(*d*) the use of passenger vehicles with seats for not more than seven passengers, excluding the driver, when adapted to draw or drawing a trailer if neither the trailer nor any goods carried in it are carried for hire or reward (Regulation 2 (*o*)); and

(*e*) the use of locomotive ploughing engines, tractors, agricultural tractors and other agricultural engines when used for certain agricultural and similar purposes (Regulation 2 (*p*)).

MOTOR VEHICLES

The Motor Vehicles (Authorisation of Special Types) Order, 1951

1951 No. 1642

Made - - - - 6*th September*, 1951
Coming into Operation 1*st January*, 1952

The Minister of Transport (hereinafter referred to as "the Minister") in exercise of the powers conferred upon him by section 3 of the Road Traffic Act, 1930(**a**), and of all other powers him enabling in that behalf hereby makes the following Order:—

Commencement, Citation, Revocations and Interpretation

1.—(1) This Order shall come into operation on the first day of January, 1952, and may be cited as "The Motor Vehicles (Authorisation of Special Types) Order, 1951".

(2) Paragraph 11 of the Motor Vehicles (Authorisation of Special Types) General Order, 1941(**b**), the Motor Vehicles (Authorisation of Special Types) Order (No. 2), 1941(**c**), and the Motor Vehicles (Authorisation of Special Types) (Amendment) (No. 2) Order, 1942(**d**), are hereby revoked, without prejudice, however, to the validity of anything done thereunder or to any liability incurred in respect of any act or omission before the coming into operation of this Order.

(3) In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say:—

"Track Laying Regulations" means the Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1941(**e**);

"Construction and Use Regulations" means the Motor Vehicles (Construction and Use) Regulations, 1947(**f**);

"abnormal indivisible load" means a load which—

(*a*) cannot without undue expense or risk of damage be divided into two or more loads for the purpose of carriage on roads, and

(*b*) cannot, owing to its dimensions or weight, be carried by a heavy motor car or trailer complying in all respects with the requirements of the Construction and Use Regulations;

"locomotive" means a heavy locomotive or a light locomotive;

"tractor" means a motor tractor;

(**a**) 20 & 21 Geo. 5, c. 43.
(**b**) S.R. & O. 1941 (No. 987) I, p. 983.
(**c**) S.R. & O. 1941 (No. 988) I, p. 994.
(**d**) S.R. & O. 1942 (No. 2326) I, p. 761.
(**e**) S.R. & O. 1941 (No. 459) I, p. 1031.
(**f**) S.R. & O. 1947 (No. 670) I, p. 1940.

" engineering plant " means:—

(*a*) moveable plant or equipment being a motor vehicle or trailer (not constructed primarily to carry a load) specially designed and constructed for the special purposes of engineering operations, and which cannot, owing to the requirements of such special purposes, comply in all respects with the requirements of the Construction and Use Regulations or the Track Laying Regulations, or

(*b*) a mobile crane which does not comply in all respects with the requirements of the Construction and Use Regulations or the Track Laying Regulations;

" articulated vehicle", " wheeled " and " track laying " have the meanings respectively assigned to them in the Construction and Use Regulations.

(4) Any reference in this Order to the Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1941, and the Motor Vehicles (Construction and Use) Regulations, 1947, shall be construed respectively as a reference to those Regulations as for the time being amended by any regulations made under section 30 of the Road Traffic Act, 1930, whether before or after the coming into operation of this Order.

(5) The Interpretation Act, 1889(**a**), shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

Vehicles for carriage or drawing of abnormal indivisible loads

2. The Minister authorises the use on roads of heavy motor cars and trailers specially designed and constructed for the carriage of abnormal indivisible loads and of locomotives and tractors specially designed and constructed to draw such a trailer notwithstanding that such vehicles do not comply in all respects with the requirements of the Construction and Use Regulations, subject to the conditions and restrictions contained in Articles 4, 6, 7, 8 and 9 of this Order and also to the following conditions and restrictions:—

(*a*) a heavy motor car or trailer shall be used only, save as provided in paragraph (*k*) of this Article, for, or in connection with, the carriage of an abnormal indivisible load;

(*b*) a locomotive or tractor shall be used only, save as provided in paragraph (*k*) of this Article, for, or in connection with, the drawing of trailers the use of which upon roads is authorised by this Article;

(*c*) a vehicle shall be so constructed that it is a wheeled vehicle;

(*d*) in the case of a heavy motor car all Regulations of the Construction and Use Regulations, other than Regulations 8, 32, 35, 36, 63, 64, 66, 87 and 94, shall apply;

(*e*) in the case of a trailer all Regulations of the Construction and Use Regulations, other than Regulations 6, 8, 12, 49, 51, 52, 53, 62, 63, 65, 66, 87 and 94, shall apply:

Provided that in the case of a trailer constructed before the 15th day of January, 1931, Regulation 7 of the Construction and Use Regulations shall not apply;

(*f*) in the case of a locomotive or tractor all Regulations of the Construction and Use Regulations, other than Regulations 8, 23, 28, 63 and 94, shall apply;

(*g*) the overall width of a heavy motor car, locomotive or tractor shall not exceed 9 feet 6 inches and the overall width of a trailer shall not

(a) 52 & 53 Vict. c. 63.

exceed 9 feet 6 inches except where a greater width (but in no case exceeding 20 feet) is necessary for the safe carriage of the particular load carried by the trailer;

(*h*) the overall width of the load carried by any vehicle or of the vehicle and its load shall not exceed 20 feet;

(*i*) all the wheels of a vehicle shall be equipped with pneumatic tyres or tyres of soft or elastic material;

(*j*) the following restrictions on weight shall apply to vehicles, including articulated vehicles, carrying an abnormal indivisible load:—

(i) the sum of the weights transmitted to the road surface by all the wheels of the vehicle or vehicles carrying the load shall not exceed 150 tons;

(ii) the weight transmitted to the road surface by any one wheel shall not exceed 11½ tons:

Provided that this sub-paragraph shall not apply to any heavy motor car registered on or before the 31st day of December, 1951, or any trailer constructed before the first day of January, 1952.

For the purpose of this sub-paragraph any two wheels shall be regarded as one wheel if the distance between the centres of the areas of contact between such wheels and the road surface is less than 2 feet;

(iii) the weight transmitted to any strip of road surface upon which the wheels rest contained between any two parallel lines drawn on that surface at right angles to the longitudinal axis of the vehicle or vehicles carrying the load shall not exceed, if the parallel lines are not more than 2 feet apart, 45 tons and, thereafter, additional weight shall be permitted, for any distance apart of the parallel lines in excess of 2 feet but not exceeding a total distance apart of 7 feet, at a rate of 9 tons per foot and, thereafter, additional weight shall be permitted, for any distance apart of the parallel lines in excess of 7 feet, at a rate of 3 tons per foot;

(iv) the total weight transmitted to the road surface by any wheels in line transversely not fitted with pneumatic tyres shall be such that the average weight per inch width of tyre in contact with the road surface shall not exceed 15 cwt.;

(*k*) no vehicle or combination of vehicles shall carry more than one abnormal indivisible load at any one time:

Provided that, subject to compliance with all the requirements of the Construction and Use Regulations with respect to the laden weights of vehicles and the weights transmitted to the road surface by all or any of the wheels, it shall be permissible for a vehicle and any vehicles used in combination to carry more than one abnormal indivisible load of the same character and, where any abnormal indivisible load is carried, to carry any articles of a similar character.

Engineering Plant

3. The Minister authorises the use on roads of engineering plant notwithstanding that such vehicles do not comply in all respects with the requirements of the Construction and Use Regulations or the Track Laying Regulations, subject to the conditions and restrictions contained in Articles 5, 6, 7 and 8 of this Order and also to the following conditions and restrictions:—

(*a*) engineering plant other than a mobile crane shall only be used on a road in proceeding to and from the site of engineering operations, or when actually engaged in such operations, and shall carry no load other than

its necessary gear or equipment or in the case of plant when actually engaged on the construction, maintenance and repair of roads, materials which it is specially designed to treat while carried on the vehicle;

(*b*) a mobile crane shall only be used on a road in proceeding from one place to another and not for the purpose of the lifting or transportation of goods or burden otherwise than when actually engaged in engineering operations;

(*c*) no engineering plant other than a mobile crane shall draw any trailer other than a trailer which is engineering plant, or a living van or office hut used in connection with the construction, maintenance and repair of roads;

(*d*) no mobile crane shall draw a trailer;

(*e*) a vehicle shall be so constructed that it is either a wheeled vehicle or a track laying vehicle;

(*f*) in the case of a wheeled motor vehicle Regulations 5, 7, 13, 14, 16 to 21, 67 to 69, 71 to 73, 75 to 83, 85, 86 and 95 of the Construction and Use Regulations shall apply provided that in the case of a motor vehicle registered on or before the 31st day of December, 1951, Regulations 16 and 17 shall not apply;

(*g*) in the case of a wheeled trailer Regulations 5, 7, 60, 67, 68, 71, 75, 81, 82 and 95 of the Construction and Use Regulations shall apply;

(*h*) in the case of a track laying motor vehicle Regulations 2, 6, 9, 13, 14, 16 to 21, 52 to 54, 56 to 68, 70, 71 and 75 of the Track Laying Regulations shall apply provided that in the case of a motor vehicle registered on or before the 31st day of December, 1951, Regulations 16 and 17 shall not apply and provided further that in the case of a motor vehicle which is a road roller Regulation 9 shall not apply;

(*i*) in the case of a track laying trailer Regulations 2, 6, 9, 45, 52, 53, 56, 57, 60, 66, 67 and 75 of the Track Laying Regulations shall apply provided that in the case of a trailer which is a road roller Regulation 9 shall not apply;

(*j*) all the wheels of a vehicle, which are not equipped with pneumatic tyres or tyres of soft or elastic material, shall be equipped with smooth tyres and have the edges rounded to a radius of not less than ½ inch and not more than 1 inch:

Provided that in the case of gritting machines designed for use, and used, for gritting frosted and ice-bound roads, all or any of the tyres may be shod with diagonal cross bars of equal width of not less than 1 inch, extending the full breadth of the tyre and so arranged that the distance between adjacent cross bars is not greater than the width of the cross bars;

(*k*) in the case of any vehicle, the weight transmitted to the road surface by any one wheel not equipped with pneumatic tyres where no other wheel is in the same line transversely or by all the wheels not equipped with pneumatic tyres in line transversely shall be such that the average weight per inch width of tyre in contact with such surface shall not exceed 15 cwt.;

(*l*) (i) a motor vehicle shall be equipped with an efficient brake provided that in the case of a motor vehicle propelled by steam the engine shall be deemed to be an efficient brake if the engine is capable of being reversed;

(ii) in the case of a motor vehicle registered on or after the first day of January, 1952, any brake required by the preceding sub-paragraph shall be capable of being set so as to hold the vehicle when stationary;

(*m*) a trailer shall be equipped with an efficient brake or with suitable scotches or other similar devices to hold the vehicle stationary when necessary;

(*n*) no motor vehicle which exceeds 26 feet in overall length shall draw a trailer, provided that this requirement shall not apply to any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.

Speed limits for vehicles authorised by Article 2

4.—(1) No motor vehicle or trailer, the use of which upon roads is authorised by Article 2 of this Order, shall travel on any road at a speed exceeding 5 miles per hour.

(2) The foregoing speed limit of 5 miles per hour shall be extended to 12 miles per hour, subject to compliance in the case of the motor vehicle, trailer and any other vehicles used in combination with the motor vehicle or trailer with the following conditions and restrictions:—

(*a*) the sum of the weights transmitted to the road surface by all the wheels of the vehicle or, if more than one vehicle is being used, by the wheels of all the vehicles used in combination shall not exceed 75 tons;

(*b*) the overall width of the vehicle and its load or of the vehicle or its load shall not exceed 9 feet 6 inches;

(*c*) all the wheels of the vehicle shall be equipped with pneumatic tyres;

(*d*) the vehicle shall comply with the requirement as to springs prescribed in Regulation 8 of the Construction and Use Regulations; and

(*e*) in the case of a trailer constructed before 15th January, 1931, the requirement as to variation of wheel load prescribed in Regulation 7 of the Construction and Use Regulations shall be complied with.

(3) Nothing in the preceding provisions of this Article shall be taken to authorise any speed which is in excess of any other speed limit imposed by or under any enactment.

Speed limits for vehicles authorised by Article 3

5.—(1) No engineering plant, the use of which upon roads is authorised by Article 3 of this Order, shall travel on any road at a speed exceeding 5 miles per hour.

(2) The foregoing speed limit of 5 miles per hour shall be extended to 8 miles per hour in the case of wheeled engineering plant all the wheels of which are equipped with pneumatic tyres.

(3) The foregoing speed limit of 5 miles per hour shall be extended to 12 miles per hour in the case of wheeled engineering plant, subject to compliance with the following conditions and restrictions:—

(*a*) the sum of the weights transmitted to the road surface by all the wheels of the vehicle shall not exceed 14 tons;

(*b*) the overall width shall not exceed 9 feet;

(*c*) all the wheels shall be equipped with pneumatic tyres;

(*d*) the overall length of a motor vehicle being engineering plant shall not exceed 30 feet and the total overall length of a motor vehicle and trailer being engineering plant and drawn thereby shall not exceed 60 feet;

(*e*) a trailer shall be equipped with an efficient brake which is capable of being applied when it is being drawn; and

(*f*) no vehicle being engineering plant shall draw a trailer.

(4) Nothing in the preceding provisions of this Article shall be taken to authorise any speed which is in excess of any other speed limit imposed by or under any enactment.

Attendants

6.—(1) Where the overall width of any vehicle, the use of which upon roads is authorised by this Order, and its load or of the vehicle or its load exceeds 9 feet 6 inches, at least 3 persons inclusive of the driver or drivers shall be in attendance to attend the vehicle and load:

Provided that where a vehicle is stationary on a road or is actually engaged in engineering operations and moves on a road only to the extent necessary for the efficient performance of such operations it shall be sufficient compliance with this paragraph if one person in addition to the driver or drivers is in attendance.

(2) Where the overall width of any vehicle, the use of which upon roads is authorised by this Order, and its load or of the vehicle or its load exceeds 8 feet but does not exceed 9 feet 6 inches, at least one person in addition to the driver or drivers shall be in attendance to attend the vehicle and load.

Notice to Police

7. Before using upon a road any vehicle, the use of which upon roads is authorised by this Order, the owner shall, if the overall width of the vehicle and its load or of the vehicle or its load exceeds 8 feet or the total weight of the vehicle (together with any vehicles used in combination) and any loads carried by the vehicles exceeds 75 tons, give two clear days' notice (exclusive of Sundays, Bank Holidays, Christmas Day, Good Friday and days appointed by proclamation to be Bank Holidays) in the form and containing all particulars specified in Part I of the Schedule to this Order to the Chief Officer of Police of every district through which it is proposed that the vehicle shall pass. The Chief Officer of Police may in special cases or circumstances dispense with any requirements as to the length of the notice or the particulars to be given. The owner shall carry out the journey in accordance with the particulars given by him in the notice, subject to any variations in the time, date or route which he may be directed to make by the Chief Officer of Police:

Provided that such notice shall not be required to be given to the Chief Officer of Police of any district in which the vehicle will not travel along roads in which tramway tracks are laid if the overall width of the vehicle and its load or of the vehicle or its load does not exceed 9 feet 6 inches and the total weight of the vehicle (together with any vehicles used in combination) and any loads carried by the vehicles does not exceed 75 tons.

Notice to highway and bridge authorities

8. Before using upon a road a vehicle, the use of which upon roads is authorised by this Order, the owner shall—

(*a*) in any case in which the total weight of the vehicle (together with any vehicles used in combination) and any loads carried by the vehicles exceeds 75 tons, give six clear days' notice (exclusive of Sundays, Bank Holidays, Christmas Day, Good Friday, and days appointed by proclamation to be Bank Holidays); or

(*b*) in any other case in which any of the requirements of the Construction and Use Regulations or the Track Laying Regulations with respect to the weights of vehicles whether laden or unladen or the weights transmitted to the road surface by all or any of the wheels or the wheels and tracks is not complied with in the case of the vehicle or, where more than one vehicle is being used, in the case of the vehicles used in combination or any of them give two clear days' notice (exclusive as aforesaid)

in all cases in the form and containing all particulars specified in Part II of the Schedule to this Order and an indemnity in the form specified in the said Part II to every highway authority and to every bridge authority responsible for the maintenance and repair of any road or bridge over which it is proposed that the vehicle shall pass. The highway authority or bridge authority may in special cases or circumstances dispense with any requirements as to the length of notice or the particulars to be given:

Provided that in the case of any part of a trunk road where, by virtue of the provisions of section 5 of the Trunk Roads Act, 1936(a), as amended and modified by the Trunk Roads Act, 1946(b), the Minister's functions with respect to maintenance and repair are exercised in England by the Council of a county, county borough, borough or urban district, or by a local authority as defined in the Fourth Schedule to the last mentioned Act, or in Scotland by the Council of a county or large burgh, or where, by virtue of an agreement between the Minister and the London Transport Executive or the Railway Executive the maintenance and repair of that part are carried out by the London Transport Executive or the appropriate Region of the Railway Executive, the six days' notice or two days' notice as aforesaid shall be given not to the Minister but to such Council, local authority, London Transport Executive or appropriate Region as the case may be and the indemnity to be given to the Minister as highway authority shall be expressly given to the Minister but sent to such Council, local authority, London Transport Executive or appropriate Region as the case may be.

Restriction on the passage over bridges of vehicles carrying abnormal indivisible loads

9. No vehicle, the use of which upon roads is authorised by Article 2 of this Order and which is carrying an abnormal indivisible load, shall—

(*a*) enter upon any bridge whilst there is on that bridge any other such vehicle carrying an abnormal indivisible load, the presence of which is known to or could reasonably be ascertained by the driver of the first mentioned vehicle; nor

(*b*) remain stationary on any bridge except in circumstances beyond the control of the driver.

In this Article, the expression "driver" in relation to a vehicle includes any person driving a vehicle by which the first mentioned vehicle is being drawn, and a combination of vehicles carrying an abnormal indivisible load shall be deemed to be one vehicle.

Given under the Official Seal of the Minister of Transport this sixth day of September, 1951.

(L.S.)

G. F. Stedman,
An Under Secretary of the Ministry of Transport.

(a) 1 Edw. 8 & 1 Geo. 6. c. 5.

(b) 9 & 10 Geo. 6. c. 30.

SCHEDULE

PART I

FORM OF NOTICE TO POLICE

The Motor Vehicles (Authorisation of Special Types) Order, 1951

In pursuance of Article 7 of the above-mentioned Order I/We..... ..... of ..... being the owner(s) of the undermentioned vehicle(s) to which the Order applies hereby give notice that it is my/our intention to use the said vehicle(s) on the roads specified below from ..... to ..... starting at approximately ..... a.m./p.m. on the ..... day of ..... and completing the journey at approximately ..... a.m./p.m. on the ..... day of ..... The route proposed to be followed is:—

Ministry of Transport

..... to ..... Classification No. .....

..... to ..... " " .....

Note.—Any further particulars of route necessary to define it clearly are to be given overleaf, and where a road is unclassified sufficient information is to be given to enable it to be identified.

Particulars

(to be given in respect of each vehicle)

1. Vehicle(s) to which the Order applies.
   Index mark and registration number (if any).....
   Carrier's licence number (if any).....
   Type .....
   Description of load (if any).....
   Overall dimensions of vehicle(s) (inclusive of load, if any)—
      Maximum height.....
      Maximum width.....
      Maximum length.....
   Weight of vehicle(s) (inclusive of load, if any).....

2. Other vehicle(s) (if any) drawing or drawn by the above-mentioned vehicle(s).
   Index mark and registration number (if any).....
   Carrier's licence number (if any).....
   Type .....
   Laden weight.....

Signed.....

PART II

FORM OF NOTICE TO HIGHWAY AND BRIDGE AUTHORITIES

The Motor Vehicles (Authorisation of Special Types) Order, 1951

In pursuance of Article 8 of the above-mentioned Order I/We..... ..... of ..... being the owner(s) of the undermentioned vehicle(s) to which the Order applies hereby give notice that it is my/our intention to use the said vehicle(s) on the

roads specified below from.....
to ..... starting at approximately .....a.m./p.m. on the.....day of.....
and completing the journey at approximately.....a.m./p.m. on the .....day of..... The route proposed to be followed is:—

Ministry of Transport

..... to ..... Classification No. .....

..... to ..... " " .....

Note.—Any further particulars of route necessary to define it clearly are to be given overleaf, and where a road is unclassified sufficient information is to be given to enable it to be identified.

Particulars

(to be given in respect of each vehicle)

1. Vehicle(s) to which the Order applies.

Index mark and registration number (if any).....

Carrier's licence number (if any).....

Type .....

Description of load (if any).....

Overall dimensions of vehicle(s) (inclusive of load, if any)—

Maximum height.....

Maximum width.....

Maximum length.....

Weight of vehicle(s) (inclusive of load, if any).....

Spacing and weight of *load carrying axles*—

(*a*) first load carrying axle:

(i) number of wheels.....

(ii) approximate weight on axle.....

(iii) distance to second load carrying axle.....

(*b*) second load carrying axle:

(i) number of wheels.....

(ii) approximate weight on axle.....

(iii) distance to third load carrying axle.....

Repeat for all load carrying axles.

In the case of track laying vehicles a dimensioned sketch plan is to be attached showing the number and disposition of all wheels (if any) and tracks in contact with the road surface indicating the weights transmitted by the wheels or tracks of the vehicle(s).

2. Other vehicle(s) (if any) drawing or drawn by the above-mentioned vehicle(s).

Index mark and registration number (if any).....

Carrier's licence number (if any).....

Type .....

Laden weight.....

INDEMNITY

I/We hereby agree to indemnify you in respect of any damage which may be caused to any road or bridge in respect of which you are the highway or bridge authority by reason of—

(*a*) the construction of or the weight transmitted to the road surface by the above-mentioned vehicle(s) to which the above-mentioned Order applies not being in accordance with the requirements of the Regulations made by the Minister of Transport under section 30 of the Road Traffic Act, 1930; [or]

[(*b*) the dimensions, distribution or adjustment of the load carried by any such vehicle.]

Signed.....

Note.—Words in square brackets only apply where vehicles are carrying an abnormal indivisible load and in other cases should be omitted.

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

Paragraph 11 of the Motor Vehicles (Authorisation of Special Types) General Order, 1941, authorised, subject to certain conditions and restrictions, the use on roads of vehicles specially constructed to carry abnormal indivisible loads and of vehicles being engineering plant as defined in the Order notwithstanding that they did not comply with certain of the requirements of the Motor Vehicles (Construction and Use) Regulations, 1947, or the Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1941. This provision was amended by the two other Orders now revoked and is re-enacted with amendments by this Order. The principal changes are:—

(*a*) Subject to certain conditions and restrictions, the use on roads is authorised of heavy and light locomotives and motor tractors specially constructed to draw a trailer carrying an abnormal indivisible load. (See Article 2.)

(*b*) A maximum limit is imposed on the overall width of an abnormal indivisible load and a trailer carrying such a load. (See Article 2 (*g*) and (*h*).)

(*c*) A maximum limit is imposed on the combined weight of an abnormal indivisible load and the vehicle or vehicles carrying such a load. Detailed conditions with regard to the distribution of the weight of an abnormal indivisible load over the wheels of the vehicle or vehicles carrying such a load are also imposed. (See Article 2 (*j*).)

(*d*) The previous maximum speed limit of 5 miles per hour is increased for vehicles carrying abnormal indivisible loads and for vehicles being wheeled engineering plant, when those vehicles and any other vehicles used in combination comply with specified conditions, to 12 miles per hour, and for certain other vehicles being wheeled engineering plant to 8 miles per hour. (See Articles 4 and 5.)

(*e*) The notice which owners of such vehicles have to give to Chief Officers of Police when the vehicles or their loads exceed 8 feet in overall width is now also required to be so given when the weight of the vehicles and their loads exceeds 75 tons. (See Article 7.)

(*f*) The notice and indemnity, which owners of such vehicles had to give to highway authorities when the vehicles exceeded 12 tons in weight, are now only required to be so given when any requirement as to weights of vehicles whether laden or unladen or weights transmitted to the road surface prescribed by the Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1941, or the Motor Vehicles (Construction and Use) Regulations, 1947, is not complied with. (See Article 8.)

(*g*) An increase is made in the length of notice to be given to highway authorities before certain of those vehicles are used on roads. (See Article 8 (*a*).)

(*h*) Vehicles carrying abnormal indivisible loads are, except in certain circumstances, prohibited from entering upon a bridge if there is another vehicle carrying such a load already on the bridge and from stopping on bridges. (See Article 9.)

(*i*) Claims in respect of damage under the indemnity are no longer required to be made within 12 months of the time when the damage was caused. (See Schedule Part II.)

The Motor Vehicles (Authorisation of Special Types) (Amendment) Order, 1951

1951 No. 2264

Made - - - - 19*th December*, 1951
Coming into Operation 1*st January*, 1952

The Minister of Transport in exercise of the powers conferred upon him by section 3 of the Road Traffic Act, 1930(**a**), and of all other powers him enabling in that behalf hereby makes the following Order:—

1.—(1) This Order shall come into operation on the first day of January, 1952, and may be cited as "The Motor Vehicles (Authorisation of Special Types) (Amendment) Order, 1951".

(2) The Interpretation Act, 1889(**b**), shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. Every Order made in pursuance of the powers conferred by section 3 of the Road Traffic Act, 1930, and in force immediately after the coming into operation of the Motor Vehicles (Construction and Use) Regulations, 1951(**c**), (hereinafter referred to as "the 1951 Regulations") shall have effect as though for references therein to the Motor Vehicles (Construction and Use) Regulations, 1947(**d**), there were substituted references to the 1951 Regulations and as though for references to any particular provision of the Motor Vehicles (Construction and Use) Regulations, 1947, there were substituted references to the corresponding provision of the 1951 Regulations.

Given under the Official Seal of the Minister of Transport this nineteenth day of December, 1951.

(L.S.)

G. F. Stedman,
An Under Secretary of the Ministry of Transport.

(a) 20 & 21 Geo. 5. c. 43.
(b) 52 & 53 Vict. c. 63.
(c) S.I. 1951 No. 2101, p. 508 below.
(d) S.R. & O. 1947 (No. 670) I, p. 1940.