(6) A new type of trailer plate is authorised, and after 31st December, 1957, the present "T" type trailer plate will cease to be authorised (Regulation 2 (8) and (14)).

(7) With certain exceptions, stationary vehicles are required to stand with the near side next the kerb at night. This will supersede a similar requirement at present in operation under the Defence Regulations (Regulation 2 (9)).

(8) Requirements as to brakes and the carriage of attendants are modified in the case of broken down vehicles whilst being towed in such a manner that their steering cannot be operated (Regulation 2 (10) and (12)).

(9) Trailer attendants are no longer required where a land tractor is drawing an agricultural trailer (Regulation 2 (12)).

(10) Regulation 93 of the 1951 Regulations is revoked. This limited the total length of a heavy motor car or a motor car and a trailer drawn thereby to 60 feet (Regulation 3).

1953 No. 1873

The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations, 1953

Made - - - -	*15th December,* 1953
Laid before Parliament	*19th December,* 1953
Coming into Operation	*1st January,* 1954

The Minister of Transport and Civil Aviation in exercise of his powers under sections 3, 17, 30 and 111 of the Road Traffic Act, 1930(**a**), and of all other powers him enabling in that behalf hereby makes the following Regulations:—

1.—(1) These Regulations shall come into operation on the first day of January, 1954, and may be cited as "The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations, 1953".

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

2. The Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1941(**c**), as amended by the Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) (No. 2) Regulations, 1946(**d**) and the Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations, 1951(**e**), shall have effect as though—

(1) in paragraph (1) of Regulation 3, in the definition of "overall width" the words "when in operation" were omitted;

(2) the following Regulation were substituted for Regulation 21A—

"*Direction Indicators*

21A. Every motor vehicle registered on or after 1st January, 1936, which is fitted with a direction indicator shall as respects that indicator

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(**a**) 20 & 21 Geo. 5. c. 43. (**b**) 52 & 53 Vict. c. 63.
(**c**) S.R. & O. 1941/459; Rev. XX, p. 303; 1941 I, p. 1031.
(**d**) S.R. & O. 1946/2131; Rev. XX, p. 303; 1946 I, p. 1506.
(**e**) S.I. 1951/2248; 1951 II, p. 547.

comply with the provisions of the Second Schedule to these Regulations:—

(*a*) if it is a vehicle fitted with electric lighting equipment, with either the provisions of Part I of the said Schedule, or the provisions of Part II of the said Schedule; or

(*b*) if it is not a vehicle so fitted, with the provisions of Part III of the said Schedule.";

(3) in Regulation 45

(*a*) in paragraph (1) the following words were substituted for the words "the Diagram contained in the First Schedule to these Regulations"—

"the diagram contained in the Fourth Schedule to these Regulations or until the 31st December, 1957, in the form set out in the diagram contained in the First Schedule to these Regulations";

(*b*) in paragraph (2) the word "diagrams" were substituted for the word "Diagram"; and

(*c*) in paragraph (3) the words "the letter on" were omitted;

(4) the following Regulation were added immediately after Regulation 66—

"66A.—(1) Save as provided in paragraph (2) of this Regulation no person shall, except with the permission of a police officer in uniform, cause or permit any motor vehicle to stand on any road during the hours of darkness otherwise than with the left or near side of the vehicle as close as may be to the edge of the carriageway.

(2) This Regulation shall not apply to:—

(*a*) any motor vehicle when it is being used for fire brigade, ambulance or police purposes or for defence purposes (including civil defence purposes) if compliance with this Regulation would hinder or be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion;

(*b*) any motor vehicle standing on a part of a road specially set aside for the parking of vehicles or as a stand for hackney carriages or as a stand for public service vehicles or as a place at which such vehicles may stop for a longer time than is necessary for the taking up and setting down of passengers where compliance with this Regulation would conflict with the provisions of the Order, Regulations or Byelaws governing the use of such part of a road for that purpose;

(*c*) any motor vehicle waiting to set down or pick up passengers in accordance with Regulations made or directions given by a Chief Officer of Police in regard to such setting down or picking up;

(*d*) any motor vehicle in any road in which vehicles are allowed to proceed in one direction only; or

(*e*) any motor vehicle whilst it is being used in connection with:—

(i) any building operation or demolition;

(ii) the repair of any other vehicle;

(iii) the removal of any obstruction to traffic;

(iv) the maintenance, repair or reconstruction of any road; or

(v) the laying, erection, alteration or repair in or near to any road of any sewer, of any main, pipe or apparatus for the supply of gas, water or electricity, of any telegraph or telephone wires, cables, posts, or supports, or of the apparatus of any electric transport undertaking ;

if, in any such case, compliance with this Regulation would hinder or be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion.

(3) For the purposes of this Regulation the expression " the hours of darkness " means—

(*a*) as regards the period of summer time, the time between one hour after sunset and one hour before sunrise ; and

(*b*) as respects the remainder of the year, the time between half-an-hour after sunset and half-an-hour before sunrise." ;

(5) the Schedule to these Regulations entituled " Second Schedule " were substituted for the Second Schedule thereto ;

(6) the Schedule to these Regulations entituled " Fourth Schedule " were added thereto.

Given under the Official Seal of the Minister of Transport and Civil Aviation this 15th day of December, 1953.

(L.S.) *Alan Lennox-Boyd,*
The Minister of Transport and Civil Aviation.

SECOND SCHEDULE

Direction Indicators

Provisions to be complied with as respects Direction Indicators on vehicles fitted with electric lighting equipment

Part I

1. Every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be, when in operation, in the form of an illuminated sign of a minimum illuminated length of 6 inches and a maximum illuminated breadth not exceeding one-fourth of the illuminated length, and shall show either a steady or a flashing light.

2. Save as provided in the next following paragraph as respects additional indicators, every direction indicator shall be so designed and fitted that—

(*a*) it is not more than 6 feet behind the base of the wind-screen ; and

(*b*) when in operation—

(i) it temporarily alters the outline of the vehicle to the extent of at least 6 inches measured horizontally ;

(ii) the outermost point of the direction indicator is at least 6 inches further from the longitudinal axis of the vehicle than is the outermost point of the driver's cab, or of the side of the body immediately behind the driver's seat ;

(iii) the illuminated surface is visible at a reasonable distance both from the front and the rear of the vehicle ; and

(iv) it remains steady.

3.—(1) An additional indicator may be fitted at the rear of any vehicle on any side to which there is fitted an indicator not being an additional indicator. Such additional indicator shall either—

(*a*) be in the form specified in paragraph 1 of this Part of this Schedule and shall, except when a trailer is being drawn, be visible at a reasonable distance from any point in the rear of the vehicle ; or

(*b*) comply with the requirements of sub-paragraph (1) of paragraph 3 of Part II of this Schedule as respects indicators showing a flashing light to the rear.

(2) Every additional indicator shall be so constructed and fitted as to be incapable of operating otherwise than coincidentally with the indicator, not being an additional indicator, fitted to the same side of the vehicle.

4. Any direction indicator intended to indicate a righthand turn shall be fitted only to the right of the longitudinal axis of the vehicle and one intended to indicate a lefthand turn shall be fitted only to the left of that axis:

Provided that this paragraph shall not apply to any direction indicator being an additional indicator fitted to a vehicle before the 1st April, 1955.

5. Every direction indicator shall be at a height of not more than 7 feet 6 inches nor less than 1 foot 5 inches above the level of the ground.

6.—(1) The illuminated colour of every direction indicator shall—

(*a*) if it shows both to the front and to the rear, be amber ;
(*b*) if it shows only to the front, be amber or white ; and
(*c*) if it shows only to the rear, be amber or red.

(2) The light emitted by every direction indicator shall be diffused by frosted glass or other adequate means.

7. Every direction indicator showing a flashing light shall when in operation show a light which flashes constantly at the rate of not less than 60 nor more than 120 flashes per minute, each flash being of such duration as to permit the light to achieve its full brightness and to be fully observable to the eye at a reasonable distance. The light shall begin to flash not later than one second after the operating switch of the indicator is operated and between each flash there shall be an interval observable to the eye.

8. The following requirements shall be complied with as respects the direction indicators on a vehicle—

(*a*) not less than one indicator on each side to which indicators are fitted shall be so designed and fitted that the driver when in his seat can readily be aware when it is in operation ; or

(*b*) the vehicle shall be equipped with a device or devices so fitted as to be readily visible to the driver at all times when in his seat, and so designed as to show when at least one direction indicator, not being an additional indicator, on each side of the vehicle is in operation.

9. Every direction indicator shall be so fitted that when not in operation it will not be likely to mislead the driver of any other vehicle or any person controlling traffic.

10. Any reference in this Schedule to the side of a vehicle shall be taken to include that part of the front or the back of the vehicle which is on that side of the vehicle.

PART II

1. Subject to the provisions of paragraph 3 of this Part of this Schedule every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be in the form of a lamp which, when in operation, shows a flashing light visible at a reasonable distance from both the front and the rear of the vehicle.

2. Every such indicator shall be so designed and fitted that—

(*a*) it is not more than 6 feet behind the base of the wind-screen ;

(*b*) both the minimum illuminated area showing to the front and the minimum illuminated area showing to the rear shall—

(i) in the case of a vehicle the unladen weight of which does not exceed two tons, or of a vehicle constructed or adapted solely for the carriage of not more than seven passengers, exclusive of the driver, and their effects, provided in either case that the vehicle is not being used to draw a trailer with more than 2 wheels except in a case of emergency, be not less than 3½ square inches in extent; and

(ii) in any other case be not less than 12 square inches in extent.

3.—(1) Subject to the provisions of sub-paragraph (2) of this paragraph, in lieu of a direction indicator in respect of which the provisions of paragraphs 1 and 2 of this Part of this Schedule are complied with, two indicators may be fitted to any side of a vehicle and shall be so designed and fitted that—

(*a*) neither of the indicators on either side of the vehicle shall be capable of operating unless the other indicator on that side operates coincidentally with it;

(*b*) when in operation one of the indicators on one side shall show a flashing light visible from a reasonable distance to the front of the vehicle and the other indicator on that side shall, except when a trailer is being drawn, show a flashing light visible from a reasonable distance to the rear of the vehicle;

(*c*) every such indicator shall be so placed that the centre of its illuminated area is not more than 16 inches nearer to the longitudinal axis of the vehicle than is the outermost part of the vehicle which is comprised in the overall width of the vehicle on the side on which the indicator is placed; and

(*d*) the minimum illuminated area showing to the front or the rear as the case may be shall be that prescribed in paragraph 2 of this Part of this Schedule.

(2) Whilst a vehicle is drawing a trailer or trailers the preceding provisions of this paragraph shall have effect subject to the following modifications:—

(*a*) there shall be carried on either side of the trailer or the rearmost trailer as the case may be, an indicator so designed and fitted that either—

I. when in operation it complies with the requirements of paragraph 1 of Part I of this Schedule, and the illuminated surface is visible at a reasonable distance to the rear of the vehicle; or

II.—(i) when in operation it shows a flashing light visible from a reasonable distance to the rear of the trailer;

(ii) it is not capable of operating otherwise than coincidentally with the indicator or indicators on the drawing vehicle visible to the front on the same side;

(iii) the minimum illuminated area is not less than 3½ square inches if the trailer to which it is fitted has less than 4 wheels and not less than 12 square inches in any other case; and

(iv) the centre of the illuminated area is not more than 16 inches nearer to the longitudinal axis of the vehicle than is the outermost part of the trailer on the same side; and

(*b*) it shall not be necessary for an indicator showing a flashing light to the rear to be carried on either side of the vehicle but each indicator thereon showing a flashing light to the front shall be so adapted as to be incapable of operating otherwise than coincidentally with the indicator on the trailer showing to the rear on the same side.

This sub-paragraph shall not apply where the trailer or the rearmost trailer as the case may be is of an unladen weight not exceeding two hundred-weight or was constructed before 1st January, 1955, or is a broken down motor vehicle being drawn in consequence of the breakdown.

4.—(1) Save as provided in sub-paragraph (2) of this paragraph a direction indicator fitted in compliance with this Part of this Schedule and showing a flashing light to the front shall not be combined with nor obscure any lamp showing to the front a white light being a lamp required to be carried by or under any enactment.

(2) In the case of a vehicle on either side of which two direction indicators are fitted in accordance with the preceding paragraph an indicator showing a flashing light to the front may be combined with an electric lamp showing a white light to the front being a lamp required to be carried by or under any enactment provided that

(*a*) the power of the lamp does not exceed 7 watts ; and

(*b*) the indicator is fitted with a separate electric circuit and either a separate electric bulb or a separate electric filament.

5. The total power of the bulb or bulbs illuminating any indicator carried in compliance with this Part of this Schedule shall be not less than 15 watts and not more than 36 watts.

6. Where a vehicle is equipped on any side with direction indicators in respect of which the provisions of paragraphs 1 and 2 of this Part of this Schedule are complied with, an additional indicator may be carried on that side at the rear of the vehicle provided that any such indicator complies with the provisions of paragraph 3 of Part I of this Schedule.

7. The provisions of paragraphs 4, 5, 6, 7, 8, 9 and 10 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule as they apply as respects direction indicators fitted in compliance with that Part.

Provisions to be complied with as respects Direction Indicators on vehicles not fitted with electric lighting equipment

PART III

1. Subject to the provisions of the next following paragraph every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be in the form of a hand not less than 6 inches in length, presenting a white surface visible both from the front and the rear of the vehicle and shall comply with the requirements of paragraph 2 of Part I of this Schedule other than the requirements of sub-paragraph (*b*) (iii) of that paragraph.

2. Additional indicators may be fitted at the rear of a vehicle if they are in the form of a hand not less than 6 inches in length presenting a white surface visible at a reasonable distance from any point in the rear of the vehicle.

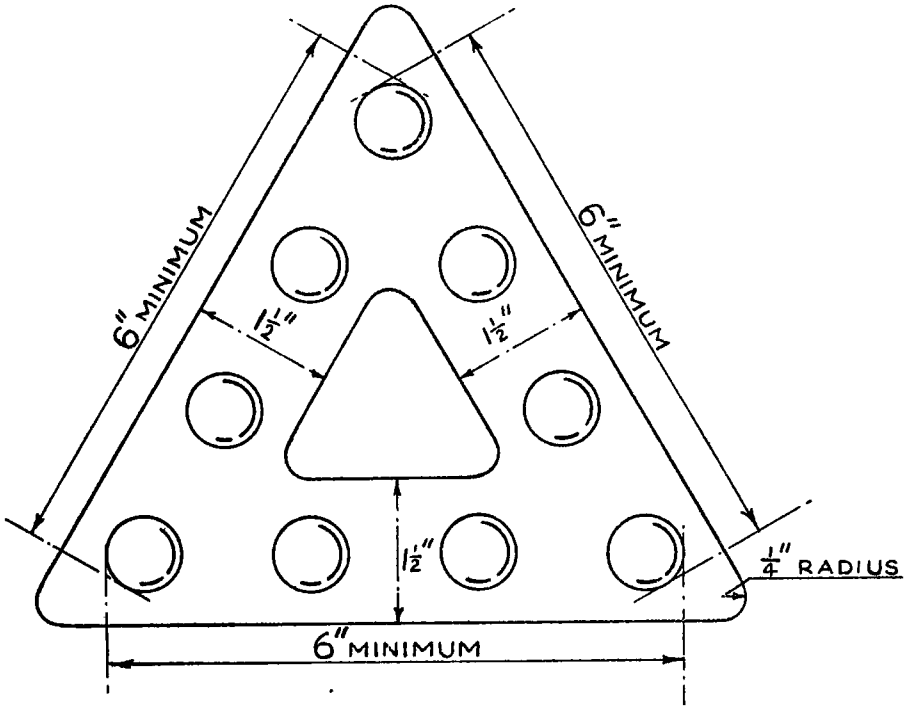
3. Where more than one direction indicator is fitted on one side of a vehicle, the indicators on that side shall all be so designed and fitted that they cannot be operated otherwise than coincidentally.

4. The provisions of paragraphs 4, 5, 8, 9 and 10 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule as they apply as respects direction indicators fitted in compliance with that Part.

FOURTH SCHEDULE

DIAGRAM OF TRAILER PLATE (SEE REGULATION 45)

Red Reflectors on White Ground



EXPLANATORY NOTE

(This Note is not part of the Regulations, but explains their general purport.)

These Regulations, which relate to track laying vehicles only, further amend the Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1941.

The principal changes are:—

(1) Direction indicators showing or consisting of flashing lights when in operation are authorised (Regulation 2 (2) and Second Schedule).

(2) A new type of trailer plate is authorised, and after 31st December, 1957, the present "T" type trailer plate will cease to be authorised (Regulation 2 (3) and Fourth Schedule).

(3) With certain exceptions, stationary vehicles are required to stand with the near side next the kerb at night. This will supersede a similar requirement at present in operation under the Defence Regulations (Regulation 2 (4)).