refuses to do so may be removed by any police officer or constable or by the licensee or owner, or the conductor or driver of the vehicle, or by any authorised employee of the licensee or owner."

12. These Regulations may be cited as the Public Service Vehicles (Amendment) Regulations, 1932, and shall be construed as one with the principal Regulations.

Given under the Seal of the Ministry of Home Affairs for Northern Ireland this First day of June in the year One thousand Nine Hundred and Thirty-two.

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

Public Service Vehicles (Construction).

THE PUBLIC SERVICE VEHICLES (CONSTRUCTION) REGULATIONS, 1932, DATED THE 27TH DAY OF JUNE, 1932, MADE BY THE MINISTRY OF HOME AFFAIRS FOR NORTHERN IRELAND.

1932. No. 68.

WHEREAS the Ministry of Home Affairs for Northern Ireland, in pursuance of the provisions of Part II. of the Motor Vehicles (Traffic and Regulation) Act (Northern Ireland), 1926, made Regulations entitled the Public Service Vehicles (Construction) Regulations, 1927, relative to the manner in which public service vehicles are to be furnished and fitted and for ensuring their fitness for public hire and the safety of their passengers :

And whereas it is expedient that the application of the said Regulations should be modified and that further Regulations as hereinafter set forth should be made :

Now, therefore, the Ministry of Home Affairs for Northern Ireland, in exercise of the powers vested in it by the abovementioned enactment, and of all other powers in that behalf enabling the said Ministry, hereby makes the following Regulations :—

1. These Regulations may be cited as the Public Service Vehicles (Construction) Regulations, 1932, and shall be read and construed with the Public Service Vehicles Regulations, 1927, and any amendments thereof :

2. These Regulations shall come into operation on the first day of November, 1932, and shall apply to all public service vehicles licensed for the first time under Section 11 of the Motor Vehicles (Traffic and Regulation) Act (Northern Ireland), 1926,

on or after that date, but shall not apply to such vehicles as were so licensed at that date or at any time prior to that date :

3. The Public Service Vehicles (Construction) Regulations, 1927, shall cease to have effect as from the first day of November, 1932, except as regards vehicles which at that date or at any time prior to that date were licensed under the aforementioned Section 11 and to which they shall continue to apply :

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

"Public service vehicle" means a public service vehicle as defined by sub-section (1) of Section 10 of the Motor Vehicles (Traffic and Regulation) Act (Northern Ireland), 1926.

"Permanent top" means any covering of a vehicle other than a hood of canvas or other flexible material which is capable of being readily folded back so that no portion of such hood or any fixed structure of the roof remains vertically above any part of any seat of the vehicle, or in the case of a double-decked vehicle of any seat of the upper deck of the vehicle.

"Overall length" means the overall length of a vehicle, exclusive of the starting handle (if any), and the hood (if any) when down, and of any ladder permanently attached to the vehicle for the purpose of affording access to the roof and which does not project for a greater distance than nine inches beyond the back of the vehicle.

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

"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 the ladder (if any) and hood (if any) when down) which projects furthest to the rear and the other passing :—

(*a*) in the case of a vehicle 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 vehicle having three axles the front axle of which is the only steering axle, through a point four inches in the rear of the centre of a straight line joining the centre points of the rear and middle axles.

5. No person shall cause or permit a public service vehicle to be used unless it conforms to the requirements set forth in the Schedule to these Regulations, in addition to the general requirements relating to the construction of motor cars prescribed by any statute or order :

6. If the owner of a public service vehicle, which does not conform to the requirements of Article 4 hereof, satisfies the Ministry of Home Affairs for Northern Ireland that it is in all respects fit and satisfactory for public service, the said Ministry may, if it thinks proper, consent to a departure in the case of that vehicle from any of the requirements of Article 4 hereof :

7. Every public service vehicle must be presented for inspection* in a thoroughly good and serviceable condition and must be properly painted and varnished :

8. Although the conditions prescribed in these Regulations may have been complied with, yet if there be anything in the construction, form, manner of working, or general appearance of a vehicle which in the opinion of the Licensing Officer renders it unfit for public use, or undesirable in the public interest, a licence will not be granted :

9. The Interpretation Act, 1889, as applied to Northern Ireland by the Interpretation Act, 1921, shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

Given under the Seal of the Ministry of Home Affairs for Northern Ireland this 27th day of June, 1932.

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

* *Note.* If so desired, application may be made for a preliminary inspection of the chassis.

SCHEDULE.

PART I.

Requirements for Public Service Vehicles Seating more than Six Passengers.

1. Every vehicle, including all the bodywork, upholstery and fittings, must be soundly and properly constructed of suitable materials and of such design that it is capable of withstanding the loads and stresses likely to be met with in operation.

2. *Weight.* The total weight laden and complete for service must not exceed the following limits :—

(*a*) single-decked vehicles :—
  (i) with four wheels six tons on any two wheels transversely and nine tons total weight,
  (ii) with more than four wheels four and a half tons on any two wheels transversely and twelve tons total weight,

(*b*) double decked vehicles with four wheels six and two-thirds tons on any two wheels transversely and ten tons total weight,

one hundred and forty pounds to be allowed for each passenger, as well as the driver and conductor, in calculating the total laden weight and allowance to be made for a full supply of water, oil and fuel.

3. *Overall Length.* The overall length must not exceed twenty-seven feet six inches. Vehicles exceeding twenty-six feet will not be licensed unless the Licensing Officer is satisfied that such a course is fully justified.

Double-decked vehicles with four wheels must not exceed twenty-six feet.

4. *Overall Width.* The overall width must not exceed seven feet six inches.

5. *Overhang behind Rear Wheels.* The overhang must not exceed seven-twenty-fourths of the overall length of the vehicle.

6. *Wheel Track.* The distance between the centre lines of the track of the front wheels and of the rear wheels must be as nearly as possible the same, and must not in either case be less than sixty-nine per cent. of the overall width of a single decked vehicle or seventy-two per cent. of that of a double-decked vehicle.

7. *Tyres.* Pneumatic tyres must be fitted on all wheels.

8. *Brakes.* (*a*) Brakes must be of sufficient strength and be capable of stopping and holding the vehicle under all conditions.

(*b*) There must be at least two independent brakes, the application of either of which shall be capable of causing two driving wheels on opposite sides of the vehicle to be so held as effectually to prevent the wheels from revolving, or shall have the same effect in stopping the vehicle as if such wheels were so held.

(*c*) Brakes will not be deemed independent which are operated by pedals or levers acting through the same connections or upon the same brake blocks, but objection will not be raised to the use of brake drums common to both systems nor to a common cross-shaft of suitable design and strength. In the case of a vehicle with four wheels one brake must be applied by a pedal and must act directly upon the road wheels and not through the transmission gear. At least one of the means of operation must cause the brakes to be applied by direct mechanical action without the direct intervention of any hydraulic, electric or pneumatic device.

(*d*) The operation of either brake must not in any case declutch the engine from the transmission gear.

(*e*) The brake gear must be properly adjusted and nothing shall be placed on the vehicle which will prevent easy access to the brakes for adjustment.

(*f*) All brake connections secured with bolts or pins must have such bolts threaded and fitted with nuts, which latter must be locked or pinned.

(*g*) A brake must be provided which is so designed and constructed that it can be set so as effectually to prevent two at least of the wheels from revolving when the vehicle is not being driven or is left unattended. It may be one of the two brakes mentioned in paragraph (*b*).

9. *Springs.* (*a*) Transverse springs, if fitted at the rear of a vehicle, must be fitted only as supplemental to longitudinal springs, and in any case where transverse springs are fitted the system of springing must be so designed as to prevent excessive body sway.

(*b*) Rear longitudinal springs must be attached to or bear upon the rear axle or axle casing as near to the road wheels as is reasonably possible, and the distance from outside to outside of such springs must not be less than fifty per cent. of the overall width of the vehicle.

Where a vehicle is fitted with only a transverse spring or with transverse springs at the front, the distance from outside to outside of the rear springs must not be less than fifty-three per cent. of the overall width of the vehicle.

(*c*) Longitudinal springs fitted at the front of a vehicle must be as wide apart as is reasonably possible and the distance from outside to outside of such springs must not be less than forty-two per cent. of the overall width in the case of a double-decked vehicle, and not less than thirty-seven per cent. of the overall width of a single-decked vehicle.

If the distance between the rear springs from outside to outside is fifty-three per cent., or more, of the overall width of the vehicle, the minimum distance between the front springs may be reduced by one inch.

(*d*) A spring shall be deemed to be—

(i) longitudinal if it is parallel to or makes an angle of not more than 15 degrees with the longitudinal axis of the vehicle, and

(ii) transverse if it makes an angle of more than 15 degrees with such axis.

(*e*) The distance from outside to outside of any pair of longitudinal springs shall be measured along the centre line of the axle to or on which the springs are attached or bear.

10. *Steering Arms and Connections.* (*a*) The ball and socket joints of steering connections, when such are used, should not be pendant, but the longitudinal or transverse rods must be carried upon the ball.

(*b*) All steering connections secured with bolts or pins must have such bolts threaded and fitted with nuts, which latter must be locked or pinned.

(*c*) The steering gear, including the arms and other connection thereof, must be of ample strength, must be maintained in effective condition, and, as far as possible, must be protected from damage by collision.

(*d*) Dust exclusion covers, which would prevent ready inspection, must not be fitted to any joint or connection of the steering mechanism.

11. *Driver's Seat.* The steering pillar must be on the right-hand side of the vehicle and the driver's seat must be so placed as to permit him to give the usual traffic signals on the off-side of the vehicle by hand.

The driver's cab, compartment or seat must give adequate leg room and head room.

The controls must be so placed that they can be easily reached and quickly operated.

The accommodation for the driver must be arranged to provide adequate protection during inclement weather, and if an entirely enclosed compartment is provided for the driver it must be adequately ventilated without the necessity for opening the front windscreen. A sliding window must be provided on the right-hand side of the driver's compartment or seat.

Light from the internal illumination of the vehicle must not be allowed to incommode the driver.

If a front glass windscreen is provided for the driver it must be securely fastened to the body of the vehicle and must be equipped with an efficient automatic windscreen wiper. The windscreen must be capable of being opened when necessary to give the driver a clear view of the road ahead.

No seat may be provided on the right-hand side of the driver's seat.

If passengers are carried on the left-hand side of the driver a space of at least eighteen inches from the centre of the steering column to the left thereof must be reserved for the driver, and be divided off from such passengers by means of a solid partition at least nine inches high from seat level and extending for the whole width of the seat.

Nothing shall be placed or permitted on the vehicle which will interfere with free signalling by the driver either by hand signals or by a mechanical contrivance.

12. *Clearance.* Within the following limits no part of the vehicle shall be nearer the ground than ten inches, sufficient allowance being made to provide for the wear of the tyres, set of the springs or other causes of lessened height, so that the minimum clearance of ten inches is at all times maintained.

The limits referred to shall extend in length from the foremost part of the vehicle (excluding the starting-handle and the bodywork) for a distance of, in the case of a four-wheeled vehicle, fourteen feet six inches, or in the case of a six-wheeled vehicle thirteen feet, or in the case of a vehicle, the foremost driving axle of which is less than fourteen feet six inches or thirteen feet, as the case may be, in the rear of the foremost part, up to but not including the said driving axle, and shall extend in width for a distance on either side of the central line of the vehicle of not less than one-third of the distance between the centre lines of the tracks of the front wheels.

13. *Lock Nuts.* All moving parts and all parts subject to severe vibration connected by bolts or studs and nuts must be fastened by lock nuts, or by nuts and efficient spring or lock nut washers, or by castellated nuts and split pins so as to prevent their working or coming loose.

14. *Transmission Shafts.* Where open or exposed transmission shafts having an unsupported length of more than two feet are fitted a bar or bars, having an eye or bridle to surround such shaft, must be fitted in such manner as to reduce the risk of damage being caused to other parts of the vehicle in the event of the transmission shaft breaking.

15. *Fuel Tanks.* (*a*) Fuel tanks must be so placed that any overflow shall not fall upon any woodwork or accumulate where it can be readily ignited.

(*b*) The petrol supply pipe must be so led that a cock can be provided which shall be visible and readily accessible at all times from outside the vehicle to shut off the main supply.

(*c*) The filling point must be outside the body of the vehicle, and special care must be taken that the filler caps of all petrol tanks are tightly fixed in position. The vent hold (if any) must be protected from danger of fire penetration, and must be designed to prevent petrol being splashed over.

(*d*) All fuel tanks must be suitably encased or screened and must not be placed under any part of any gangway which is within two feet of any entrance or exit of a single-decked vehicle or of the lower deck of a double-decked vehicle.

16. *Exhaust Pipe.* The exhaust pipe must not be fixed in such a position that oil, or any vaporisable or inflammable material, is likely to be dropped upon it. Effective means shall be adopted to prevent the heat of the motor, generator, or the exhaust pipe and its connections from injuriously affecting any parts of the vehicle or the comfort of the passengers.

17. *Carburettors.* Carburettors or other petrol receptacles must be suitably encased or screened, or so placed that no leakage from them shall fall upon any part or fitting capable of igniting it or into any receptacle where it might accumulate.

18. *Turning Circle.* Each vehicle, the overall length of which does not exceed twenty-six feet, must be able to turn in either direction in a circle not exceeding sixty feet in diameter as determined by the extreme outer edge of the wheel track at ground level.

Each vehicle, the overall length of which exceeds twenty-six feet, must be able to turn in either direction in a circle not exceeding sixty-six feet.

19. *Hub-Caps.* No portion of any road wheel or of any fittings thereof may project more than three and a half inches beyond the extreme outer face of the tyre.

20. *Lifeguards.* Vehicles not fitted with " running boards " or the equivalent, and so constructed as to leave the space between the front and rear wheels unguarded, must be fitted with guard rails so as to guard that space effectively.

21. *Machinery, Body and Fittings.* (*a*) The body must be securely affixed to the chassis.

(*b*) The machinery, body and fittings shall be in a good state of repair, so that no undue noise or vibration arises from them.

22. *Floor Boards.* (*a*) Floor boards must be strong and well fitted ; also where they are intended to be lifted, properly hinged sunk lifting rings must be provided for the purpose.

(*b*) Holes may be bored in floor board for drainage purposes, but are prohibited for any other purpose.

23. *Pillars.* All body pillars must be of sufficient strength, the joints properly made, and all parts liable to severe stress properly ironed and stayed.

24. *Window Rails.* When the side lights are made to be lowered, provision must be made (by means of guard rails or otherwise) to protect the arms of seated passengers from being thrust through and injured by passing vehicles, or the extent to which the side lights can be lowered must be limited so that such protection may not be needed.

25. *Entrances and Exits.* (1) In the case of a single-decked vehicle fitted with a permanent top or in the case of the lower deck of a double-decked vehicle :—

(*a*) at least two means of entrance and exit must be provided and must be situated on opposite sides of the vehicle (the front and back of a vehicle being regarded as sides). One means of entrance and exit may be restricted to use in case of emergency.

In the case of a vehicle used to operate a regular service in accordance with a time-table, the entrance and exit in ordinary use must always be on the near side and any entrance or exit on the off side must be used only in case of emergency.

In the case of a vehicle having a doorless opening connecting the lower deck with a rear platform, it shall be sufficient compliance with this regulation if there is access to the platform from both the near and rear side but the space available for access from the rear must be at least eighteen inches in width free of obstruction.

(*b*) The door of every emergency exit must be easily accessible to the passengers and also to persons of normal height standing on ground level outside the vehicle and every such door must be so fastened as to be opened readily in case of need both from the inside and from the outside.

(*c*) No flap seat or other seat may be fitted to any door or in such a position that when in use it may obstruct access to any entrance or exit.

(2) In the case of a double-decked vehicle, where the upper deck is fitted with a permanent top and the staircase giving access to the upper deck is enclosed, some alternative means of exit (not necessarily including a staircase) from the upper deck must be provided.

Such exit must not be in the same side of the vehicle as the normal exit therefrom, and the size of the opening must not be less than five feet by eighteen inches.

Where the normal means of exit from the upper deck coincides with the means of exit from the lower deck, the clear width of the joint exit must be at least thirty-six inches.

(3) Direct access to the driver's seat from the off-side must be provided when there are seats for passengers on his left side.

(4) Door handles or levers to door catches must be affixed in such a manner that they cannot become dislodged or rendered inoperative by accidental manipulation. If the handles or levers are on top of or inside the doors, double locks, safety catches, guards, or straps or some other form of additional fastening shall be provided.

All entrance and exit doors must be capable of being opened by one operation of the locking mechanism.

(5) A grab handle must be fitted to each doorway to assist passengers in mounting or alighting from the vehicle.

(6) No entrance or exit shall be less than twenty-one inches in width, and if a door is fitted and does not open to the full extent of the doorway it must open to the extent of at least twenty-one inches.

(7) Every emergency door must open outwards and its position and means of operation must be clearly indicated.

26. *Height.* (*a*) Where permanent tops are fitted, the height inside, measured at the centre line of the vehicle from the top of the floor battens of the lower deck to the lower edge of the hoop sticks or other such projections must not be less than five feet six inches if the seating capacity of the vehicle does not exceed twenty, and not less than five feet ten inches if the seating capacity of the vehicle exceeds twenty.

(*b*) For vehicles without permanent tops the height of the body sides from the floor must not be less than two feet four inches.

(*c*) No single-decked vehicle may exceed ten feet six inches in height and no double-decked vehicle may exceed fourteen feet six inches in height.

The height from the ground to the highest point of the roof of the lower deck of a double-decked vehicle must not exceed nine feet three inches.

27. *Breadth (inside of Body).* When the seats are placed lengthwise, the surface of any portion of the seat against which the back of the passenger is to rest shall be at least fifty-four inches from the surface of the corresponding portion of the seat facing it.

28. *Seats.* (*a*) At least sixteen inches, measured in a straight line along the length of the front of each seat must be allowed for each passenger on every seat, which seat must be fit and convenient for sitting on. Cross or " garden " seats must be so fitted that:—

(i) when facing in the same direction a clear space of a minimum width

of twenty-five inches must be provided in front of the back of each seat at all points measured along the top of the seat back; and

(ii) when facing each other there must be a clear space between all parts of the front of each seat of a minimum width of nineteen inches.

(*b*) The ratio of the seating capacity of the upper deck of a double-decked vehicle to that of the lower deck must not exceed eight to seven.

29. *Seats at Wheel Arch.* Where seats are placed over the wheel arch they must be placed in such a position as not to cause discomfort to passengers using them.

30. *Seat Backs.* The backs of all seats must be so closed or otherwise constructed as to prevent, as far as possible, the pockets of passengers being picked.

31. *Gangways and Access to Seats.* (*a*) Uninterrupted access to every seat from some entrance must be provided, and in the case of a vehicle fitted with a permanent top and used to operate a regular service in accordance with a time-table uninterrupted internal accessibility to every seat must be provided.

(*b*) The width of the gangway must not be less than twelve inches up to seat level. Above seat level, the width of the gangway must not be less than fourteen inches.

(*c*) Nothing shall be placed or permitted on a vehicle which will obstruct the gangways or which will impede the free ingress or egress of passengers.

32. *Steps.* (*a*) The lowest step, for entrance upon the vehicle when empty, must not be more than seventeen inches, or less than ten inches, above the ground.

(*b*) Non-slip treads must be fitted to each step of each doorway and the treads should be level.

(*c*) Fixed steps must not be less than nine inches wide, but in no case shall the steps project laterally beyond the front wings.

(*d*) In the case of a double-decked vehicle:—

(i) The length of the platform, if at the rear, must not be less than thirty-six inches. If the platform is not at the rear the length must not be less than thirty inches.

(ii) The risers of all steps leading from the lower to the upper deck must be closed, and the treads of all steps must be fitted with a non-slip form of tread. No aperture may be left at the top landing through which a passenger might inadvertently step.

(iii) The horizontal distance from the riser of the top step to the vertical plane passing through the nearest point of the seat opposite to the top tread of the staircase, excluding any grab rail which does not project more than three inches from the back of the seat, must not be less than twenty-six inches.

(iv) The outer stringer of an outside staircase must be so constructed, or a band must be so placed, as to act as a screen to persons ascending or descending, and the height of the outer guard rail must not be less than three feet three inches above the front of the tread of each step.

33. *Wing Guards.* Suitable wings must be provided above each wheel to prevent mud-splashing as far as practicable.

34. *Gas Containers.* Where acetylene or other gas is used for lighting purposes the cylinders or vessels which contain the gas, or in which it is generated, must be fixed outside the body and in such a position as to be as far removed as possible from the danger of accidental ignition or damage by impact.

35. *Insulation.* All electric leads must be adequately insulated and protected against injury, and so placed as not to be a cause of danger.

36. *Ventilation.* There must be adequate ventilation without the necessity for opening the main windows.

37. *Signal Apparatus.* Efficient means must be provided to enable passengers both inside and outside, to signal to the driver or conductor when required.

38. *Mirrors.* A mirror must be provided on the outside of the vehicle to enable the driver to observe overtaking traffic.

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39. *Grease Dropping.* The chassis must be so constructed as to prevent oil or grease from the bearings or other parts dropping on to the roadway.

40. *Undershield.* When a guard tray or undershield is fixed beneath the engine and adjacent to the machinery it must be so constructed that any overflow of petrol will not be retained in the tray.

41. *Inflammable Fittings.* Celluloid, Xylonite or other inflammable fittings must not be used inside or outside the vehicle, but this shall not apply to accumulator cells.

42. *Cushions.* Where cushions are provided they must be kept clean and be maintained in a good state of repair.

43. *Lighting.* A public service vehicle which is enclosed must be suitably lighted so far as the interior is concerned and at every other necessary point in a manner sufficient to provide for the safety of the passengers. Such lighting must be masked so as not to interfere with the vision of the driver.

44. *External Lights, Horn, Gong, etc.* The side lights and head lights, if any, required by any Act of Parliament or other legal provision relating to lights on vehicles, and the horn, gong, or other means for giving due warning of the approach of the vehicle, must be adequate for the character of the routes upon which the vehicle is to be employed.

45. *Hoods (other than permanent).* (*a*) When extended or raised the height of the hood from the floor must not be less than four feet six inches at the centre line of the vehicle, except over the driver's seat.

(*b*) Hoods must be provided with adequate back lights made of a transparent substance not liable to breakage.

(*c*) Hoods must be efficiently stayed and easily adjustable.

(*d*) When side (storm) curtains are provided they must be fitted with lights made of some transparent substance not liable to breakage.

PART II.

Requirements for Public Service Vehicles Seating not more than Six Passengers.

1. *Springs.* Springs must be properly hung and of sufficient strength and flexibility to meet all purposes which may be required of them.

The Rear Springs must be attached to or bear upon back axle or axle casing as near to the road wheels as possible, and the distance between the outsides must be not less than forty inches. Where a Cross Spring is used it must be so applied that it shall not cause or increase side sway.

The Front Springs must be as far apart as possible and not less than twenty-four inches from outside to outside.

2. *Wheel-base.* Must in all cases be so proportioned that skidding or improper movements shall be as far as possible avoided. The use of vehicles apt to skid or move improperly is liable to be prohibited until the defects have been remedied.

3. *Wheel-track.* (*a*) Should coincide for front and rear wheels.

(*b*) Measurement from centre to centre taken in line with axle must not be less than four feet four inches.

(*c*) The front track must be the same as that of the rear wheels or within two and a half per cent. thereof, but in no case should it be less in front than the rear.

4. *Road Wheels.* Must be of sufficient and suitable strength and diameter and not of undue weight.

5. *Tyres.* Pneumatic tyres must be fitted on all wheels.

6. *Length.* The total length of the vehicle must not exceed fifteen feet six inches in the case of a vehicle which is used to stand or ply for hire on any street, road or public place in the City of Belfast.

7. *Breadth.* The breadth must not be greater than six feet three inches in any part.

8. *Brakes.* Brakes must be of sufficient strength and capable of stopping and holding the vehicle under all conditions. The brakes should be so affixed as to be capable of easy adjustment.

9. *Steering Arms.* The steering arms and other connections thereof must be of ample strength and as far as possible, protected from damage by collision.

10. *Steering Connections.* All steering connections must be properly fitted and secured and dust excluding covers, which would prevent ready inspection, must not be fitted to any joint or connection of the steering mechanism.

11. *Brake and Steering Connections.* All brake and steering connections secured with bolts or pins must have such bolts threaded and fitted with nuts, which latter must be locked or pinned. The whole of the brake and steering parts must be maintained in perfect order and will be subject to inspection at any time.

12. *Parts subject to severe Vibration.* All parts connected by bolts, or studs and nuts subject to severe vibration, must be fastened by lock nuts or by nuts and approved spring or lock nut washers to prevent their working loose, and lamp brackets or other loose fittings likely to cause unnecessary noise will be regarded as unfit for public service.

13. *Vibration or Noise.* The machinery, body and fittings must be so constructed that no undue noise or vibration arises from their use.

14. *Petrol Receptacles.* Carburettors or other petrol receptacles, unless they are suitably encased or screened, must not be placed in close proximity to magnetos, connections of wires carrying electric current, or to the engine exhaust pipe.

15. *Undershield.* Where a guard, tray or undershield is fixed beneath the engine and adjacent machinery it must be so constructed that any overflow of petrol shall not be retained in the tray.

16. *Petrol Tanks.* Tanks for petrol or other liquid fuel must be made of suitable materials, properly constructed and of sufficient strength. They must be so placed that any overflow shall not fall upon any woodwork or accumulate where it can be readily ignited.

17. *Insulation.* All wires carrying electric current must be properly insulated and protected from injury, and so placed that they cannot be the cause of danger.

18. *Heat from Motor.* Effective means must be adopted for preventing the heat of the motor, generator or exhaust pipe connections from injuriously affecting any parts of the vehicle or the comfort of the passengers.

19. *Exhaust Pipe.* The exhaust pipe must not be led inside the tray or undershield or be fixed so that oil or other vaporizable or inflammable material is likely to be dropped upon it.

20. *Oil or Grease Droppings.* The machinery must be so constructed or placed that oil from the bearings cannot drop on the roadway.

21. *Cab Seats (Outside).* Not more than one passenger may be carried outside the vehicle.

22. *Steps.* Suitable steps and hand rails must be provided where necessary.

23. *Floor Boards.* The floor boards of the inside must be so arranged that they cannot be a cause of danger to a passenger.

24. *Cushions.* All vehicles which are used to stand or ply on any street, road or public place in the City of Belfast must be properly upholstered with leather or good quality artificial leather. All other vehicles must be properly upholstered with suitable material but rubber-cloth will not be considered a suitable material.

25. *General Condition.* Doors, windows, seats, roof, springs, wheels, cushions, linings, panels, etc., and all furniture appointments, etc., must be in proper order and repair, the paint and varnish in good condition and the inside of the vehicle perfectly clean.

26. *Luggage.* Provision must be made for conveyance of a reasonable quantity of luggage and efficient means provided of securing it. If the roof is to be used to carry luggage an approved fixed roof guard rail must be provided.

Accommodation for luggage must be provided on the roof of every vehicle which is used to stand or ply for hire in the City of Belfast.

27. *Accumulators.* Accumulators or other electrical appliances used for illumination must be so placed as not to be a source of danger and must be of approved type and capacity.

28. *Celluloid or Xylonite Fittings.* No celluloid, xylonite or inflammable fittings shall be placed inside or outside the vehicle but this shall not apply to accumulator cells nor to any fittings forming part of the side curtains or of the hood.

29. *Bodywork.* Every vehicle used to stand or ply for hire on any street, road or public place in the City of Belfast must be fitted with an enclosed body, containing a solid partition dividing the driver's seat from the passengers' compartment, the partition to extend from the floor to the roof of the vehicle and be fitted with a sliding window capable of being opened by the passengers.

The height of every such vehicle inside the passengers' compartment must not be less than four feet from the floor to the roof and the distance from the partition to the front of the cushion of the back seat must not be less than two feet and six inches.

The distance from the front of the back seat cushion to the back squab must not be less than eighteen inches.

Every such vehicle must be provided with separate entrances to the driver's and passengers' compartment.

Use of Motor Cars on Highways : Third Party Risks.

THE MOTOR CARS (THIRD PARTY RISKS) (AMENDMENT) REGULATIONS, 1932, DATED 17TH DAY OF SEPTEMBER, 1932, MADE BY THE MINISTRY OF HOME AFFAIRS FOR NORTHERN IRELAND.

1932. No. 100.

WHEREAS in pursuance of the provisions of the Motor Vehicles and Road Traffic Act (Northern Ireland), 1930, and of Section 12 of the Roads Act, 1920, the Ministry of Home Affairs for Northern Ireland on the 24th day of December, 1930, made regulations entitled the Motor Cars (Third Party Risks) (Northern Ireland) Regulations, 1930 (hereinafter referred to as "the principal Regulations"):

And whereas it appears expedient to the said Ministry that the principal regulations should be modified in manner hereinafter appearing:—

Now, therefore, the Ministry of Home Affairs for Northern Ireland in exercise of the powers vested in it by the aforesaid enactments hereby makes the following regulations:—

1. These Regulations may be cited as "The Motor Cars (Third Party Risks) (Amendment) Regulations, 1932," and shall come into force on the first day of October, 1932.

2. The principal regulations shall have effect as though:—

(1) (i) in Forms A. and B. of the Schedule thereto (hereinafter in Regulation 3 hereof referred to as "the old