(*b*) the Transport Tribunal in relation to any appeal brought on or after that day."

2. These Regulations shall come into operation on the 14th day of August, 1951, and may be cited as "The Goods Vehicles (Licences and Prohibitions) (Amendment) Regulations, 1951."

Given under the Official Seal of the Minister of Transport this 2nd day of August, 1951.

(L.S.) *Alfred Barnes,*
The Minister of Transport.

EXPLANATORY NOTE

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

The jurisdiction conferred by section 15 of the Road and Rail Traffic Act, 1933, on the Appeal Tribunal constituted thereunder to hear appeals in connection with licences for goods vehicles will be transferred to the Transport Tribunal as from the day appointed by Order of the Minister of Transport made under the Transport Act, 1947, to be the day appointed for that purpose.

These Regulations make the necessary amendment to the Goods Vehicles (Licences and Prohibitions) Regulations, 1936, so that the provisions thereof which prescribe the time within which and the manner in which appeals under section 15 of the Road and Rail Traffic Act, 1933, are to be made to the Appeal Tribunal constituted thereunder shall on and after the appointed day apply so as to prescribe the time within which and the manner in which appeals under the said section 15 are to be made to the Transport Tribunal.

The Road and Rail Traffic Act (Exemption) Regulations, 1951

1951 No. 1641

Made - - - -	*5th September,* 1951
Laid before Parliament	*8th September,* 1951
Coming into Operation	*19th September,* 1951

The Minister of Transport in exercise of the powers conferred upon him by subsection (7) of section 1 and section 25 of the Road and Rail Traffic Act, 1933(**a**), (hereinafter referred to as "the Act") 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 19th day of September, 1951 and may be cited as "The Road and Rail Traffic Act (Exemption) Regulations, 1951."

(2) The Road and Rail Traffic Act (Exemption) Regulations, 1938(**b**), the Road and Rail Traffic Act (Exemption) (Amendment) Provisional Regulations, 1938, and the Road and Rail Traffic Act (Exemption) (Amendment) Provisional Regulations, 1939, are hereby revoked.

(a) 23 & 24 Geo. 5. c. 53. (b) S.R. & O. 1938 (No. 508) II, p. 3015.

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

2. Section 1 of the Act shall not apply:—

(*a*) to the use of any vehicle while hired, whether directly or through a contractor, by any of the following authorities, namely, the Admiralty, the Secretary of State for War, the Secretary of State for Air, any Territorial Army County Association, Auxiliary Air Force County Association or County Joint Association, for naval, military or air force purposes in connection with the manning of any war stations in anticipation of enemy attack, or the mobilisation of the fighting Services, or in connection with manoeuvres, exercises or training; and for the purposes of this Regulation, where a vehicle is so hired, the period of hire shall be deemed to include its journeys to and from the war station or the area where the mobilisation, manoeuvres, exercises or training take place;

(*b*) to the use of any vehicle by a local authority as defined in section nine of the Civil Defence Act, 1948(b), in the discharge of any function conferred on or exercisable by that authority under regulations made under the said Act;

(*c*) to the use of any vehicle upon which no permanent body has been constructed, used only for carrying burden which either is carried solely for the purpose of test or trial, or consists of articles and equipment which will form part of the completed vehicle when the body is constructed;

(*d*) to the use of any vehicle used on a road only in passing from one part of any private premises to another or to other private premises belonging to the same person in the immediate neighbourhood, provided that the distance travelled on a road by any such vehicle does not exceed six miles in any one week;

(*e*) to the use of any trailer not constructed primarily for the carriage of goods but which is used incidentally for that purpose in connection with the construction, maintenance or repair of roads;

(*f*) to the use of a road roller when hauling either

(i) a trailer used in connection with the construction, maintenance or repair of roads being a trailer which, notwithstanding that it may incidentally be used for the carriage of goods in such connection, is not primarily constructed for the carriage of goods; or

(ii) a water cart used in such connection;

(*g*) to the use of any tower wagon or trailer drawn by a tower wagon, provided that in each case the only goods carried on the vehicle are such as are required for use in connection with the work on which the tower wagon is ordinarily used as such;

(*h*) to the use of any vehicle under the direction of H.M. Coastguard or of the Royal National Lifeboat Institution for the carriage of lifeboats, life-saving appliances or crew;

(*i*) to the use of any vehicle by a highway authority for the purposes of section 27 of the Road Traffic Act, 1930(c);

(*j*) to the use of a vehicle under a limited trade licence within the meaning of section 10 of the Vehicles (Excise) Act, 1949(d);

(a) 52 & 53 Vict. c. 63.
(b) 12, 13 & 14 Geo. 6. c. 5.
(c) 20 & 21 Geo. 5. c. 43.
(d) 12, 13 & 14 Geo. 6. c. 89.

(*k*) to the use for the purpose of soliciting orders by a commercial traveller, but not for the purpose of advertisement or of the sale or delivery of goods, of a motor vehicle constructed solely for the carriage of not more than seven passengers (exclusive of the driver) and their effects, and not adapted for the carriage of goods other than samples ;

(*l*) to the use of a motor vehicle controlled by a pedestrian and not constructed or adapted for use or used for the carriage of a driver or passenger ;

(*m*) to the use of a motor cycle (including a motor cycle to which a side-car is attached) constructed or adapted for the carriage of goods, for the carriage of tools, apparatus or materials required for the use of the driver of the vehicle in carrying on his trade or business, provided that no other goods are carried in the vehicle ;

(*n*) to the use of a motor vehicle by a medical practitioner, state registered nurse, state certified midwife, dentist or veterinary surgeon for the carriage of medicines or of any instruments or apparatus necessary for his or her use in carrying on his or her profession as medical practitioner, nurse, midwife, dentist or veterinary surgeon as the case may be, provided that no other goods are carried in the vehicle ;

(*o*) to the use of a motor vehicle constructed solely for the carriage of not more than seven passengers exclusive of the driver and their effects when adapted to draw or drawing a trailer provided that any trailer so drawn and the goods carried therein (if any) are not drawn and carried for hire or reward ; or

(*p*) to the use of any such vehicle as is mentioned in paragraph (*a*) of subsection (2) of section 4 of the Vehicles (Excise) Act, 1949, whilst being used solely for the haulage of such objects as are referred to in sub-paragraphs (i), (ii), (iii), (iv) and (v) of that paragraph.

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

(L.S.) *Alfred Barnes,*
The Minister of Transport.

EXPLANATORY NOTE

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

These Regulations re-enact with amendments the Road and Rail Traffic Act (Exemption) Regulations, 1938, as amended, which grant exemption in certain cases from the requirement of the Road and Rail Traffic Act, 1933, that a goods vehicle shall not be used for the carriage of goods for hire or reward or in connection with a trade or business except under a carrier's licence. The principal changes are that exemption is now granted in the following additional cases :—

(*a*) the use of pedestrian controlled vehicles (Regulation 2 (*l*)) ;

(*b*) the use of motor cycles (including motor cycles with side-cars attached) for the carriage of tools, apparatus or materials required by the driver in carrying on his trade or business (Regulation 2 (*m*)) ;

(*c*) the use by a medical practitioner, nurse, midwife, dentist or veterinary surgeon of a vehicle for the carriage of medicines, instruments or apparatus (Regulation 2 (*n*)) ;

(*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.