1. The contributions payable by the council of a county or county borough under the said sub-section in respect of a youthful offender in the School referred to in that sub-section during any period or periods occurring after the thirty-first day of March, Nineteen Hundred and Fifty-Three, and before the first day of April, Nineteen Hundred and Fifty-Four, shall be at the rate of sixty-four shillings and seven pence (64/7*d.*) for each week during which he is so detained.

2. Payment of the contribution as aforesaid shall be in arrear, and shall be made half-yearly by the council of the county or county borough in respect of the half-years ending 30th September and 31st March, respectively, and shall be made not later than two months from the date of the claim for payment.

3. These Regulations may be cited as the Malone Training School (Contributions) Regulations, 1953.

Given under the Official Seal of the Ministry of Home Affairs for Northern Ireland this 23rd day of November, One Thousand Nine Hundred and Fifty-Three, in the presence of

(L.S.) *H. C. Montgomery,*
Assistant Secretary.

The Ministry of Finance for Northern Ireland hereby approves the foregoing Regulations.

Given under the Official Seal of the Ministry of Finance for Northern Ireland this 24th day of November, One Thousand Nine Hundred and Fifty-Three, in the presence of

(L.S.) *D. C. B. Holden,*
Assistant Secretary.

MOTOR VEHICLES AND ROAD TRAFFIC

Motor Cars :
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Motor Cars

Use and Construction

REGULATIONS, DATED THE SIXTH DAY OF JULY, 1953, MADE BY THE MINISTRY OF COMMERCE FOR NORTHERN IRELAND UNDER THE MOTOR VEHICLES AND ROAD TRAFFIC ACTS (NORTHERN IRELAND), 1926 TO 1945.

1953. No. 97

The Ministry of Commerce, in exercise of the powers vested in it by the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 to 1945, and of all other powers in that behalf thereunto enabling it,

hereby makes the following Regulations further amending the Motor Cars (Use and Construction) Regulations, 1934 (a) (hereinafter referred to as the " Principal Regulations "), that is to say :—

1. Article 3 of the Principal Regulations shall be read and have effect as though in paragraph (1) thereof :

(1) the following definitions were substituted for the definitions of " Overall Length " and " Overhang " respectively :—

" *Overall Length* " means the length of a vehicle measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of :—

(*a*) any starting handle,

(*b*) any hood when down,

(*c*) any ladder forming part of a turntable fire-escape fixed to a vehicle,

(*d*) any telescopic fog lamp when extended,

(*e*) any snow plough fixed in front of a vehicle, and

(*f*) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches.

" *Overhang* " means the distance measured horizontally and parallel to the longitudinal axis of the vehicle between two vertical planes at right angles to such axis passing through the two points specified in paragraphs (i) and (ii) of this definition respectively :—

(i) the rearmost point of the vehicle exclusive of

(*a*) any hood when down,

(*b*) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches,

(*c*) any ladder forming part of a turntable fire-escape fixed to a vehicle, and

(*d*) any luggage carrier fitted to a motor car constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver ;

(ii) (*a*) in the case of a motor car having only two axles one of which is not a steering axle, the centre point of that axle, and

(*b*) in the case of a motor car having only three axles where the front axle is the only steering axle, a point 4 inches in rear of the centre of a straight line joining the centre points of the rear and middle axles, and

(a) S. R. & O. (N.I.) 1934 No. 87.

(*c*) in any other case a point situated on the longitudinal axis of the vehicle and such that a line drawn from it at right angles to that axis will pass through the centre of the minimum turning circle of the vehicle ;

(2) the following additional definitions were added thereto :—

"*Pedestrian Controlled Vehicle*" means a motor car which is controlled by a pedestrian and not constructed or adapted for use or used for the carriage of a driver or passenger.

"*Straddle Carrier*" means a motor car constructed to straddle and lift its load for the purpose of transportation.

"*Works Trailer*" means a trailer designed for use in private premises and used on a road only in passing from one part of any such premises to another, or to other private premises in the immediate neighbourhood.

"*Works Truck*" means a motor car (other than a straddle carrier) designed for use in private premises and used on a road only in passing from one part of any such premises to another, or to other private premises in the immediate neighbourhood.

2. Article 7 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

"**7.** Every motor car and every trailer drawn thereby shall be equipped with suitable and sufficient springs between each wheel and the frame of the vehicle : Springs.

Provided that this Regulation shall not apply to :—

(*a*) any motor tractor not exceeding 4 tons in weight unladen if all unsprung wheels of such tractor are equipped with pneumatic tyres ;

(*b*) any land tractor, land implement, agricultural trailer or trailer used solely for the haulage of felled trees ;

(*c*) any motor tractor not exceeding 4 tons in weight unladen used in connection with railway shunting operations which is only used on a road when passing from one portion of the railway track to another for the purpose of such operations ;

(*d*) motor cycles ;

(*e*) mobile cranes and trailers drawn thereby ;

(*f*) works trucks and works trailers ;

(*g*) any vehicle not exceeding 4 tons in weight unladen specially designed for and mainly used in operations which necessitate working on rough ground or unmade roads if all the wheels are equipped with pneumatic tyres and it is not driven or drawn at a speed exceeding 20 miles per hour ; or

(*h*) any pedestrian controlled vehicle."

3. Article 10 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

Diameter of Wheels.

" **10.** All wheels of a motor car and all wheels of a trailer in contact with the road surface when the trailer is being drawn on a road which are equipped with tyres other than pneumatic tyres shall have a rim diameter of not less than 670 mm. :

Provided that this Regulation shall not apply to :—

(*a*) any works truck or works trailer ;

(*b*) any motor car or trailer designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools ;

(*c*) any pedestrian controlled vehicle ;

(*d*) any mobile crane ; or

(*e*) any land implement."

Reflecting Mirrors.

4. Article 13 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

" **13.** Every motor car shall be equipped with a reflecting mirror so constructed and fitted to the motor car as to enable the driver of such motor car to be or become aware of the presence in the rear thereof of any other vehicle the driver of which is desirous of passing such motor car, and nothing shall be so placed on the motor car as to obscure the mirror or prevent the driver from obtaining an uninterrupted view to the rear :

Provided that in the case of a goods vehicle the mirror shall be fitted to the outside of the vehicle :

Provided also that this Regulation shall not apply to :—

(*a*) a motor cycle ;

(*b*) a motor car when drawing a trailer if a person is carried on the trailer in a position which affords an uninterrupted view to the rear and such person is provided with efficient means of communicating to the driver the effect of signals given by other vehicles in the rear thereof ;

(*c*) a pedestrian controlled vehicle."

5. Article 22 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

Brakes.

" **22.**—(1) Every motor tractor shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation, so designed and constructed that, notwithstanding the failure of any part (other than fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance :

Provided that this paragraph shall not apply in the case of a road roller or a land tractor, not propelled by steam, if the vehicle is equipped with one braking system with one means of operation.

(2) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(3) In the case of vehicles registered on or after 1st January, 1954, no braking system shall be rendered ineffective by the non-rotation of the engine :

Provided that this paragraph shall not apply in the case of the vehicles referred to in sub-paragraph (*b*) of paragraph (7) of this Regulation.

(4) In the case of a motor tractor registered on or after 1st January, 1954, all the brakes which are operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(5) Where any brake shoe is capable of being applied by more than one means of operation, all the wheels of the motor tractor shall be fitted with brakes all of which are operated by one of the means of operation :

Provided that where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

(6) In the case of a motor tractor registered on or after 1st January, 1954, other than a land tractor, one at least of the means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to not less than half the number of the wheels of the vehicle :

Provided that where a motor tractor has more than 4 wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(7) For the purpose of this Regulation —

(*a*) in the case of a motor tractor registered on or after 1st January, 1954,

(i) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid, and

(ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected

or by which it is supported shall be deemed to be part of that system ;

(*b*) in the case of a motor tractor propelled by steam the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and, in the case of a motor tractor registered on or after 1st January, 1954, is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver."

6. Article 25 of the Principal Regulations shall be deleted and the following Article substituted therefor :

Overall Width.

" **25.** The overall width of a heavy motor car shall not exceed 7 feet 6 inches :

Provided that the said width may be exceeded by 6 inches in the case of —

(*a*) a vehicle registered on or before 1st November, 1934, if the excess width has been necessarily caused by the conversion of the vehicle from use with solid tyres to use with pneumatic tyres ;

(*b*) a vehicle constructed or adapted for use and used solely for road sweeping."

7. Article 26 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

Overhang.

" **26.** The overhang of a heavy motor car shall not exceed 50 per cent of the distance between the plane perpendicular to the longitudinal axis of the vehicle which passes through the centre or centres of the front wheel or wheels and the foremost vertical plane from which the overhang is to be measured as defined in Article 3 of these Regulations :

Provided that —

(*a*) in the case of a heavy motor car registered before 1st January, 1954, it shall be a sufficient compliance with this Regulation if the overhang does not exceed 7/24ths of the overall length of the vehicle ;

(*b*) in the case of a vehicle designed for use and mainly used for the purpose of heating a road or other like surface in the process of construction, repair or maintenance, no part of the heating plant shall be taken into account when calculating the overhang ; and

(*c*) this Regulation shall not apply in the case of —

(i) a heavy motor car designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools ;

(ii) a works truck ; or

(iii) a heavy motor car designed so that it can dispose of its load by tipping to the rear, if the overhang does not exceed 45 inches."

8. Article 29 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

" **29.**—(1) Save as provided in paragraph (2) of this Regulation every wheel of a heavy motor car shall be equipped with pneumatic tyres. Tyres.

(2) In the case of any of the following vehicles every wheel shall be equipped with pneumatic tyres or tyres of soft or elastic material —

(*a*) heavy motor cars exceeding 4 tons in weight unladen mainly used in operations which necessitate working on rough ground or unmade roads ;

(*b*) heavy motor cars designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools ;

(*c*) turntable fire escapes ;

(*d*) tower wagons ; or

(*e*) works trucks."

9. Article 30 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

" **30.** A heavy motor car shall be provided with mudguards or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels, unless adequate protection is afforded by the body of the vehicle : Mudguards.

Provided that this Regulation shall not apply —

(*a*) in relation to the rear wheels of any heavy motor car for the time being forming part of an articulated vehicle if the trailer forming the remaining part of the articulated vehicle is used only for, or empty in connection with, the carriage of round timber ;

(*b*) in the case of a vehicle in an unfinished condition proceeding to a works for completion ; or

(*c*) in the case of a works truck."

10. Article 32 of the Principal Regulations, as amended by Article 3 of the Motor Cars (Use and Construction) (Amendment) (No. 2) Regulations, 1942 (a), shall be deleted and the following Article substituted therefor :—

" **32.** The overall width of a motor car shall not exceed 7 feet 6 inches : Overall Width.

(a) S. R. & O. (N.I.) 1942 No. 195.

Provided that the said width may be exceeded by 6 inches in the case of a vehicle constructed or adapted for use and used solely for road sweeping."

11. Article 33 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

Overhang.

" **33.** The overhang of a motor car shall not exceed 50 per cent. of the distance between the plane perpendicular to the longitudinal axis of the vehicle which passes through the centre or centres of the front wheel or wheels and the foremost vertical plane from which the overhang is to be measured as defined in Article 3 of these Regulations :

Provided that —

(*a*) in the case of a motor car registered before 1st January, 1954, it shall be sufficient compliance with this Regulation if the overhang does not exceed 7/24ths of the overall length of the vehicle ;

(*b*) in the case of a motor car not exceeding 20 feet in overall length, the overhang may be increased by not more than 9 inches, but shall in no case exceed 7/24ths of the overall length of the vehicle ; and

(*c*) this Regulation shall not apply in the case of —

(i) a motor car designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools ;

(ii) a motor car designed for use and used solely as an ambulance ; or

(iii) a works truck."

12. Article 34 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

Brakes.

" **34.**—(1) A motor car shall be equipped with two entirely independent and efficient braking systems, or with one efficient braking system having two independent means of operation, in each case so designed and constructed that the failure of any single portion of any braking system shall not prevent the brakes on two wheels, or in the case of a vehicle having less than four wheels, on one wheel, from operating effectively so as to bring the vehicle to rest within a reasonable distance :

Provided that in the case of a single braking system the two means of operation shall not be deemed to be otherwise than independent solely by reason of the fact that they are connected either directly or indirectly to the same cross shaft.

(2) In the case of a motor car having more than three wheels and equipped with two independent braking systems, each such system shall be so designed and constructed that, if the brakes thereof

act either directly or indirectly on two wheels only, they shall act on two wheels on the same axle.

(3) Where, in the case of a single braking system, the means of operation are connected directly or indirectly to the same cross shaft, the brakes applied by one of such means shall act on all of the wheels of the motor car directly and not through the transmission gear :

Provided that this paragraph shall not apply to a pedestrian controlled vehicle not exceeding 8 cwt. in weight unladen.

(4) In all cases the brakes operated by one of the means of operation shall be applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(5) In all cases the brakes operated by one of the means of operation shall act directly upon the wheels and not through the transmission gear."

13. Article 35 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

" **35.**—(1) Save as provided in paragraph (2) of this Regulation every wheel of a motor car shall be equipped with pneumatic tyres. Tyres.

(2) In the case of any of the following vehicles every wheel shall be equipped with pneumatic tyres or tyres of soft or elastic material —

(*a*) works trucks ;

(*b*) motor cars designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools."

14. Article 36 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

" **36.** A motor car shall be provided with mudguards or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels unless adequate protection is afforded by the body of the vehicle : Mudguards.

Provided that this Regulation shall not apply —

(*a*) in relation to the rear wheels of any motor car for the time being forming part of an articulated vehicle if the trailer forming the remaining part of the articulated vehicle is used only for, or empty in connection with, the carriage of round timber ;

(*b*) in the case of a vehicle in an unfinished condition proceeding to a works for completion ; or

(*c*) in the case of a works truck."

15. Article 44 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

Overall Length.

"**44.** The overall length of a trailer (excluding any draw-bar) shall not exceed 22 feet :

Provided that this Regulation shall not apply to —

(*a*) a trailer constructed and normally used for the conveyance of indivisible loads of exceptional length ;
(*b*) a land implement ;
(*c*) a trailer forming part of an articulated vehicle ;
(*d*) any broken-down vehicle which is being drawn by a motor vehicle in consequence of the breakdown ;
(*e*) a trailer which is a trolley vehicle in course of construction or delivery ; or
(*f*) any trailer being a drying or mixing plant for the production of asphalt or of bituminous or tar macadam used mainly for the construction, repair or maintenance of roads, or to any road planing machine so used, provided that the total overall length of such trailer and any drawing vehicle when coupled thereto shall not exceed 60 feet inclusive of the draw-bar."

16. Article 50 of the Principal Regulations as amended by Article 3 of the Motor Cars (Use and Construction) (Amendment) Regulations, 1940, (a) shall be deleted and the following Article substituted therefor :—

Laden Weight.

"**50.** In the case of a heavy motor car or motor car the weight transmitted to the road surface by any one wheel where no other wheel is in the same line transversely shall not exceed 4 tons, the weight so transmitted by any two wheels in line transversely shall not exceed 8 tons, and the sum of the weights so transmitted by all the wheels shall not exceed, in the case of a vehicle with not more than four wheels, 12 tons, in the case of a vehicle with more than four but not more than six wheels, 19 tons, and in the case of a vehicle with more than six wheels, 22 tons :

Provided that in the case of a heavy motor car or motor car carrying gas equipment for the purpose of its propulsion—

(*a*) the sum of the weights transmitted to the road surface by all the wheels of the vehicle may equal but shall not exceed —
(i) in the case of a vehicle with not more than four wheels, $12\frac{3}{4}$ tons,
(ii) in the case of a vehicle with more than four but not more than six wheels, 20 tons, and
(iii) in the case of a vehicle with more than six wheels, 23 tons ; and

(a) S. R. & O. (N.I.) 1940 No. 72.

(*b*) the weight transmitted to the road surface by any two wheels in line transversely may equal but shall not exceed 8¾ tons."

17. These Regulations may be cited as The Motor Cars (Use and Construction) (Amendment) (Northern Ireland) Regulations, 1953.

Sealed with the Official Seal of the Ministry of Commerce for Northern Ireland this sixth day of July, One thousand Nine hundred and Fifty-three in the presence of

(L.S.) *W. J. Thompson,*
Assistant Secretary.

Road Vehicles

Lighting

REGULATIONS, DATED THE 19TH DAY OF NOVEMBER, 1953, MADE BY THE MINISTRY OF COMMERCE UNDER THE MOTOR VEHICLES AND ROAD TRAFFIC ACT (NORTHERN IRELAND), 1934.

1953. No. 151

The Ministry of Commerce, in exercise of the powers vested in it by the Motor Vehicles and Road Traffic Act (Northern Ireland), 1934 (**a**), and of all other powers in that behalf thereunto enabling it, hereby makes the following Regulations amending the Road Vehicles Lighting Regulations (Northern Ireland), 1950 (**b**), (hereinafter referred to as the " Principal Regulations "), that is to say :—

1. Article 18 of the Principal Regulations shall be deleted and the following Article substituted therefor :—

" 18. Save in those public highways to which unilateral waiting applies, the driver of a vehicle shall not, during the hours of darkness, allow the vehicle to stand otherwise than on the left or near side of a public highway having regard to the direction in which the vehicle was proceeding immediately before being brought to rest or to stand in such a position that the light from the front lamps thereof is likely to be a source of danger to other traffic using the public highway." Parking of Vehicles During Hours of Darkness.

2. These Regulations may be cited as the Road Vehicles Lighting (Amendment) Regulations (Northern Ireland), 1953.

Sealed with the Official Seal of the Ministry of Commerce for Northern Ireland this Nineteenth day of November, One thousand Nine Hundred and Fifty-three in the presence of

(L.S.) *W. J. Thompson,*
Assistant Secretary.

(a) 24 and 25 Geo. 5, c. 15. (b) S. R. & O. (N.I.) 1950 No. 224.