEMENT made the Twelfth day of September One thousand nine hundred and fifty-eight BETWEEN the COMMONWEALTH OF AUSTRALIA of the first part the STATE OF NEW SOUTH WALES of the second part and the STATE OF VICTORIA of the third part:

WHEREAS there are differences in gauge between the railways of the States:

AND WHEREAS, in order to assist in the defence and development of Australia, to facilitate interstate trade and commerce and to secure maximum efficiency and economy in railway operation, it is

Sydney to Melbourne Railway Standardisation Agreement.

is desirable that there should be a uniform gauge railway between Sydney in the State of New South Wales and Melbourne in the State of Victoria:

AND WHEREAS it is necessary, as part of the process of securing the uniform gauge railway, that a standard gauge railway be provided between Albury in the State of New South Wales and Melbourne aforesaid as hereinafter appears:

NOW THIS AGREEMENT WITNESSETH AS FOLLOWS:—

PART I.—PRELIMINARY.

- 10 1.—(1.) In this agreement, unless the context otherwise requires— **Definitions.**
 “betterment” means the provision of capacity or equipment in excess of appropriate standards established under this agreement and which, although not essential to or necessary for the standardisation work, may conveniently or desirably be
 15 provided in conjunction with that work ;
 “party” means party to this agreement ;
 “standard gauge” means a gauge of four feet eight and one-half inches ;
 “standardisation work” means any work specified in the Second
 20 Schedule to this agreement ;
 “the Commonwealth” means the Commonwealth of Australia ;
 “the Minister” means the Minister of State for Shipping and Transport of the Commonwealth ;
 “the standard gauge railway” means the standard gauge railway
 25 between Albury and Melbourne to be constructed under this agreement ; and
 “the States” means the State of New South Wales and the State of Victoria.
- 30 (2.) Where in this agreement any Minister is referred to, that reference shall be deemed to include any member of the Executive Council for the time being acting for and on behalf of that Minister.
- 2.—(1.) This agreement shall have no force or effect and shall not be binding upon any party until it is approved by the Parliaments of the Commonwealth and each of the States. **Ratification of agreement.**
- 35 (2.) Each party agrees to take every practicable step to have this agreement approved by its Parliament without restrictions or amendments as soon as practicable.
- (3.) Each party, so far as its power extends, agrees to provide for and secure the carrying out of this agreement and of any legisla-
 40 tion by which it is approved.

Sydney to Melbourne Railway Standardisation Agreement.

3. Where agreement among the parties on any matter is necessary for the purposes of this agreement and the parties fail to reach agreement, the matter shall be decided by the Minister in agreement with the Minister for Transport in the State or States and, failing any such decision, shall be determined by the Treasurer of the Commonwealth.

Decision in default of agreement between the parties.

PART II.—STANDARDISATION WORK.

4.—(1.) Subject to the observance of the standards specified in the Second Schedule to this agreement and any variation thereof as hereinafter provided, the parties shall, in collaboration and agreement with each other, establish common standards of design and construction in all matters and things essential to the establishment of the standard gauge railway.

Standards, plans, specifications and estimates.

(2.) Each of the States shall, in collaboration with the Commonwealth—

- 15 (a) prepare detailed plans, specifications and estimates of cost for all works to be carried out by it in pursuance of this agreement ;
- 20 (b) incorporate in all such plans, specifications and estimates the standards of design and construction established under this agreement ;
- 25 (c) supply or make available to the Minister as soon as possible copies of the plans, specifications and estimates ; and
- (d) make the plans, specifications and estimates available to the other State and will not proceed with the implementation of the plans, specifications and estimates during the period of one calendar month following the date of despatch of the plans, specifications and estimates without the approval of the other State and of the Commonwealth.

30 (3.) In the event of the other State advising the State proposing to carry out the work covered by the plans, specifications and estimates that it does not agree with the proposal or proposals, the matter shall be treated as a disagreement and decided or determined as provided in clause 3 of this agreement. Each such advice shall be submitted in writing to the other State and to the Minister within the period of

35 one calendar month referred to in paragraph (d) of the last preceding sub-clause and shall set out in full the reasons for not agreeing with the proposal or proposals.

5. The route of the standard gauge railway is specified in the First Schedule to this agreement.

Route of railway.

40 6.—(1.) Particulars of the standardisation work to be carried out by the States under this agreement and estimates of the cost of the work are set out in the Second Schedule to this agreement.

Particulars of work.

(2.)

Sydney to Melbourne Railway Standardisation Agreement.

(2.) To the extent that it is necessary for the more efficient fulfilment of the objectives of this agreement, the Second Schedule may be varied in such manner and to such extent as the Minister, with the concurrence of the States, approves and all references in this agreement to the Second Schedule shall be deemed to be to that Schedule as so varied.

(3.) The States or either of them may convert to standard gauge or replace existing locomotives or rolling stock and purchase such spares as may be considered necessary provided that notwithstanding anything contained in clause 14 of this agreement the Commonwealth shall not be liable to provide funds for the purposes of this sub-clause in excess of the amount of £504,000 specified in Item 12 of the Second Schedule to this agreement.

7. The work to be carried out under clause 6 of this agreement shall include the purchase of land, the purchase, construction, alteration and conversion of railway lines, bridges, buildings, structures, workshops, plant, locomotives, rolling stock and all matters and things which are essential to the standardisation work but shall not include—

- (a) operation or maintenance of the standard gauge railway ;
- (b) betterments ; or
- (c) any work being undertaken or proposed to be undertaken by the States or either of them in any rehabilitation programme which would be necessary independently of the standardisation work.

8. The States or either of them may at their own expense carry out betterments in conjunction with the standardisation work.

9. Each of the States shall permit any person thereto authorised by the Minister or by the other State to enter upon and inspect any standardisation work being carried out by that State and to inspect, take copies of or extracts from any plans, designs, accounts, records or documents relating to any standardisation work.

10.—(1.) Subject to the next succeeding clause, the States shall carry out and execute the standardisation work as expeditiously as, and in the most economical manner, possible.

(2.) Except where it is established to the satisfaction of the Minister that it is undesirable to do so, the State or States shall call public tenders for the carrying out of the standardisation work.

11. A party shall not incur any expenditure under this agreement until the Minister has given that party authority to incur the expenditure provided that the expenditure incurred by the State of Victoria prior to the execution of this agreement on work included in the Second Schedule to this agreement shall be deemed to have been executed with the authority of the Minister.

PART

Sydney to Melbourne Railway Standardisation Agreement.

PART III.—FINANCE.

12.—(1.) Subject to clauses 14 and 15 of this agreement, the Commonwealth shall bear fourteen-twentieths of the cost of the standardisation work and the States shall each bear three-twentieths of the said cost. Liability
for cost
of work.

(2.) For the purposes of this clause the cost of any work shall be deemed to include the administrative expenses necessary or incidental to the carrying out of that work.

(3.) The cost of the standardisation work shall be credited with the disposal value of plant, stores, materials and equipment which are purchased for the standardisation work and not used, which are replaced as a charge to the standardisation work, or which are rendered surplus as a result of the standardisation work.

(4.) The cost of the standardisation work shall be deemed to be the estimated cost set forth in the Second Schedule to this agreement subject to any variation thereof approved by the Minister in pursuance of sub-clause (2.) of clause 14 of this agreement.

13.—(1.) Subject to the provisions of this agreement, the Commonwealth shall provide all funds to meet expenditure on the standardisation work as and when required by the States. Provision of
funds and
State con-
tributions.

(2.) Each of the States shall, in respect of so much of the expenditure by the Commonwealth in any financial year as is to be borne by that State under clause 12 of this agreement, pay to the Commonwealth from revenue during the period of fifty years after the year of expenditure—

(a) equal annual contributions of such amounts as will liquidate the expenditure so to be borne by it; and

(b) interest on the amount of that expenditure outstanding at the end of each financial year.

(3.) For the purpose of the preceding sub-clause the rate of interest shall be the rate payable on the last Commonwealth long-term loan raised in Australia for public subscription in the relevant year of expenditure.

14.—(1.) The estimated cost of the standardisation work is based upon the cost of materials and labour at the date of execution of this agreement. Estimation
of costs.

(2.) In the event of a variation in the cost of either materials or labour or both or in the cost of any portion or portions of the standardisation work through unforeseeable circumstances at any time

Sydney to Melbourne Railway Standardisation Agreement.

time during progress of the standardisation work, the amount of any such variation shall, subject to the approval of the Minister, be regarded as a variation of the cost of the standardisation work.

15. Except with the authority of the Minister, the Commonwealth shall not be obliged to meet expenditure on any of the standardisation work incurred at any time subsequent to twelve calendar months after the commencement of a regular service on the standard gauge railway. Limit on Commonwealth expenditure.

16.—(1.) The State or States shall prepare and submit to the Minister and to the other State not later than the 31st day of May in each year a budget of proposed expenditure during the forthcoming financial year. Annual budgets.

(2.) The budget shall be prepared so as to show the estimated expenditure in reasonable detail and shall be supported by such explanations as may be considered necessary by the Minister and the other State or either of them.

17.—(1.) The accounts, books, vouchers, documents and other records of each State relating to the receipt or payment of money or to the receipt, custody or disposal of plant, stores, materials and equipment in connexion with the standardisation work shall be subject to audit by the Auditor-General for that State. Audit.

(2.) A report on the audit and on the financial statements shall be furnished by each Auditor-General to the Auditor-General for the Commonwealth at least once every year and such report shall indicate, inter alia,—

(a) whether the financial statements are based on proper accounts and records and are in agreement with those accounts and records; and

(b) whether the receipt and expenditure of monies are in accordance with this agreement,

and shall include reference to such other matters arising out of the audit and financial statements as each Auditor-General considers should be reported to the Auditor-General for the Commonwealth.

(3.) Each of the States shall supply such further information as may be required by the Auditor-General for the Commonwealth and if he considers it necessary shall permit him to inspect and take copies or extracts from the accounts, books, vouchers, documents and other records of the State in connexion with the standardisation work.

Sydney to Melbourne Railway Standardisation Agreement.

18. Each of the States shall—
- (a) keep full accounts and records of all financial transactions, work done, and plant, stores, materials and equipment bought, used or disposed of, in connexion with the standardisation work ;
- (b) inform the Minister as soon as possible after it becomes apparent of any material change in the estimated cost of the standardisation work ;
- (c) furnish to the Minister at intervals of not more than six months progress reports and expenditure statements of each section of the standardisation work and revised estimates of the cost of the work ; and
- (d) supply to the Minister from time to time such further information as he may require.
19. Any notice or other communication to be given hereunder by the Commonwealth to the States or either of them shall be deemed sufficiently given if signed by or on behalf of the Minister and any notice or other communication to be given by the States or either of them to the Commonwealth or the other State shall be deemed sufficiently given if signed by or on behalf of the Ministers or Minister for Transport of the States or State respectively.

Accounts,
reports and
records.

FIRST SCHEDULE.

ROUTE OF STANDARD GAUGE RAILWAY.

The route begins at the Albury Railway Station and follows the existing 5' 3" gauge railway:

- Albury-Wodonga
- Wodonga-Broadmeadows
- Broadmeadows-Albion
- Albion-West Footscray
- West Footscray-South Kensington via Bunbury Street and Dynon Road
- South Kensington-Melbourne (Spencer Street).

The route of the standard gauge railway shall, so far as is practicable, be parallel to and on the same grade as the existing 5' 3" gauge railway and shall at no point be more than five (5) chains distant from the existing railway.

SECOND

Sydney to Melbourne Railway Standardisation Agreement.

SECOND SCHEDULE.

STANDARDISATION WORK.

ITEM No.	PARTICULARS	ESTIMATED COST (£)
5	1. Main line permanent way comprising new 4'8½" gauge track from Albury to Broadmeadows; conversion to 4'8½" gauge of one track Broadmeadows to Albion; new 4'8½" gauge track Albion to West Footscray; conversion to 4'8½" gauge of one track West Footscray-South Kensington; new 4'8½" gauge passenger line South Kensington to Spencer Street; including flyover near Broadmeadows	5,375,000
10	2. Crossing loops, 18 locations between Melbourne and Albury..	416,000
	3. Bridges and culverts	1,482,000
15	4. Station yard alterations	350,000
	5. Land resumption	30,000
	6. Contribution to grade separation at locations recommended by the Victorian Interdepartmental Committee on Abolition of Level Crossings and approved by the Victorian Government..	240,000
20	7. Locomotives, carriage and waggon maintenance facilities (4'8½" gauge) at Dynon Road, including trackwork, structures and equipment	350,000
	8. Freight handling facilities (4'8½" gauge) at Dynon Road, including track, structures and equipment	215,000
25	9. Level crossing protection	143,000
	10. Alterations and adjustments to the existing signalling system—	
	Melbourne-Broadmeadows	£109,000
	Broadmeadows-Albury	204,000
30		<u>313,000</u>
	11. Automatic power signalling with Centralised Traffic Control, Melbourne-Albury, including—	
	Signalling	£570,000
35	C.T.C. machines, including carrier, repeating and field units	96,000
	Line work including C.T.C. control lines, signalling power supply and signal controls..	471,000
	Telecommunication and inductive co-ordination of lines	171,000
40		<u>1,308,000</u>
	12. Rollingstock:	
	Construction, conversion and spares	504,000
		<u>£10,726,000</u>

Sydney to Melbourne Railway Standardisation Agreement.

STANDARDS

Earthworks:	Except where it is necessary to provide from cuttings additional fill to banks, existing banks and cuttings shall be widened by sixteen (16) feet.
5 Grading:	As on the existing route.
Sleepers:	Hardwood 10" x 5" x 8'6"; 2464 to the mile.
Ballast:	1½" crushed stone; 2900 cubic yards to the mile.
Rail:	A.S. 94-lb. in 90 ft. lengths.
Dogspikes:	6" x ¾".
10 Sleeper Plates:	A.S. Double Shoulder for 94-lb. Rail.
Rail Anchors:	2100 to the mile.
Bridges:	Steel and concrete: to Coopers E.60 loading. One of existing Goulburn River Bridges to be used for 4'8½" gauge track.
15 Culverts:	To suit earthworks and to Coopers E.60 loading.
Crossing Loops:	As for main line track; 2900 feet long in the clear with cripple road at each end of approximately 300 feet standing room; centres 13 ft. to 16 ft.
Signalling:	Automatic power signalling.
20 Trackwork in Yards and Depots:	Rails and fastenings as for main line. Ballast 6" to 8" gravel.

IN WITNESS whereof the Prime Minister of the Commonwealth of Australia, the Premier of the State of New South Wales and the Premier of the State of Victoria have signed this agreement for and on behalf of the Commonwealth of Australia, the State of New South Wales and the State of Victoria respectively.

30 SIGNED by the Prime Minister
of the Commonwealth of Australia
for and on behalf of the said
Commonwealth in the presence
of
SHANE PALTRIDGE

ROBERT MENZIES

35 SIGNED by the Premier of the
State of New South Wales for and
on behalf of the said State in the
presence of—
K. COMMENS

J. J. CAHILL

SIGNED

Sydney to Melbourne Railway Standardisation Agreement.

SIGNED by the Premier of the
State of Victoria for and on behalf
of the said State in the presence
of—

5 W. JUNGWIRTH. } HENRY E. BOLTE

Committee on Education, U.S. Department of the Interior

REPORT OF THE COMMITTEE ON

EDUCATION IN THE TERRITORIES

OF THE UNITED STATES

FOR THE YEAR 1931

W. H. ALDRICH, Chairman

HENRY E. HOULTER

New South Wales



ANNO SEPTIMO

ELIZABETHÆ II REGINÆ

Act No. 48, 1958.

An Act to approve an Agreement between the Commonwealth of Australia and the States of New South Wales and Victoria in relation to the standardisation of a Railway between Sydney and Melbourne; and for purposes connected therewith. [Assented to, 31st December, 1958.]

WHEREAS the Prime Minister of the Commonwealth and the Premiers of the States of New South Wales and Victoria have entered into an Agreement, a copy of which is set out in the Schedule to this Act, subject to the same being approved by the Parliament of the Commonwealth and by the Parliaments of the said States : And WHEREAS it is desirable to approve and to provide for carrying into effect the said

Preamble.

Sydney to Melbourne Railway Standardisation Agreement.

Agreement so far as the State of New South Wales is concerned: Be it therefore enacted by the Queen'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:—

- Short title.** **1.** This Act may be cited as the "Sydney to Melbourne Railway Standardisation Agreement Act, 1958."
- Approval of Agreement.** **2.** (1) The Agreement, a copy of which is set out in the Schedule to this Act, is hereby approved and may be carried into effect notwithstanding the provisions of any other Act.
- (2) All matters and things by the Agreement agreed to be done by or on behalf of the State of New South Wales are hereby sanctioned and authorised.
- Indemnity in respect of certain payments by the State.** **3.** The Commissioner for Railways shall, out of the Government Railways Fund, indemnify the Consolidated Revenue Fund against all claims and demands which may be made by the Commonwealth against the State of New South Wales under the Agreement.

Sec. 2.

THE SCHEDULE.

AGREEMENT made the Twelfth day of September One thousand nine hundred and fifty-eight BETWEEN the COMMONWEALTH OF AUSTRALIA of the first part the STATE OF NEW SOUTH WALES of the second part and the STATE OF VICTORIA of the third part:

WHEREAS there are differences in gauge between the railways of the States:

AND WHEREAS, in order to assist in the defence and development of Australia, to facilitate interstate trade and commerce and to secure maximum efficiency and economy in railway operation, it

is

Sydney to Melbourne Railway Standardisation Agreement.

is desirable that there should be a uniform gauge railway between Sydney in the State of New South Wales and Melbourne in the State of Victoria:

AND WHEREAS it is necessary, as part of the process of securing the uniform gauge railway, that a standard gauge railway be provided between Albury in the State of New South Wales and Melbourne aforesaid as hereinafter appears:

NOW THIS AGREEMENT WITNESSETH AS FOLLOWS:—

PART I.—PRELIMINARY.

1.—(1.) In this agreement, unless the context otherwise requires— **Definitions.**

“betterment” means the provision of capacity or equipment in excess of appropriate standards established under this agreement and which, although not essential to or necessary for the standardisation work, may conveniently or desirably be provided in conjunction with that work;

“party” means party to this agreement;

“standard gauge” means a gauge of four feet eight and one-half inches;

“standardisation work” means any work specified in the Second Schedule to this agreement;

“the Commonwealth” means the Commonwealth of Australia;

“the Minister” means the Minister of State for Shipping and Transport of the Commonwealth;

“the standard gauge railway” means the standard gauge railway between Albury and Melbourne to be constructed under this agreement; and

“the States” means the State of New South Wales and the State of Victoria.

(2.) Where in this agreement any Minister is referred to, that reference shall be deemed to include any member of the Executive Council for the time being acting for and on behalf of that Minister.

2.—(1.) This agreement shall have no force or effect and shall not be binding upon any party until it is approved by the Parliaments of the Commonwealth and each of the States. **Ratification of agreement.**

(2.) Each party agrees to take every practicable step to have this agreement approved by its Parliament without restrictions or amendments as soon as practicable.

(3.) Each party, so far as its power extends, agrees to provide for and secure the carrying out of this agreement and of any legislation by which it is approved.

Sydney to Melbourne Railway Standardisation Agreement.

Decision in default of agreement between the parties.

3. Where agreement among the parties on any matter is necessary for the purposes of this agreement and the parties fail to reach agreement, the matter shall be decided by the Minister in agreement with the Minister for Transport in the State or States and, failing any such decision, shall be determined by the Treasurer of the Commonwealth.

PART II.—STANDARDISATION WORK.

Standards, plans, specifications and estimates.

4.—(1.) Subject to the observance of the standards specified in the Second Schedule to this agreement and any variation thereof as hereinafter provided, the parties shall, in collaboration and agreement with each other, establish common standards of design and construction in all matters and things essential to the establishment of the standard gauge railway.

(2.) Each of the States shall, in collaboration with the Commonwealth—

- (a) prepare detailed plans, specifications and estimates of cost for all works to be carried out by it in pursuance of this agreement ;
- (b) incorporate in all such plans, specifications and estimates the standards of design and construction established under this agreement ;
- (c) supply or make available to the Minister as soon as possible copies of the plans, specifications and estimates ; and
- (d) make the plans, specifications and estimates available to the other State and will not proceed with the implementation of the plans, specifications and estimates during the period of one calendar month following the date of despatch of the plans, specifications and estimates without the approval of the other State and of the Commonwealth.

(3.) In the event of the other State advising the State proposing to carry out the work covered by the plans, specifications and estimates that it does not agree with the proposal or proposals, the matter shall be treated as a disagreement and decided or determined as provided in clause 3 of this agreement. Each such advice shall be submitted in writing to the other State and to the Minister within the period of one calendar month referred to in paragraph (d) of the last preceding sub-clause and shall set out in full the reasons for not agreeing with the proposal or proposals.

Route of railway.

5. The route of the standard gauge railway is specified in the First Schedule to this agreement.

Particulars of work.

6.—(1.) Particulars of the standardisation work to be carried out by the States under this agreement and estimates of the cost of the work are set out in the Second Schedule to this agreement.

(2.)

Sydney to Melbourne Railway Standardisation Agreement.

(2.) To the extent that it is necessary for the more efficient fulfilment of the objectives of this agreement, the Second Schedule may be varied in such manner and to such extent as the Minister, with the concurrence of the States, approves and all references in this agreement to the Second Schedule shall be deemed to be to that Schedule as so varied.

(3.) The States or either of them may convert to standard gauge or replace existing locomotives or rolling stock and purchase such spares as may be considered necessary provided that notwithstanding anything contained in clause 14 of this agreement the Commonwealth shall not be liable to provide funds for the purposes of this sub-clause in excess of the amount of £504,000 specified in Item 12 of the Second Schedule to this agreement.

7. The work to be carried out under clause 6 of this agreement shall include the purchase of land, the purchase, construction, alteration and conversion of railway lines, bridges, buildings, structures, workshops, plant, locomotives, rolling stock and all matters and things which are essential to the standardisation work but shall not include—

- (a) operation or maintenance of the standard gauge railway ;
- (b) betterments ; or
- (c) any work being undertaken or proposed to be undertaken by the States or either of them in any rehabilitation programme which would be necessary independently of the standardisation work.

8. The States or either of them may at their own expense carry out betterments in conjunction with the standardisation work.

9. Each of the States shall permit any person thereto authorised by the Minister or by the other State to enter upon and inspect any standardisation work being carried out by that State and to inspect, take copies of or extracts from any plans, designs, accounts, records or documents relating to any standardisation work.

10.—(1.) Subject to the next succeeding clause, the States shall carry out and execute the standardisation work as expeditiously as, and in the most economical manner, possible.

(2.) Except where it is established to the satisfaction of the Minister that it is undesirable to do so, the State or States shall call public tenders for the carrying out of the standardisation work.

11. A party shall not incur any expenditure under this agreement until the Minister has given that party authority to incur the expenditure provided that the expenditure incurred by the State of Victoria prior to the execution of this agreement on work included in the Second Schedule to this agreement shall be deemed to have been executed with the authority of the Minister.

PART

Sydney to Melbourne Railway Standardisation Agreement.

PART III.—FINANCE.

Liability
for cost
of work.

12.—(1.) Subject to clauses 14 and 15 of this agreement, the Commonwealth shall bear fourteen-twentieths of the cost of the standardisation work and the States shall each bear three-twentieths of the said cost.

(2.) For the purposes of this clause the cost of any work shall be deemed to include the administrative expenses necessary or incidental to the carrying out of that work.

(3.) The cost of the standardisation work shall be credited with the disposal value of plant, stores, materials and equipment which are purchased for the standardisation work and not used, which are replaced as a charge to the standardisation work, or which are rendered surplus as a result of the standardisation work.

(4.) The cost of the standardisation work shall be deemed to be the estimated cost set forth in the Second Schedule to this agreement subject to any variation thereof approved by the Minister in pursuance of sub-clause (2.) of clause 14 of this agreement.

Provision of
funds and
State con-
tributions.

13.—(1.) Subject to the provisions of this agreement, the Commonwealth shall provide all funds to meet expenditure on the standardisation work as and when required by the States.

(2.) Each of the States shall, in respect of so much of the expenditure by the Commonwealth in any financial year as is to be borne by that State under clause 12 of this agreement, pay to the Commonwealth from revenue during the period of fifty years after the year of expenditure—

(a) equal annual contributions of such amounts as will liquidate the expenditure so to be borne by it; and

(b) interest on the amount of that expenditure outstanding at the end of each financial year.

(3.) For the purpose of the preceding sub-clause the rate of interest shall be the rate payable on the last Commonwealth long-term loan raised in Australia for public subscription in the relevant year of expenditure.

Estimation
of costs.

14.—(1.) The estimated cost of the standardisation work is based upon the cost of materials and labour at the date of execution of this agreement.

(2.) In the event of a variation in the cost of either materials or labour or both or in the cost of any portion or portions of the standardisation work through unforeseeable circumstances at any time

Sydney to Melbourne Railway Standardisation Agreement.

time during progress of the standardisation work, the amount of any such variation shall, subject to the approval of the Minister, be regarded as a variation of the cost of the standardisation work.

15. Except with the authority of the Minister, the Commonwealth shall not be obliged to meet expenditure on any of the standardisation work incurred at any time subsequent to twelve calendar months after the commencement of a regular service on the standard gauge railway.

Limit on Commonwealth expenditure.

16.—(1.) The State or States shall prepare and submit to the Minister and to the other State not later than the 31st day of May in each year a budget of proposed expenditure during the forthcoming financial year.

Annual budgets.

(2.) The budget shall be prepared so as to show the estimated expenditure in reasonable detail and shall be supported by such explanations as may be considered necessary by the Minister and the other State or either of them.

17.—(1.) The accounts, books, vouchers, documents and other records of each State relating to the receipt or payment of money or to the receipt, custody or disposal of plant, stores, materials and equipment in connexion with the standardisation work shall be subject to audit by the Auditor-General for that State.

Audit.

(2.) A report on the audit and on the financial statements shall be furnished by each Auditor-General to the Auditor-General for the Commonwealth at least once every year and such report shall indicate, *inter alia*,—

- (a) whether the financial statements are based on proper accounts and records and are in agreement with those accounts and records; and
- (b) whether the receipt and expenditure of monies are in accordance with this agreement,

and shall include reference to such other matters arising out of the audit and financial statements as each Auditor-General considers should be reported to the Auditor-General for the Commonwealth.

(3.) Each of the States shall supply such further information as may be required by the Auditor-General for the Commonwealth and if he considers it necessary shall permit him to inspect and take copies or extracts from the accounts, books, vouchers, documents and other records of the State in connexion with the standardisation work.

Sydney to Melbourne Railway Standardisation Agreement.

**Accounts,
reports and
records.**

18. Each of the States shall—

- (a) keep full accounts and records of all financial transactions, work done, and plant, stores, materials and equipment bought, used or disposed of, in connexion with the standardisation work ;
- (b) inform the Minister as soon as possible after it becomes apparent of any material change in the estimated cost of the standardisation work ;
- (c) furnish to the Minister at intervals of not more than six months progress reports and expenditure statements of each section of the standardisation work and revised estimates of the cost of the work ; and
- (d) supply to the Minister from time to time such further information as he may require.

Notices.

19. Any notice or other communication to be given hereunder by the Commonwealth to the States or either of them shall be deemed sufficiently given if signed by or on behalf of the Minister and any notice or other communication to be given by the States or either of them to the Commonwealth or the other State shall be deemed sufficiently given if signed by or on behalf of the Ministers or Minister for Transport of the States or State respectively.

FIRST SCHEDULE.

ROUTE OF STANDARD GAUGE RAILWAY.

The route begins at the Albury Railway Station and follows the existing 5' 3" gauge railway:

Albury-Wodonga

Wodonga-Broadmeadows

Broadmeadows-Albion

Albion-West Footscray

West Footscray-South Kensington via Bunbury Street and Dynon Road

South Kensington-Melbourne (Spencer Street).

The route of the standard gauge railway shall, so far as is practicable, be parallel to and on the same grade as the existing 5' 3" gauge railway and shall at no point be more than five (5) chains distant from the existing railway.

SECOND

Sydney to Melbourne Railway Standardisation Agreement.

SECOND SCHEDULE.

STANDARDISATION WORK.

ITEM No.	P ARTICULARS	ESTIMATED COST (£)
1.	Main line permanent way comprising new 4'8½" gauge track from Albury to Broadmeadows; conversion to 4'8½" gauge of one track Broadmeadows to Albion; new 4'8½" gauge track Albion to West Footscray; conversion to 4'8½" gauge of one track West Footscray-South Kensington; new 4'8½" gauge passenger line South Kensington to Spencer Street; including flyover near Broadmeadows	5,375,000
2.	Crossing loops, 18 locations between Melbourne and Albury ..	416,000
3.	Bridges and culverts	1,482,000
4.	Station yard alterations	350,000
5.	Land resumption	30,000
6.	Contribution to grade separation at locations recommended by the Victorian Interdepartmental Committee on Abolition of Level Crossings and approved by the Victorian Government..	240,000
7.	Locomotives, carriage and waggon maintenance facilities (4'8½" gauge) at Dynon Road, including trackwork, structures and equipment	350,000
8.	Freight handling facilities (4'8½" gauge) at Dynon Road, including track, structures and equipment	215,000
9.	Level crossing protection	143,000
10.	Alterations and adjustments to the existing signalling system—	
	Melbourne-Broadmeadows	£109,000
	Broadmeadows-Albury	204,000
		313,000
11.	Automatic power signalling with Centralised Traffic Control, Melbourne-Albury, including—	
	Signalling	£570,000
	C.T.C. machines, including carrier, repeating and field units	96,000
	Line work including C.T.C. control lines, signalling power supply and signal controls..	471,000
	Telecommunication and inductive co-ordination of lines	171,000
		1,308,000
12.	Rollingstock: Construction, conversion and spares	504,000
		£10,726,000
	B	STANDARDS

Sydney to Melbourne Railway Standardisation Agreement.

STANDARDS

Earthworks:	Except where it is necessary to provide from cuttings additional fill to banks, existing banks and cuttings shall be widened by sixteen (16) feet.
Grading:	As on the existing route.
Sleepers:	Hardwood 10" x 5" x 8'6"; 2464 to the mile.
Ballast:	1½" crushed stone; 2900 cubic yards to the mile.
Rail:	A.S. 94-lb. in 90 ft. lengths.
Dogspikes:	6" x ¾".
Sleeper Plates:	A.S. Double Shoulder for 94-lb. Rail.
Rail Anchors:	2100 to the mile.
Bridges:	Steel and concrete: to Coopers E.60 loading. One of existing Goulburn River Bridges to be used for 4'8½" gauge track.
Culverts:	To suit earthworks and to Coopers E.60 loading.
Crossing Loops:	As for main line track; 2900 feet long in the clear with cripple road at each end of approximately 300 feet standing room; centres 13 ft. to 16 ft.
Signalling:	Automatic power signalling.
Trackwork in Yards and Depots:	Rails and fastenings as for main line. Ballast 6" to 8" gravel.

IN WITNESS whereof the Prime Minister of the Commonwealth of Australia, the Premier of the State of New South Wales and the Premier of the State of Victoria have signed this agreement for and on behalf of the Commonwealth of Australia, the State of New South Wales and the State of Victoria respectively.

SIGNED by the Prime Minister
of the Commonwealth of Australia
for and on behalf of the said
Commonwealth in the presence
of

SHANE PALTRIDGE

ROBERT MENZIES

SIGNED by the Premier of the
State of New South Wales for and
on behalf of the said State in the
presence of—

K. COMMENS

J. J. CAHILL

SIGNED

Sydney to Melbourne Railway Standardisation Agreement.

SIGNED by the Premier of the
State of Victoria for and on behalf
of the said State in the presence
of—
W. JUNGWIRTH.

HENRY E. BOLTE

By Authority:

V. C. N. BRIGHT, Government Printer, Sydney, 1959

Subsidiary to Missouri Railway Standardization Agreement

SIGNED by the President of the
State of Missouri for and on behalf
of the said State in the presence

HENRY E. DUFFY

W. HINGWIRTH

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.

ALLAN PICKERING,
Clerk of the Legislative Assembly.

*Legislative Assembly Chamber,
Sydney, 10 December, 1958.*

New South Wales



ANNO SEPTIMO

ELIZABETHÆ II REGINÆ

Act No. 48, 1958.

An Act to approve an Agreement between the Commonwealth of Australia and the States of New South Wales and Victoria in relation to the standardisation of a Railway between Sydney and Melbourne; and for purposes connected therewith. [Assented to, 31st December, 1958.]

WHEREAS the Prime Minister of the Commonwealth and Preamble.
the Premiers of the States of New South Wales and Victoria have entered into an Agreement, a copy of which is set out in the Schedule to this Act, subject to the same being approved by the Parliament of the Commonwealth and by the Parliaments of the said States : And WHEREAS it is desirable to approve and to provide for carrying into effect the said

Agreement

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.

Sydney to Melbourne Railway Standardisation Agreement.

Agreement so far as the State of New South Wales is concerned: Be it therefore enacted by the Queen'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:—

Short title. 1. This Act may be cited as the "Sydney to Melbourne Railway Standardisation Agreement Act, 1958."

Approval of Agreement. 2. (1) The Agreement, a copy of which is set out in the Schedule to this Act, is hereby approved and may be carried into effect notwithstanding the provisions of any other Act.

(2) All matters and things by the Agreement agreed to be done by or on behalf of the State of New South Wales are hereby sanctioned and authorised.

Indemnity in respect of certain payments by the State. 3. The Commissioner for Railways shall, out of the Government Railways Fund, indemnify the Consolidated Revenue Fund against all claims and demands which may be made by the Commonwealth against the State of New South Wales under the Agreement.

Sec. 2.

THE SCHEDULE.

AGREEMENT made the Twelfth day of September One thousand nine hundred and fifty-eight BETWEEN the COMMONWEALTH OF AUSTRALIA of the first part the STATE OF NEW SOUTH WALES of the second part and the STATE OF VICTORIA of the third part:

WHEREAS there are differences in gauge between the railways of the States:

AND WHEREAS, in order to assist in the defence and development of Australia, to facilitate interstate trade and commerce and to secure maximum efficiency and economy in railway operation, it
is

Sydney to Melbourne Railway Standardisation Agreement.

is desirable that there should be a uniform gauge railway between Sydney in the State of New South Wales and Melbourne in the State of Victoria:

AND WHEREAS it is necessary, as part of the process of securing the uniform gauge railway, that a standard gauge railway be provided between Albury in the State of New South Wales and Melbourne aforesaid as hereinafter appears:

NOW THIS AGREEMENT WITNESSETH AS FOLLOWS:—

PART I.—PRELIMINARY.

1.—(1.) In this agreement, unless the context otherwise requires— **Definitions.**

“betterment” means the provision of capacity or equipment in excess of appropriate standards established under this agreement and which, although not essential to or necessary for the standardisation work, may conveniently or desirably be provided in conjunction with that work;

“party” means party to this agreement;

“standard gauge” means a gauge of four feet eight and one-half inches;

“standardisation work” means any work specified in the Second Schedule to this agreement;

“the Commonwealth” means the Commonwealth of Australia;

“the Minister” means the Minister of State for Shipping and Transport of the Commonwealth;

“the standard gauge railway” means the standard gauge railway between Albury and Melbourne to be constructed under this agreement; and

“the States” means the State of New South Wales and the State of Victoria.

(2.) Where in this agreement any Minister is referred to, that reference shall be deemed to include any member of the Executive Council for the time being acting for and on behalf of that Minister.

2.—(1.) This agreement shall have no force or effect and shall not be binding upon any party until it is approved by the Parliaments of the Commonwealth and each of the States. **Ratification of agreement.**

(2.) Each party agrees to take every practicable step to have this agreement approved by its Parliament without restrictions or amendments as soon as practicable.

(3.) Each party, so far as its power extends, agrees to provide for and secure the carrying out of this agreement and of any legislation by which it is approved.

Sydney to Melbourne Railway Standardisation Agreement.

Decision in default of agreement between the parties.

3. Where agreement among the parties on any matter is necessary for the purposes of this agreement and the parties fail to reach agreement, the matter shall be decided by the Minister in agreement with the Minister for Transport in the State or States and, failing any such decision, shall be determined by the Treasurer of the Commonwealth.

PART II.—STANDARDISATION WORK.

Standards, plans, specifications and estimates.

4.—(1.) Subject to the observance of the standards specified in the Second Schedule to this agreement and any variation thereof as hereinafter provided, the parties shall, in collaboration and agreement with each other, establish common standards of design and construction in all matters and things essential to the establishment of the standard gauge railway.

(2.) Each of the States shall, in collaboration with the Commonwealth—

- (a) prepare detailed plans, specifications and estimates of cost for all works to be carried out by it in pursuance of this agreement ;
- (b) incorporate in all such plans, specifications and estimates the standards of design and construction established under this agreement ;
- (c) supply or make available to the Minister as soon as possible copies of the plans, specifications and estimates ; and
- (d) make the plans, specifications and estimates available to the other State and will not proceed with the implementation of the plans, specifications and estimates during the period of one calendar month following the date of despatch of the plans, specifications and estimates without the approval of the other State and of the Commonwealth.

(3.) In the event of the other State advising the State proposing to carry out the work covered by the plans, specifications and estimates that it does not agree with the proposal or proposals, the matter shall be treated as a disagreement and decided or determined as provided in clause 3 of this agreement. Each such advice shall be submitted in writing to the other State and to the Minister within the period of one calendar month referred to in paragraph (d) of the last preceding sub-clause and shall set out in full the reasons for not agreeing with the proposal or proposals.

Route of railway.

5. The route of the standard gauge railway is specified in the First Schedule to this agreement.

Particulars of work.

6.—(1.) Particulars of the standardisation work to be carried out by the States under this agreement and estimates of the cost of the work are set out in the Second Schedule to this agreement.

(2.)

Sydney to Melbourne Railway Standardisation Agreement.

(2.) To the extent that it is necessary for the more efficient fulfilment of the objectives of this agreement, the Second Schedule may be varied in such manner and to such extent as the Minister, with the concurrence of the States, approves and all references in this agreement to the Second Schedule shall be deemed to be to that Schedule as so varied.

(3.) The States or either of them may convert to standard gauge or replace existing locomotives or rolling stock and purchase such spares as may be considered necessary provided that notwithstanding anything contained in clause 14 of this agreement the Commonwealth shall not be liable to provide funds for the purposes of this sub-clause in excess of the amount of £504,000 specified in Item 12 of the Second Schedule to this agreement.

7. The work to be carried out under clause 6 of this agreement shall include the purchase of land, the purchase, construction, alteration and conversion of railway lines, bridges, buildings, structures, workshops, plant, locomotives, rolling stock and all matters and things which are essential to the standardisation work but shall not include—

- (a) operation or maintenance of the standard gauge railway;
- (b) betterments; or
- (c) any work being undertaken or proposed to be undertaken by the States or either of them in any rehabilitation programme which would be necessary independently of the standardisation work.

8. The States or either of them may at their own expense carry out betterments in conjunction with the standardisation work.

9. Each of the States shall permit any person thereto authorised by the Minister or by the other State to enter upon and inspect any standardisation work being carried out by that State and to inspect, take copies of or extracts from any plans, designs, accounts, records or documents relating to any standardisation work.

10.—(1.) Subject to the next succeeding clause, the States shall carry out and execute the standardisation work as expeditiously as, and in the most economical manner, possible.

(2.) Except where it is established to the satisfaction of the Minister that it is undesirable to do so, the State or States shall call public tenders for the carrying out of the standardisation work.

11. A party shall not incur any expenditure under this agreement until the Minister has given that party authority to incur the expenditure provided that the expenditure incurred by the State of Victoria prior to the execution of this agreement on work included in the Second Schedule to this agreement shall be deemed to have been executed with the authority of the Minister.

PART

Sydney to Melbourne Railway Standardisation Agreement.

PART III.—FINANCE.

Liability
for cost
of work.

12.—(1.) Subject to clauses 14 and 15 of this agreement, the Commonwealth shall bear fourteen-twentieths of the cost of the standardisation work and the States shall each bear three-twentieths of the said cost.

(2.) For the purposes of this clause the cost of any work shall be deemed to include the administrative expenses necessary or incidental to the carrying out of that work.

(3.) The cost of the standardisation work shall be credited with the disposal value of plant, stores, materials and equipment which are purchased for the standardisation work and not used, which are replaced as a charge to the standardisation work, or which are rendered surplus as a result of the standardisation work.

(4.) The cost of the standardisation work shall be deemed to be the estimated cost set forth in the Second Schedule to this agreement subject to any variation thereof approved by the Minister in pursuance of sub-clause (2.) of clause 14 of this agreement.

Provision of
funds and
State con-
tributions.

13.—(1.) Subject to the provisions of this agreement, the Commonwealth shall provide all funds to meet expenditure on the standardisation work as and when required by the States.

(2.) Each of the States shall, in respect of so much of the expenditure by the Commonwealth in any financial year as is to be borne by that State under clause 12 of this agreement, pay to the Commonwealth from revenue during the period of fifty years after the year of expenditure—

- (a) equal annual contributions of such amounts as will liquidate the expenditure so to be borne by it; and
- (b) interest on the amount of that expenditure outstanding at the end of each financial year.

(3.) For the purpose of the preceding sub-clause the rate of interest shall be the rate payable on the last Commonwealth long-term loan raised in Australia for public subscription in the relevant year of expenditure.

Estimation
of costs.

14.—(1.) The estimated cost of the standardisation work is based upon the cost of materials and labour at the date of execution of this agreement.

(2.) In the event of a variation in the cost of either materials or labour or both or in the cost of any portion or portions of the standardisation work through unforeseeable circumstances at any time

Sydney to Melbourne Railway Standardisation Agreement.

time during progress of the standardisation work, the amount of any such variation shall, subject to the approval of the Minister, be regarded as a variation of the cost of the standardisation work.

15. Except with the authority of the Minister, the Commonwealth shall not be obliged to meet expenditure on any of the standardisation work incurred at any time subsequent to twelve calendar months after the commencement of a regular service on the standard gauge railway. **Limit on Commonwealth expenditure.**

16.—(1.) The State or States shall prepare and submit to the Minister and to the other State not later than the 31st day of May in each year a budget of proposed expenditure during the forthcoming financial year. **Annual budgets.**

(2.) The budget shall be prepared so as to show the estimated expenditure in reasonable detail and shall be supported by such explanations as may be considered necessary by the Minister and the other State or either of them.

17.—(1.) The accounts, books, vouchers, documents and other records of each State relating to the receipt or payment of money or to the receipt, custody or disposal of plant, stores, materials and equipment in connexion with the standardisation work shall be subject to audit by the Auditor-General for that State. **Audit.**

(2.) A report on the audit and on the financial statements shall be furnished by each Auditor-General to the Auditor-General for the Commonwealth at least once every year and such report shall indicate, inter alia,—

- (a) whether the financial statements are based on proper accounts and records and are in agreement with those accounts and records; and
- (b) whether the receipt and expenditure of monies are in accordance with this agreement,

and shall include reference to such other matters arising out of the audit and financial statements as each Auditor-General considers should be reported to the Auditor-General for the Commonwealth.

(3.) Each of the States shall supply such further information as may be required by the Auditor-General for the Commonwealth and if he considers it necessary shall permit him to inspect and take copies or extracts from the accounts, books, vouchers, documents and other records of the State in connexion with the standardisation work.

Sydney to Melbourne Railway Standardisation Agreement.

Accounts,
reports and
records.

18. Each of the States shall—

- (a) keep full accounts and records of all financial transactions, work done, and plant, stores, materials and equipment bought, used or disposed of, in connexion with the standardisation work ;
- (b) inform the Minister as soon as possible after it becomes apparent of any material change in the estimated cost of the standardisation work ;
- (c) furnish to the Minister at intervals of not more than six months progress reports and expenditure statements of each section of the standardisation work and revised estimates of the cost of the work ; and
- (d) supply to the Minister from time to time such further information as he may require.

Notices.

19. Any notice or other communication to be given hereunder by the Commonwealth to the States or either of them shall be deemed sufficiently given if signed by or on behalf of the Minister and any notice or other communication to be given by the States or either of them to the Commonwealth or the other State shall be deemed sufficiently given if signed by or on behalf of the Ministers or Minister for Transport of the States or State respectively.

FIRST SCHEDULE.

ROUTE OF STANDARD GAUGE RAILWAY.

The route begins at the Albury Railway Station and follows the existing 5' 3" gauge railway:

Albury-Wodonga

Wodonga-Broadmeadows

Broadmeadows-Albion

Albion-West Footscray

West Footscray-South Kensington via Bunbury Street and Dynon Road

South Kensington-Melbourne (Spencer Street).

The route of the standard gauge railway shall, so far as is practicable, be parallel to and on the same grade as the existing 5' 3" gauge railway and shall at no point be more than five (5) chains distant from the existing railway.

SECOND

Sydney to Melbourne Railway Standardisation Agreement.

SECOND SCHEDULE.

STANDARDISATION WORK.

ITEM No.	PARTICULARS	ESTIMATED COST (£)
1.	Main line permanent way comprising new 4'8½" gauge track from Albury to Broadmeadows; conversion to 4'8½" gauge of one track Broadmeadows to Albion; new 4'8½" gauge track Albion to West Footscray; conversion to 4'8½" gauge of one track West Footscray-South Kensington; new 4'8½" gauge passenger line South Kensington to Spencer Street; including flyover near Broadmeadows	5,375,000
2.	Crossing loops, 18 locations between Melbourne and Albury ..	416,000
3.	Bridges and culverts	1,482,000
4.	Station yard alterations	350,000
5.	Land resumption	30,000
6.	Contribution to grade separation at locations recommended by the Victorian Interdepartmental Committee on Abolition of Level Crossings and approved by the Victorian Government..	240,000
7.	Locomotives, carriage and waggon maintenance facilities (4'8½" gauge) at Dynon Road, including trackwork, structures and equipment	350,000
8.	Freight handling facilities (4'8½" gauge) at Dynon Road, including track, structures and equipment	215,000
9.	Level crossing protection	143,000
10.	Alterations and adjustments to the existing signalling system—	
	Melbourne-Broadmeadows	£109,000
	Broadmeadows-Albury	204,000
		313,000
11.	Automatic power signalling with Centralised Traffic Control, Melbourne-Albury, including—	
	Signalling	£570,000
	C.T.C. machines, including carrier, repeating and field units	96,000
	Line work including C.T.C. control lines, signalling power supply and signal controls..	471,000
	Telecommunication and inductive co-ordination of lines	171,000
		1,308,000
12.	Rollingstock:	
	Construction, conversion and spares	504,000
		£10,726,000
		STANDARDS

Sydney to Melbourne Railway Standardisation Agreement.

STANDARDS

Earthworks:	Except where it is necessary to provide from cuttings additional fill to banks, existing banks and cuttings shall be widened by sixteen (16) feet.
Grading:	As on the existing route.
Sleepers:	Hardwood 10" x 5" x 8'6"; 2464 to the mile.
Ballast:	1½" crushed stone; 2900 cubic yards to the mile.
Rail:	A.S. 94-lb. in 90 ft. lengths.
Dogspikes:	6" x ¾".
Sleeper Plates:	A.S. Double Shoulder for 94-lb. Rail.
Rail Anchors:	2100 to the mile.
Bridges:	Steel and concrete: to Coopers E.60 loading. One of existing Goulburn River Bridges to be used for 4'8½" gauge track.
Culverts:	To suit earthworks and to Coopers E.60 loading.
Crossing Loops:	As for main line track; 2900 feet long in the clear with cripple road at each end of approximately 300 feet standing room; centres 13 ft. to 16 ft.
Signalling:	Automatic power signalling.
Trackwork in Yards and Depots:	Rails and fastenings as for main line. Ballast 6" to 8" gravel.

IN WITNESS whereof the Prime Minister of the Commonwealth of Australia, the Premier of the State of New South Wales and the Premier of the State of Victoria have signed this agreement for and on behalf of the Commonwealth of Australia, the State of New South Wales and the State of Victoria respectively.

SIGNED by the Prime Minister
of the Commonwealth of Australia
for and on behalf of the said
Commonwealth in the presence
of

SHANE PALTRIDGE

ROBERT MENZIES

SIGNED by the Premier of the
State of New South Wales for and
on behalf of the said State in the
presence of—

K. COMMENS

J. J. CAHILL

SIGNED

Sydney to Melbourne Railway Standardisation Agreement.

SIGNED by the Premier of the
State of Victoria for and on behalf
of the said State in the presence
of—

W. JUNGWIRTH.

HENRY E. BOLTE

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

E. W. WOODWARD,
Governor.

*Government House,
Sydney, 31st December, 1958.*

