Use of Motor Cars on Highways : Use and Construction Regulations.

THE MOTOR CARS (USE AND CONSTRUCTION) REGULATIONS, 1934, DATED 10TH OCTOBER, 1934, MADE BY THE MINISTRY OF HOME AFFAIRS.

1934. No. 87.

The Ministry of Home Affairs for Northern Ireland in exercise of the powers vested in it under and by virtue of the Locomotives on Highways Act 1896, the Government of Ireland Act 1920 and the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 to 1934 hereby makes the following Regulations.

Commencement of Regulations.

1. These Regulations may be cited as "The Motor Cars (Use and Construction) Regulations, 1934," and shall come into force on the first day of November, 1934.

Repeals.

2. The Orders and Regulations specified in the Schedule to these Regulations are hereby revoked.

Definitions.

3.—(1) In these Regulations unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them :—

Overall length.

"*Overall length*" means the overall length of a vehicle exclusive of the starting handle (if any) and of the hood (if any) when down.

Overall width.

"*Overall width*" means the width measured between parallel planes passing through the extreme projecting points of the vehicle exclusive of any driving mirror.

Overhang.

"*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 the one passing through that point of the vehicle (exclusive of any hood when down) which projects furthest to the rear and the other passing :—

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

(*b*) in the case of a motor car having three axles,

(i) where the front axle is the only steering axle, through a point 4 inches in rear of the centre

of a straight line joining the centre points of the rear and middle axles, and

(ii) where the rear axle is the only steering axle, through the centre point of the middle axle, and

(iii) where all the axles but one are steering axles, through the centre point of the axle which is not a steering axle, and

(*c*) in the case of a motor car (whether having two axles or three axles) where all the axles are steering axles and in the case of a motor car having four or more axles, through 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.

Unladen weight.

"*Unladen weight*" means in relation to a motor car the unladen weight of that motor car as registered by a council in pursuance of the Road Vehicles (Registration and Licensing) (Northern Ireland) Regulations, 1925.

Pneumatic tyre.

"*Pneumatic tyre*" means a tyre which complies in all respects with the following requirements :—

(*a*) it shall be provided with a continuous closed chamber containing air at a pressure substantially exceeding atmospheric pressure when a tyre is in the condition in which it is normally used, but is not subjected to any load ;

(*b*) it shall be capable of being inflated and deflated without removal from the wheel or vehicle ;

(*c*) it shall be such, that when it is deflated and is subjected to a normal load, the sides of the tyre collapse.

Tyre of soft or elastic material.

"*Tyre of soft or elastic material*" means a tyre the soft or elastic material of which is either :—

(*a*) continuous round the circumference of the wheel or,

(*b*) in segments so fitted that so far as reasonably practicable no space is left between the ends thereof,

and of such thickness as to minimise, so far as reasonably possible, vibration when the vehicle is in motion, and so constructed as to be free from any defect which might in any way cause damage to the surface of a road.

Safety Glass.

"*Safety Glass*" means glass so constructed or treated that if fractured it does not fly into fragments capable of causing severe cuts.

Motor Car.

"*Motor Car*" has the same meaning as in the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 to 1934.

Public Service Vehicle.

"*Public Service Vehicle*" has the same meaning as in the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 to 1934.

Invalid Carriage.

"*Invalid Carriage*" means a motor car which is specially designed and constructed, and not merely adapted, for the use of a person suffering from some physical defect or disability and is used solely by such a person.

Goods Vehicle.

"*Goods Vehicle*" means a motor car constructed or adapted for the carriage of goods or burden of any description.

Heavy Motor Car.

"*Heavy Motor Car*" means a motor car which is constructed to carry a load or passengers and which exceeds two and a half tons in weight unladen.

Motor Tractor.

"*Motor Tractor*" means a motor car other than a motor cycle which is not constructed to carry any load.

Land Tractor.

"*Land Tractor*" means a motor tractor designed and used primarily for work on the land in connexion with agriculture, forestry, land levelling, dredging and similar operations, which is driven on a road only when proceeding to and from the site of such work and which when so driven hauls nothing other than land implements and agricultural trailers.

Land Implement.

"*Land Implement*" means any implement or machinery used with a land tractor in connexion with agriculture, forestry, land levelling, dredging or similar operations and includes a living van and the necessary gear and equipment of the land tractor which draws it.

Trailer

"*Trailer*" means a vehicle drawn by a motor car.

Agricultural Trailer.

"*Agricultural Trailer*" means a trailer the property of a person engaged in agriculture which is used on a road only for the conveyance of the produce of or of articles required for the purposes of agriculture.

Articulated Vehicle.

"*Articulated Vehicle*" means a motor car with a trailer drawn thereby which is so constructed and by partial superimposition attached to the motor car that a substantial part of the weight of the trailer is borne thereby.

Road. "*Road*" means any highway to which the provisions of the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 to 1934 apply.

Gas Cylinder. "*Gas Cylinder*" means a cylinder fitted to a motor car and intended for the storage of gaseous fuel under pressure for the purpose of the propulsion of the vehicle.

Pipe Line. "*Pipe Line*" means all pipes connecting the gas cylinder or cylinders :—

(*a*) to the engine or the mixing device for the supply of a mixture of gas and air to the engine, and

(*b*) to the filling point of the motor car.

Reducing Valve. "*Reducing Valve*" means an apparatus which automatically reduces the pressure of the gas passing through it.

Flame Arrester. "*Flame Arrester*" means a device so designed and constructed that it will prevent a flame on one side thereof from igniting any inflammable mixture on the other side thereof.

Brake Drums. (2) For the purpose of these Regulations a brake drum shall be deemed to form part of the wheel and not of the braking system.

Calculation of number of wheels. (3) For the purpose of these Regulations any two wheels of a motor car or trailer shall be regarded as one wheel if the distance between the centres of the wheel tracks at ground level is less than 18 inches.

Exemption of road Rollers, &c. **4.**—(*a*) Regulations 6, 7, 13 and 29 of these Regulations shall not apply to road rollers.

(*b*) Regulations 5 to 31 of these Regulations shall apply to motor cars and trailers, including motor tractors and heavy motor cars.

(*c*) Regulations 32 to 36 of these Regulations shall apply to motor cars other than motor tractors, heavy motor cars, motor cycles and invalid carriages.

Part I.

Regulations governing the construction, weight and equipment of Motor Cars and Trailers including Motor Tractors and Heavy Motor Cars.

Overall length. **5.** The overall length of a motor car with four wheels shall not exceed 27 feet 6 inches and of a motor car with more than four wheels shall not exceed 30 feet. The overall length of an articulated vehicle shall not exceed 33 feet.

Distribution of weight.

6. Every motor car or trailer with more than four wheels and every trailer having more than two wheels in contact with the ground being part of an articulated vehicle shall be so constructed that under any condition of loading when it is at rest upon a level surface all the wheels shall be in contact with the ground, and if any wheel is lifted and supported at a distance of 6 inches above such surface the weight transmitted to the road surface by any wheel shall not be increased by more than ten per cent.

Springs.

7. Every motor car other than a motor cycle or a mobile crane and every trailer drawn thereby shall be equipped with suitable and sufficient springs between each wheel and the frame of the vehicle :

Provided that this Regulation shall not apply :—

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

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

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

Parking brakes.

8. Except in the case of motor bicycles with or without sidecars attached and invalid carriages every motor car shall be equipped with a braking system (which may be one of the braking systems hereinafter prescribed) so designed and constructed that it can be set so as effectually to prevent two at least, or in the case of a vehicle with only three wheels one of the wheels from revolving when the vehicle is not being driven or is left unattended.

Wheels.

9. Every motor car and trailer shall be so constructed that the entire weight of the vehicle is transmitted directly to the road surface by circular wheels :

Provided that it shall be lawful to use on a road a track-laying land tractor subject to the following conditions :

(*a*) The parts of the track which come into contact with the road surface shall be flat and have a minimum width of $\frac{1}{2}$ inch. The total area of each track actually in contact with the road surface at any one time shall be not less than 36 square inches in respect of each ton of the unladen weight of the tractor ;

(*b*) A track laying tractor shall not draw any trailer other than a land implement.

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 until 1st January, 1940 :—

(*a*) to any motor car registered in Northern Ireland under the Roads Act, 1920, on or before the date on which these Regulations come into operation, and

(*b*) to any trailer constructed before the same date :

Provided also that this Regulation shall not apply :—

(i) to any motor car or trailer not exceeding 30 cwt. in weight unladen designed for use in works or on private premises and used on a road only in passing from one part of the works or premises to another or to works or premises in the immediate neighbourhood ;

(ii) to any motor car or trailer designed and used by or on behalf of local authorities for street cleansing or the collection or disposal of refuse ;

(iii) to any mobile crane ;

(iv) to any land implement.

Reversing.

11. Every motor car which exceeds in weight unladen, 8 cwts. shall be capable of being so worked that it may travel either forwards or backwards.

View to the front.

12. Every motor car shall be so designed and constructed that the driver thereof while controlling the vehicle can have a full view of the road and traffic ahead of the motor car.

Reflecting mirrors.

13. Every motor car other than a motor cycle, 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 :

In the case of a public service vehicle or of a goods vehicle the mirror shall be fitted to the outside of the vehicle.

Provided that this Regulation shall not apply to 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 the drivers of other vehicles in rear thereof.

Safety Glass

14. All glass fitted to wind-screens or windows facing to the front on the outside of any motor car except glass fitted to the upper deck of a double decked vehicle shall be safety glass :

Provided that this Regulation shall not apply until 1st January, 1937, to any motor vehicle registered in Northern Ireland under the Roads Act, 1920, on or before the date on which these Regulations come into operation.

Silencers.

15. Every motor car propelled by an internal combustion engine shall be so constructed that the exhaust gases from the engine cannot escape into the atmosphere without first passing through a silencer, expansion chamber or other contrivance suitable and sufficient for reducing as far as may be reasonable the noise which would otherwise be caused by the escape of the said gas.

Emission of smoke, sparks, cinders, &c.

16. Every motor car shall be so constructed that no avoidable smoke or visible vapour is emitted therefrom.

17. Every motor car using solid fuel shall be fitted with an efficient appliance for the purpose of preventing the emission of sparks or grit, and also with a tray or shield to prevent ashes and cinders from falling on to the road.

Closets, urinals, lavatory basins and sinks.

18. No motor car or trailer shall be equipped with any closet, urinal, lavatory basin or sink, unless the following requirements are complied with, that is to say :—

(*a*) Every closet pan or urinal pan shall empty into a tank carried by such motor car or trailer as the case may be, such tank

(i) being efficiently ventilated by means of a pipe, the outlet of which is outside the motor car or trailer as the case may be, and

(ii) containing non-inflammable and non-irritant chemicals, of such character and in such quantity as to form at all times an efficient deodorant and germicide in respect of the contents of the tank.

(*b*) No lavatory basin or sink shall drain into the tank specified in paragraph (*a*) hereof.

Motor Tractors.

Unladen weight.

19. The unladen weight of a motor tractor shall not exceed seven and a quarter tons.

Overall width.

20. The overall width of a motor tractor shall not exceed 7 ft. 6 ins.

Overhang.

21. The overhang of a motor tractor shall not exceed 6 feet.

Brakes.

22.—(*a*) Every motor tractor shall be equipped with at least two independent and efficient braking systems, the brakes of each of which act upon all the wheels of the vehicle other than the steering wheels or where all the wheels are steering wheels, on not less than half the total number of the wheels of the vehicle, so designed and constructed that the application of the brakes of either system will bring the vehicle to rest within a reasonable distance :

Provided, that in the case of a motor tractor which is propelled by steam the engine of such tractor shall be deemed to be one such braking system if it is capable of being reversed :

Provided also that in the case of a road roller or a land tractor it shall be a sufficient compliance with this Regulation if the vehicle is equipped with one such efficient braking system, and is not propelled by steam.

(*b*) In the case of a motor tractor other than a land tractor the brakes of at least one of the braking systems shall act directly on all the wheels other than the steering wheels and not through the transmission gear :

Provided that where the motor tractor has more than four 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 one brake acts directly on two driving wheels on opposite sides of the vehicle and the other brake acts on all the other driving wheels.

(*c*) Braking systems which are so constructed that the failure of any part of the mechanism operating the brakes of one braking system may adversely affect the operation of the brakes of the other braking system shall not be deemed to be independent for the purposes of this Regulation.

Tyres.

23. All the wheels of a motor tractor shall be equipped with tyres of soft or elastic material :

Provided that this Regulation shall not apply to a land tractor if such tractor complies with the following conditions :—

(*a*) The tyre of each steering wheel shall be smooth-soled and where the tyre touches the surface of the road it shall be not less than $2\frac{1}{2}$ inches in width ; and

(*b*) the tyre of each driving wheel shall be not less than 6 inches in width and shall be smooth-soled or shod with diagonal cross-bars of not less than 3 inches in width nor more than 3 /4ths of an inch in thickness, extending the full breadth of the tyre, and so arranged that the space intervening between each pair of cross-bars shall not exceed 3 inches.

Markings on tractors.

24. The owner of a motor tractor shall cause the maximum speed at which it may be driven when drawing a trailer to be painted or otherwise plainly marked upon some conspicuous part of the left or nearside of the tractor, and shall cause the weight of the vehicle unladen to be painted or otherwise plainly marked upon some conspicuous part of the right or offside of the vehicle.

Heavy Motor Cars.

Overall width.

25. The overall width of a heavy motor car shall not exceed 7ft. 6ins. :

Provided that in the case of a vehicle registered in Northern Ireland under the Roads Act, 1920, on or before the date on which these Regulations come into operation, this width may be exceeded by 6 inches in cases where the excess width has been necessarily caused by the conversion of the vehicle from use with solid tyres to use with pneumatic tyres.

Overhang.

26. The overhang of a heavy motor car shall not exceed 7 /24ths of the overall length of the vehicle.

Unladen weight.

27. The unladen weight of a heavy motor car with not more than four wheels shall not exceed $7\frac{1}{4}$ tons, with six wheels shall not exceed 10 tons, and with more than six wheels shall not exceed 11 tons.

In the case of a heavy motor car weighing more than $7\frac{1}{4}$ tons fitted with a crane, dynamo, welding plant or other special appliance or apparatus which is a permanent or essentially permanent fixture the unladen weight shall be deemed not to exceed $7\frac{1}{4}$ tons, 10 tons or 11 tons according as the vehicle has not more than four wheels, six wheels or more than six wheels provided that the provisions of Regulations 50 and 52 of these Regulations with regard to the weight which may be transmitted to the road surface by the wheels of the vehicle and the total laden weight thereof are complied with.

Brakes.

28.—(1) Every heavy 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 notwithstanding the failure of any part of any braking system there shall still be available for application by the driver to not 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.

(2) In all cases the brakes 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.

(3) Where one braking system only is fitted :—

(i) all the wheels of the heavy motor car shall be fitted with brakes all of which are operated by one of the means of operation : and

(ii) one at least of the means of operation shall cause brakes to be applied by direct mechanical means, and not through the transmission gear, to not less than half the number of the wheels of the vehicle.

(4) Where two independent braking systems are fitted to a heavy motor car the brakes of at least one of the braking systems shall act directly and not through the transmission gear on at least half the number of the wheels of the vehicle :

Provided that where a heavy motor car has more than four 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 of one braking system act directly on two driving wheels on opposite sides of the vehicle and the brakes of the other braking system act on all the other driving wheels.

(5) For the purpose of this Regulation :—

(i) not more than one front wheel shall be taken into account in reckoning half the number of the wheels of the vehicle ;

(ii) braking systems shall not be deemed to be entirely independent if they are capable of being applied by the same means of operation ;

(iii) any shaft, fixed or moving, 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 :

Provided that where two efficient braking systems are fitted to a heavy motor car registered under the Roads Act, 1920, on or before the 30th June, 1932, such systems shall not be deemed not to be entirely independent by reason only that any shaft is used directly or indirectly as a support or means of attachment for both systems.

(iv) A brake anchor pin shall not be deemed to be part of the braking system ;

(v) in the case of a heavy motor car propelled by steam and not used as a public service vehicle, the engine of such heavy motor car shall be deemed to be an independent braking system if

(*a*) the heavy motor car is equipped with another entirely independent and efficient braking system, and

(*b*) the engine is capable of being reversed and, in the case of a heavy motor car registered for the first time under the Roads Act, 1920, on or after 1st January, 1927, is incapable of being disconnected from all the wheels of the vehicle other than the steering wheels except by the sustained effort of the driver.

Tyres

29. Every heavy motor car shall be equipped with pneumatic tyres :

Provided that this Regulation shall not apply until 1st January, 1936, to a heavy motor car registered in Northern Ireland under the Roads Act, 1920, on or before the date on which these Regulations come into operation, if the vehicle is equipped with tyres of a soft or elastic material :

Provided also that this Regulation shall not apply to heavy motor cars exceeding 4 tons in weight unladen mainly used in operations which necessitate working on rough ground or unmade roads, or to vehicles designed and used by or on behalf of local authorities for street cleansing or the collection or disposal of refuse or to turntable fire escapes or to tower wagons.

Mudguards.

30. A heavy motor car shall be provided with mudguards or other similar means 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.

Markings on heavy motor cars.

31. The owner of a heavy motor car shall cause the weight of the vehicle unladen to be painted or otherwise plainly marked upon some conspicuous part of the right or offside of the vehicle and shall cause the maximum speed at which it may be driven when not drawing a trailer to be painted or otherwise plainly marked upon some conspicuous part of the left or near side of the vehicle.

Motor Cars other than Motor Tractors, Heavy Motor Cars, Motor Cycles and Invalid Carriages.

Overall width.

32. The overall width of a motor car shall not exceed 7 feet 2 inches and in no case shall any other dimension or the weight transmitted to the road by any wheel of a motor car exceed the corresponding dimension or weight prescribed for a heavy motor car by these Regulations.

Overhang.

33. The overhang of a motor car shall not exceed 7/24ths of the overall length of the vehicle.

Brakes.

34.—(*a*) 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.

(*b*) 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.

(*c*) 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.

(*d*) 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.

(*e*) 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.

Tyres.

35. Every motor car shall be equipped with pneumatic tyres :

Provided that this Regulation shall not apply to motor cars not exceeding 30 cwt. in weight unladen designed for use in works or on private premises and used on a road only in passing from one part of the works or premises to another or to works or premises in the immediate neighbourhood, or to motor cars designed and used by or on behalf of local authorities for street cleansing or the collection or disposal of refuse.

Mudguards.

36. A motor car shall be provided with mudguards or other similar means 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.

Motor Cycles.

Brakes.

37. Every motor cycle 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 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.

Tyres.

38. Every motor cycle shall be equipped with pneumatic tyres.

Mudguards

39. Every motor cycle shall be equipped with mudguards or other similar means to catch, so far as practicable, mud or water thrown up by the rotation of the wheels.

Invalid Carriages.

Unladen weight.

40. The unladen weight of an invalid carriage shall not exceed five hundred weight.

Overall width.

41. The overall width of an invalid carriage shall not exceed 7 feet 2 inches.

Brakes.

42. Every invalid carriage shall be equipped with an efficient braking system the brakes of which act on at least two of the wheels of the vehicle so designed and constructed that the application of the brakes shall bring the vehicle to rest within a reasonable distance.

Mudguards.

43. Every invalid carriage shall be equipped with mudguards or other similar means to catch, so far as practicable, mud or water thrown up by the rotation of the wheels.

Trailers.

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 trailer constructed and normally used for the conveyance of indivisible loads of exceptional length, or to a land implement or to a trailer forming part of an articulated vehicle.

Overall width.

45. The overall width of a trailer (other than a land implement) drawn by a motor car shall not exceed 7 feet 6 inches.

Brakes.

46. Every trailer other than a land implement shall have an efficient braking system the brakes of which act upon

(*a*) at least two wheels in the case of a trailer having not more than four wheels, and

(*b*) at least four wheels in the case of a trailer having more than four wheels,

so constructed that the brakes are capable of being set so as effectually to prevent two at least of the wheels from revolving when the trailer is not being drawn :

Provided that this Regulation shall not apply to a trailer not exceeding 2 cwts. in weight unladen, or to any trailer designed and used by or on behalf of local authorities for street cleansing which does not carry any load other than its necessary gear and equipment.

Tyres.

47. All the wheels of a trailer in contact with the road surface when the trailer is being drawn on a road shall be equipped with pneumatic tyres or tyres of soft or elastic material :

Provided that this Regulation shall not apply to any land implement or agricultural trailer.

48. Every trailer as from 1st January, 1936, shall be equipped with pneumatic tyres :

Provided that this Regulation shall not apply to trailers designed for use in works or on private premises and used on a road only in passing from one part of the works or premises to another or to works or premises in the immediate neighbourhood or to trailers designed and used by or on behalf of local authorities for street cleansing or the collection or disposal of refuse.

Part II.

Regulations governing the use of Motor Cars and Trailers.

Laden weight of motor tractor or heavy motor car and trailer.

49. The sum of the weights transmitted to the road surface by all the wheels of a trailer and of the motor tractor or heavy motor car drawing such trailer shall not exceed 22 tons.

Laden weight of heavy motor car.

50. The weight transmitted to the road surface by any one wheel of a heavy motor car where no other wheel is in the same line transversely shall not exceed 4 tons and the weight so transmitted by any two wheels in line transversely shall not exceed, in the case of a vehicle with four wheels, 8 tons, and in the case of a vehicle with more than 4 wheels, 7½ tons, and the sum of the weights transmitted to the road surface by all the wheels of the heavy motor car shall not exceed, in the case of a vehicle with four wheels, 12 tons, in the case of a vehicle with six wheels, 19 tons, and in the case of a vehicle with more than six wheels, 22 tons.

Laden weight of trailer.

51. The total weight transmitted to the road surface by any two wheels of a trailer in line transversely shall not exceed $6\frac{1}{2}$ tons :

Provided that in the case of a two wheeled trailer forming part of an articulated vehicle the weight transmitted to the road surface by the wheels thereof may equal but shall not exceed 8 tons, if all the wheels of the articulated vehicle are equipped with pneumatic tyres, and if the total weight transmitted to the road surface by all the wheels of the articulated vehicle does not exceed 19 tons.

Distribution of weight.

52. The total weight of a heavy motor car, together with its load and the total weight of any trailer together with its load, shall at all times be such and so distributed that the weight transmitted to any strip of the surface upon which the vehicle rests contained between any two parallel lines drawn 2 ft. apart on that surface at right angles to the longitudinal axis of the vehicle, shall not exceed 10 tons.

Maintenance of vehicle and distribution of load so as not to be a danger.

53. Every motor car, every trailer drawn thereby and all parts and accessories of such motor car and trailer shall at all times be in such condition, and the weight, distribution, packing and adjustment of the load of such vehicle or trailer at all times be such, that no danger is caused or is likely to be caused to any person on the vehicle or trailer or on a road, and where the load or any portion of the load carried by a motor car projects to the rear thereof so as not to be easily distinguishable for a reasonable distance by drivers of other vehicles in the rear of the motor car steps shall be taken to render the projection easily distinguishable by such drivers.

Maintenance of brakes.

54. All brakes prescribed by these Regulations shall at all times while the motor car or trailer is used on a road be maintained in good and efficient working order and shall be properly adjusted.

Maintenance of tyres.

55. All the tyres of a motor car or trailer shall at all times, while the vehicle or trailer is used on a road be maintained in such condition as to be free from any defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle or to other persons using the road.

Maintenance of glass.

56. All glass or safety glass fitted to motor cars shall be maintained in such condition that it does not obscure the vision of the driver while the vehicle is being driven on a road.

Maintenance of vehicle so as not to emit smoke, etc.

57. Every motor car shall be maintained in such condition, and shall be so driven and used on a road that there shall not be emitted therefrom any smoke, visible vapour, grit, sparks, ashes, cinders or oily substance, the emission of which could be prevented or avoided by the taking of any reasonable steps or the exercise of reasonable care, or the emission of which might cause damage to other persons or property or endanger the safety of any other users of the road in consequence of any harmful content therein.

Contents of lavatories, etc., not to be discharged on road.

58. No part of the contents of any closet, urinal, lavatory basin or sink carried by a motor car or trailer, or of any tank into which such closet, urinal, lavatory basin or sink drains shall be discharged or allowed to leak on to a road.

Excessive noise.

59. No person shall use or permit to be used on the road any motor car or trailer which causes any excessive noise either directly or indirectly as a result of :—

(*a*) any defect (including a defect in design or construction) lack of repair or faulty adjustment in the motor car or in any trailer drawn thereby or any part or accessory of such motor car or trailer or

(*b*) the faulty packing or adjustment of the load of such motor car or trailer :

Provided that it shall be a good defence to proceedings taken under this Regulation :—

(i) to prove that the noise or continuance of the noise in respect of which the proceedings are taken, was due to some temporary or accidental cause and could not have been prevented by the exercise of due diligence and care on the part of the owner or driver of the motor car ; or

(ii) in the case of proceedings against the driver or person in charge of the motor car who is not the owner thereof, to prove that the noise arose through a defect in design or construction of the motor car or trailer or through the negligence or fault of some other person whose duty it was to keep the motor car or trailer in proper condition or in a proper state of repair or adjustment, or properly to pack or adjust the load of such motor car or trailer as the case may be, and could not have been prevented by the exercise of reasonable diligence and care on the part of such driver or other person in charge of the motor car.

60. No person shall use on a road any motor car in such manner as to cause any excessive noise which could have been avoided by the exercise of reasonable care on the part of the driver.

Stopping of engine when stationary.

61. The driver of every motor car shall, when it is stationary otherwise than through enforced stoppage owing to the necessities of traffic, stop the action of any machinery attached to, or forming part of, such motor car, so far as may be necessary for the prevention of noise :

Provided that this Regulation shall not apply so as to prevent the examination or working of the machinery attached to or forming part of, a motor car where any such examination or working is rendered necessary by any failure or derangement of the said machinery or where the engine of the motor car is required to be worked for some ancillary purpose.

Use of horn.

62. The driver of every motor car shall, whenever necessary, by sounding the instrument prescribed by Section 3 of the Locomotives on Highways Act, 1896 for that purpose, give audible and sufficient warning of the approach or position of the vehicle.

63. When a motor car is stationary on a road no person shall use or permit to be used in connection therewith any instrument provided for the purpose of giving audible warning, except when such use is necessary on grounds of safety.

Duties of driver.

64.—(1) No person driving or in charge of a motor car when used on a road shall except in the case of a road roller, cause the motor car to travel backwards for a greater distance or time than may be requisite for the safety or reasonable convenience of the occupants of that vehicle or of other traffic on the road.

(2) No person driving a motor car shall, when on the motor car, be in such a position that he cannot have control over the same or that he cannot retain a full view of the road and traffic ahead of the motor car, or quit the motor car without having stopped the engine and, where the vehicle is fitted with a brake capable of being set, having set the brake so as effectually to prevent two at least, or in the case of a vehicle with only three wheels, one of the wheels from revolving.

65. The driver of every motor tractor or heavy motor car propelled by steam shall unless two persons are carried upon it for the purpose of driving or attending to the vehicle, stop the vehicle whenever it is necessary to attend to the furnace.

Application of brakes of trailers.

66. Where a trailer is drawn by a motor car a person other than the driver thereof shall be in a position and competent efficiently to apply the brakes of the trailer unless such driver is in a position readily to operate the brakes of the trailer as well as the brakes of the motor car :

Provided that in the case of a trailer not exceeding one ton in weight unladen it shall be sufficient compliance with this Regulation if the brakes of the trailer automatically come into operation on the over run of the trailer.

Length of tow rope.

67. No motor car shall tow any other vehicle unless the tow rope or chain be so adjusted that the distance separating the nearest points of the two vehicles shall not exceed 15 feet, and steps shall be taken to render the tow rope or chain easily distinguishable by other users of the road.

Restrictions on the use of vehicles to draw trailers and of trailers drawn.

68. No motor car which exceeds 26 feet in length shall draw a trailer.

69. A sidecar, if fitted to a motor cycle, shall be so attached to the motor cycle that the wheel thereof is not wholly outside planes perpendicular to the longitudinal axis of the motor cycle passing through the extreme projecting points in the front or in the rear of the motor cycle.

70. A motor cycle with not more than two wheels and without a side car shall not be used to draw a trailer.

71. A motor cycle shall not be used to draw a trailer exceeding 5 cwt. in weight unladen or 5 feet in overall width.

72. No invalid carriage shall be used to draw a trailer.

Part III.

Equipment of Vehicles propelled by Compressed Gas.

Gas cylinders.

73. Every gas cylinder shall—

(1) be securely attached to the chassis in such manner as not to be liable to displacement or damage due to vibration, distortion or other cause ; and

(2) be so placed or insulated as not to be adversely affected by the heat from the exhaust system.

Pipe line.

74.—(1) The pipe line shall be supported in such manner as to protect it from excessive vibration and strain.

(2) The maximum unsupported length of pipe shall not exceed 3 feet.

(3) Every pipe on the high pressure side of the reducing valve nearest to the engine shall be made of steel solid drawn.

(4) No part of the pipe line shall be in such a position that it may be subjected to undue heat from the exhaust system.

Unions.

75. Every union on the high pressure side of the reducing valve nearest the engine shall be so constructed and fitted that it will—

(1) not be liable to work loose or develop leakage when in use ;

(2) contain no joint other than a metal to metal joint ; and

(3) be accessible for inspection and adjustment.

Reducing valves.

76. Every reducing valve shall be—

(1) so fitted as to be readily accessible ; and

(2) so constructed that there can be no escape of gas when the engine is not running.

Flame arrester.

77. Where a mixing device is used for supplying a mixture of gas and air to the engine, a flame arrester shall be fitted between the mixing device and the gas inlet to the engine.

Valves.

78.—(1) Every valve intended to be subjected to a pressure exceeding 60 lbs. per square inch shall be of forged steel.

(2) A valve to shut off the supply of gas at high pressure to the reducing valves shall be fitted to the pipe line in such a position as to be readily visible and accessible from the outside of the vehicle.

(3) A notice shall be affixed in a conspicuous position on the outside of the vehicle indicating the position of the valve referred to in paragraph (2) hereof.

Pressure gauges.

79. Every pressure gauge connected to a pipe line and in direct communication with any gas cylinder shall be so constructed and fitted that—

(1) in the event of failure of such gauge no gas can escape into any part of the vehicle ;

(2) it is not possible owing to leakage of gas into the casing of the pressure gauge for pressure to increase therein to such extent as to be liable to cause a breakage of the glass thereof ;

(3) it can be easily read by the driver of the vehicle when in his driving seat ; and

(4) in the event of failure of such gauge the supply of gas thereto may be readily cut off.

Charging connections.

80.—(1) Every connection for charging a gas cylinder shall be outside the body of the vehicle and in the case of a public service vehicle no such connection shall be within two feet of any entrance or exit.

(2) An efficient shut-off valve shall be fitted as near as practicable to the filling point and unless such shut-off valve is so designed and constructed that gas cannot pass through it from the gas cylinder or cylinders an efficient non-return valve shall be fitted as near thereto as may be.

Construction, etc., of system.

81. Every part of a compressed gas propulsion system shall be—

(1) so placed or protected as not to be exposed to accidental damage, and shall be soundly and properly constructed of suitable and well-finished materials capable of withstanding the loads and stresses likely to be met with in

operation, and shall be maintained in an efficient, safe and clean condition; and

(2) so designed and constructed that leakage of gas is not likely to occur under normal working conditions.

Part IV.

Speed of Motor Cars.

Speed limits

82. The speed at which a motor car is driven on any highway shall not exceed the maximum speed specified hereunder for a vehicle of the class or description mentioned:

Provided that a maximum limit of speed fixed herein shall not apply in any occasion to a vehicle which is being used for Fire Brigade or Ambulance purposes if the observance of that limit of speed would be likely to hinder the use of that vehicle for the purpose for which it is being used on that occasion.

Class of Vehicle.	*Maximum Speed in Miles per Hour.*
1. Goods Vehicles which exceed one ton but do not exceed two and a half tons unladen weight—	
(i) When not drawing a trailer ..	25
(ii) When drawing a trailer	20
2. Heavy Motor Cars—	
(i) Public Service Vehicles	25
(ii) All other Heavy Motor Cars :—	
(*a*) When not drawing a trailer—	
(1) If all wheels are fitted with pneumatic tyres, and ..	
(i) the unladen weight does not exceed 4 tons ..	20
(ii) the unladen weight exceeds 4 tons ..	16
(2) If all wheels are not fitted with pneumatic tyres, but are fitted with soft or elastic tyres ..	12
(*b*) When drawing a trailer— If all wheels both of the drawing vehicle and the trailer are fitted with pneumatic tyres, or if the trailer is attached to the drawing vehicle by partial superimposition in such manner as to cause a substantial part of the weight to be borne by the vehicle, and all the wheels both of the drawing vehicle and the trailer are fitted with soft or elastic tyres	12

Class of Vehicle.	*Maximum Speed in Miles per Hour.*
(2) If all the wheels of both the drawing vehicle and the trailer are not fitted with pneumatic tyres, but are fitted with soft or elastic tyres	8
(*c*) In any other case	5
(3) Motor Tractors :—	
(*a*) When not drawing a trailer, if all the wheels of the tractor are fitted with soft or elastic tyres ..	16
(*b*) When drawing a trailer, if all the wheels both of the tractor and of any trailer drawn by it are fitted with soft or elastic tyres	8
(*c*) In any other case	5

Part V.

Savings and Interpretation.

Savings.

83. Nothing in these Regulations shall,

(*a*) affect the operation prior to the commencement of these Regulations of any Order or Regulations revoked by these Regulations ; or

(*b*) affect any obligation or liability incurred under any such Order or Regulations ; or

(*c*) affect any fine or punishment incurred in respect of a breach of any such Order or Regulation ; or

(*d*) affect any legal proceeding in respect of any such obligation, liability, fine or punishment ;

and any such legal proceeding may be instituted, continued or enforced and any such fine or punishment may be imposed as if these Regulations had not been made.

Petroleum Regulations.

84. The requirements of these Regulations shall be in addition to and not in derogation of any requirements of Regulations made by the Minister of Home Affairs under powers conferred upon him by the Petroleum (Consolidation) Act (Northern Ireland), 1929.

Interpretation.

85. The Interpretation Act, 1889, as applied to Northern Ireland by the Interpretation Act, 1921, applies for the purpose of the interpretation of these Regulations as it applies for the purpose of the interpretation of an Act of Parliament.

The Schedule.

Article 34 of the Road Vehicles (Registration and Licensing) (Northern Ireland) Regulations, 1925.

The Motor Cars (Use and Construction) (Ireland) Order, 1904.

The Motor Cars (Use and Construction) (Ireland) (Amendment) Order, (No. II.), 1912.

The Motor Cars (Use and Construction) (Northern Ireland) (Amendment) Order, 1930.

The Motor Cars (Use and Construction) (Amendment) Order, 1931.

The Heavy Motor Car (Ireland) Order 1905.

The Heavy Motor Car (Ireland) Amendment Order, 1911.

The Heavy Motor Car (Amendment) Order, 1921.

The Heavy Motor Car (Northern Ireland) Amendment Order, 1924.

The Heavy Motor Car (Amendment) (Northern Ireland) Order, 1930.

The Heavy Motor (Speed) (Amendment) Order, 1931.

Given under the Seal of the Ministry of Home Affairs for Northern Ireland this 10th day of October, one thousand nine hundred and thirty-four.

(L.S.) *D. L. Clarke,*
Assistant Secretary.

ROYAL ULSTER CONSTABULARY.

Pay.

THE ROYAL ULSTER CONSTABULARY PAY (AMENDING) ORDER, 1934, DATED 25TH JULY, 1934, MADE BY THE MINISTRY OF HOME AFFAIRS.

1934. No. 59.

I, the Right Honourable Sir Richard Dawson Bates, Minister of Home Affairs for Northern Ireland, in exercise of the powers conferred on me by section 2 of the Constabulary Act (Northern Ireland), 1922, and by sub-section (1) of section 4 of the Constabulary and Police (Ireland) Act, 1919, as applied by the said Act of 1922, and of all other powers enabling me in that behalf, do hereby order that Article 2 of the Royal Ulster Constabulary Pay (Amending) Order, 1931, dated 24th April, 1931, be cancelled and that the appended schedule be substituted therefor with effect from the 1st July, 1934:

And I certify that sub-section (2) of section 4 of the Constabulary and Police (Ireland) Act, 1919, which provides that a draft of any order proposed to be made under the said section shall be submitted to the representative body or bodies constituted by the Act and representing any rank or ranks affected, and that before making the Order the Ministry of Home Affairs