1957 No. 439

The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations, 1957

Made - - - -	14*th March*, 1957
Laid before Parliament	21*st March*, 1957
Coming into Operation	1*st April*, 1957

The Minister of Transport and Civil Aviation in exercise of his powers under sections 3, 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 April, 1957, and may be cited as "The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) Regulations, 1957".

(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, 1955(c), shall have effect as though—

(1) in paragraph (1) of Regulation 3—

(*a*) after the definition of "gas trailer" there were inserted the following definition:—

"'goods vehicle' means a vehicle constructed or adapted for use for the conveyance of goods or burden of any description;";

(*b*) after the definition of "overall width" there were inserted the following definition:—

"'passenger vehicle' means a vehicle constructed solely for the carriage of passengers and their effects;";

(*c*) in the definition of "pneumatic tyre", for requirement (i) there were substituted the following requirement:—

"(i) it shall be provided with, or together with the wheel upon which it is mounted shall form, a continuous closed chamber inflated to a pressure substantially exceeding atmospheric pressure when the tyre is in the condition in which it is normally used, but is not subjected to any load;";

(*d*) at the end of the definition of "works trailer" and at the end of the definition of "works truck" there were inserted the following words:—

"or in connection with road works while at or in the immediate neighbourhood of the site of such works";

(2) in Regulation 7, at the end of paragraph (2) there were inserted the following words:—

"or

(*d*) any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.";

(a) 20 & 21 Geo. 5. c. 43. (b) 52 & 53 Vict. c. 63. (c) S.I. 1955/990 (1955 II, p. 2287).

(3) for Regulation 15 there were substituted the following Regulation:—

"*Mirrors*

15.—(1) Save as provided in paragraph (2) of this Regulation—

(*a*) as from the 1st January, 1958, the following motor vehicles, namely, every passenger vehicle adapted to carry more than seven passengers exclusive of the driver, and every goods vehicle, shall be equipped with at least two mirrors; one of these shall be fitted externally on the off side of the vehicle, and the other either internally or on the near side externally; and the mirrors shall be so constructed and fitted to the motor vehicle as to assist the driver, if he so desires, to become aware of traffic to the rear and on both sides rearwards;

(*b*) subject to the provisions of sub-paragraph (*a*) of this paragraph, every motor vehicle shall be equipped either internally or externally with a mirror so constructed and fitted to the motor vehicle as to assist the driver, if he so desires, to become aware of traffic to the rear of the vehicle.

(2) Paragraph (1) of this Regulation shall not apply to—

(*a*) a land locomotive;

(*b*) a land tractor;

(*c*) a motor vehicle 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 a 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; or

(*d*) a works truck if the driver can easily obtain a clear view of traffic to the rear.";

(4) in Regulation 23, in the proviso to paragraph (1), after the word "which" there were inserted the following words:—

"(except when the stop light fitted on the right or off side of the vehicle is showing a flashing light as a direction indicator)";

(5) for Regulation 58 there were substituted the following Regulation:—

"*Use of vehicle so as not to emit smoke, etc.*

58. No person shall use or cause or permit to be used on a road any motor vehicle from which any smoke, visible vapour, grit, sparks, ashes, cinders, or oily substance is emitted if the emission thereof causes or is likely to cause damage to any property or injury to any person who is actually at the time or who reasonably may be expected on the road, or is likely to cause danger to any such person as aforesaid.";

(6) for paragraph (3) of Regulation 68 there were substituted the following paragraph:—

"(3) For the purposes of this Regulation the expression "the hours of darkness" means the time between half-an-hour after sunset and half-an-hour before sunrise.";

(7) for the Second Schedule there were substituted the Schedule to these Regulations.

Given under the Official Seal of the Minister of Transport and Civil Aviation this fourteenth day of March, 1957.

(L.S.) *Harold Watkinson,*
The Minister of Transport and Civil Aviation.

THE SCHEDULE (See Regulation 2 (7))

DIRECTION INDICATORS

Provisions to be complied with as respects Direction Indicators on motor 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 to the rear of the vehicle ; or

(*b*) comply with the requirements of sub-paragraph (1) of paragraph 3 and of paragraph 5 of Part II of this Schedule as respects indicators showing a flashing light to the rear.

(2) An additional indicator may be fitted at the front of any vehicle on any side to which there is fitted an indicator not being an additional indicator. Such additional indicator shall comply with the requirements of sub-paragraph (1) of paragraph 3 and of paragraphs 4 and 5 of Part II of this Schedule as respects indicators showing a flashing light to the front.

4. Any direction indicator intended to indicate a right-hand turn shall be fitted only to the right of the longitudinal axis of the vehicle and one intended to indicate a left-hand 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 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 designed and fitted that, when the switch actuating the indicator or indicators on one side of the vehicle is operated, the device or devices shall—

(i) if and so long as every indicator not being an additional indicator fitted on that side of the vehicle is in operation, together with the indicator on that side, if a trailer is drawn, of the trailer (or if more than one trailer is drawn, the rearmost trailer), give a warning readily visible or audible to the driver when in his seat ; and

(ii) in any other case give no warning or a warning different from that given if the conditions of head (i) of this sub-paragraph are satisfied.

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.

11. Every direction indicator fitted to either side of a vehicle together with every indicator on that side of any trailer drawn by the vehicle, while so drawn, shall be operated by one and the same switch and not otherwise.

In this Schedule the term " switch " includes any control or device by which a direction indicator can be operated or its operation cancelled.

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 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) be not less than 3½ square inches in extent in the case of a vehicle the unladen weight of which does not exceed two tons, or of a passenger vehicle adapted to carry not more than seven passengers, exclusive of the driver : provided in either case that the vehicle is not being used, except in a case of emergency, to draw a trailer other than one with less than four wheels ;

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

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*) 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;

(*b*) 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;

(*c*) the minimum illuminated area showing to the front or 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 when in operation it complies with the provisions of paragraphs 2, 3 and 4 of Part IV of this Schedule; 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.

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.—(1) Where a vehicle is equipped on any side with a direction indicator 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 provided that any such indicator complies with the provisions of paragraph 3 of Part I of this Schedule.

(2) Where a vehicle is equipped on any side with direction indicators in respect of which the provisions of paragraph 3 of this Part of this Schedule are complied with, an additional indicator may be carried on that side (excluding the front or rear of the vehicle). Any such indicator shall be in the form of a lamp which, when in operation, shows a flashing light visible at a reasonable distance to road users alongside the vehicle.

7. The provisions of paragraphs 4, 5, 6, 7, 8, 9, 10 and 11 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 motor 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 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. The provisions of paragraphs 4, 5, 8, 9, 10 and 11 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 trailers

PART IV

1. Every direction indicator fitted to a trailer shall comply with the following provisions of this Part of this Schedule:

Provided that nothing in this Part of this Schedule shall apply to a broken down vehicle being drawn in consequence of the breakdown.

2. Every direction indicator shall either—

(*a*) when in operation be 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; or

(*b*) be such that—

(i) when in operation it shall show a flashing light;

(ii) the total power of the bulb or bulbs illuminating the indicator shall be not less than 15 watts and not more than 36 watts;

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

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

3. Every direction indicator shall, when in operation, be visible at a reasonable distance from any point to the rear of the trailer:

Provided that, where two or more trailers are being drawn by the same motor vehicle, this paragraph shall apply only in relation to the rearmost trailer.

4. The provisions of paragraphs 4, 5, 6, 7, 9, 10 and 11 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 indicaters fitted in compliance with that Part.

EXPLANATORY NOTE

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

These Regulations amend the Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1955.

The principal changes are :—

(1) Two mirrors are required, as from the 1st January, 1958, to be fitted to every passenger vehicle adapted to carry more than seven passengers exclusive of the driver and to every goods vehicle (Regulation 2 (3)).

(2) Regulation 68 (dealing with vehicles standing on a road during the hours of darkness) is amended so that "hours of darkness" means the time between half-an-hour after sunset and half-an-hour before sunrise during summer time and not only, as at present, during the remainder of the year (Regulation 2 (6)).

(3) The provisions regarding direction indicators are amended—

(*a*) so as to enable vehicles fitted with flashing indicators, two on each side, showing respectively to front and rear to be fitted with additional indicators visible to road users alongside; and

(*b*) so as to require that all direction indicators on either side of a vehicle and, if a trailer is drawn, of the trailer are operated by one and the same switch, instead of requiring coincidental operation (Regulation 2 (7) and Schedule).

1957 No. 972

The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) (No. 2) Regulations, 1957

Made - - - -	3*rd June*, 1957
Laid before Parliament	11*th June*, 1957
Coming into Operation	23*rd June*, 1957

The Minister of Transport and Civil Aviation in exercise of his powers under sections 3, 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 twenty-third day of June, 1957, and may be cited as "The Motor Vehicles (Construction and Use) (Track Laying Vehicles) (Amendment) (No. 2) Regulations, 1957".

(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.

(**a**) 20 & 21 Geo. 5. c. 43. (**b**) 52 & 53 Vict. c. 63.